

# TRAFFIC CALMING POLICY

October 15, 2013



# Traffic Calming Policy - History

## Policy Background

Initial City Traffic Calming Policy adopted in 2006 (Resolution 2006-03-31)

1st revision in 2008 to create Neighborhood Traffic Calming Manual (Resolution 2008-10-56)

2nd revision proposed in 2013 to define Area of Impact, modify petition criteria, modify safety and operational warrant criteria, and modify applicable traffic calming treatments

## Requests/Implementation

- 134 requests for traffic calming on 77 streets (Public Works database [Lucity] since 2008)
- 3 Speed Hump Installations on Chaseland Road, Cromwell Road, and Heards Creek Drive
- 46 Radar Speed Feedback Signs (RSFS) installed



# Proposed Policy Modifications

No changes to the Policy

Section / Category	2008 Traffic Calming Manual	2013 Traffic Calming Manual	
		Section No.	Proposed Modification
Definition and Intent (Section 1.0)	Defines general intent of traffic calming techniques	1.0	None
Neighborhood Traffic Request Process (Section 2.1)	Written request from Homeowners Association, Neighborhood group, or individual residents	2.1	None
Cost Sharing (Section 2.5)	50% City/50% neighborhood cost share or 100% neighborhood share	2.5	None
Funding (Section 2.6)	Approval by neighborhood, 50% City budget funding, 50% neighborhood cost share or 100% neighborhood share	2.6	None
Design and Operational Criteria (Section 3.1 A)	Minor streets with posted speed limit of 30 mph or less. Collector and arterial streets are ineligible	3.1 A	None
Design and Operational Criteria (Section 3.1 F)	Preserve bicycle and pedestrian access	3.1 F	None



# Proposed Policy Modifications

## Modifications to the Policy

	2008 Traffic Calming Manual	2013 Traffic Calming Manual	
		Section No.	Proposed Modification
<b>ent</b>	Two phase process includes 1) radar trailers and enforcement followed by 2) consideration of devices	2.2	Remove two phase process
<b>hood</b>	<b>90%</b> of property owners within study area must approve petition to be considered for implementation	2.3	Lower percent of approval to <b>75%</b> of property owners within study area (Area of Impact) for petition to be considered for implementation
<b>d al</b>	Traffic calming techniques planned and designed with sound engineering judgment and practices		Clarified through geometric criteria listed in 3.1 A-J
<b>of ming</b>	Speed Monitoring Trailer, Traditional Enforcement, Chicanes, Roundabouts, Speed Cushions, Raised Intersections, Partial Street Closure, Channelization, Neckdown, Lane/Street Narrowing, Traffic Median, Neighborhood Identification Island, Gateway		Remove Raised Intersection Add RSFS and Striping



# Proposed Policy Modifications

## Additions to the Policy

/ Category	2008 Traffic Calming Manual	2013 Traffic Calming Manual	
		Section No.	Proposed Modification
Impact on Criteria	<i>Not defined</i>	2.4	Define Area of Impact as every parcel with street frontage within project area plus every parcel on cross streets up to next major street that uses project street as primary access
of Traffic Device	<i>Not defined</i>	2.7	Propose removal process through written petition. 75% of property owners within study area (Area of Impact) must approve petition to be considered for removal. Includes 50% neighborhood cost share.
nd Operational Criteria	<i>Not defined</i>	3.1 B	Adds design criteria roadway length > 1,000 feet
nd Operational Criteria	<i>Not defined</i>	3.1 C	Adds design criteria 1,000 feet of street grade has to be less than 7%
nd Operational Criteria	<i>Not defined</i>	3.1 D	Adds design criteria minimum centerline radius >375 feet at device location for 25 mph and >450 feet for 30 mph



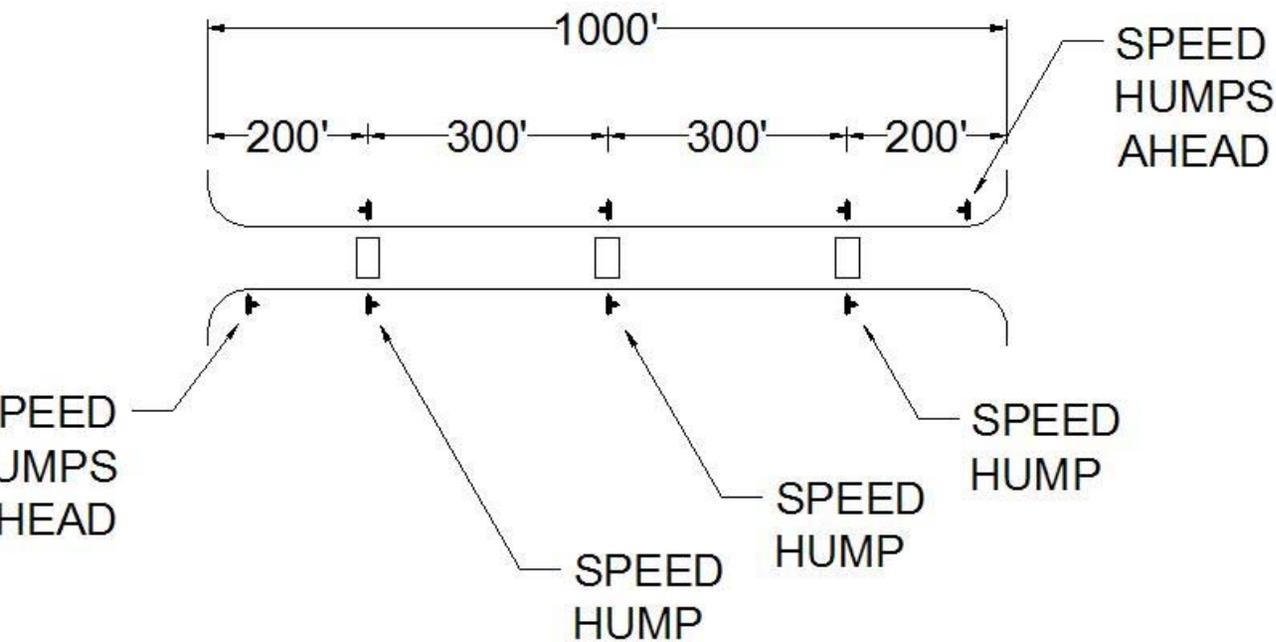
# Proposed Policy Modifications

## Additions to the Policy, Continued

/ Category	2008 Traffic Calming Manual	2013 Traffic Calming Manual	
		Section No.	Proposed Modification
nd Operational Criteria	<i>Not defined</i>	3.1 E	Adds design criteria meet sight distance of Development Ordinance §103-77
nd Operational Criteria	<i>Not defined</i>	3.1 H	Adds design criteria device cannot impede the flow of stormwater
nd Operational Criteria	<i>Not defined</i>	3.1 I	Adds design criteria striping and signage to meet all federal, state, and local standards
ive Treatments ic Calming	<i>Not defined</i>	4.0	Adds criteria for Radar Speed Feedback Signs (RSFS) Warrants and Neighborhood Self-Striping Program
nd Operational Criteria	<i>Not defined</i>	3.1 J	Adds design criteria device spacing defined by City



# Safety and Operational Warrant Criteria – Example – Device Spacing



# Proposed Policy Modifications

## Removal from the Policy

Section / Category	2008 Traffic Calming Manual	2013 Traffic Calming Manual	
		Section No.	Proposed Modification
Policy and Operational Criteria	Traffic volumes between 400 and 4,000 vehicles per day or peak hour vehicles >100		Remove
Policy and Operational Criteria	85 <sup>th</sup> percentile speed must be average of 11mph higher than posted speed limit		Remove
Policy and Operational Criteria	Preserve Emergency vehicle access		Remove



# Next Steps

Input from Council

Coordination with Legal, Public Safety,  
and Communications

Approval November 12

