



Legislation Details (With Text)

**File #:** 20-1640      **Version:** 1      **Name:** Resolution Regarding Traffic Calming Process  
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**Title:** Resolution Regarding Traffic Calming Process  
**Sponsors:** Jane Lumm, Anne Bannister

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Date	Ver.	Action By	Action	Result
11/5/2020	1	City Council		
11/5/2020	1	City Council	Amended	Fail
11/5/2020	1	City Council	Approved	Fail

**Resolution Regarding Traffic Calming Process**

Whereas, The City’s Traffic Calming Program is a resident-driven process established in 1999 and is a valuable tool that empowers residents to improve safety on their neighborhood streets;

Whereas, City Council adopted an updated Traffic Calming Program on November 19, 2018 including affirming that City Council “maintains authority over Traffic Calming Program updates and approval of individual project plans before construction”;

Whereas, The Traffic Calming Program is a 5-step sequential process that commences with a resident-initiated petition, includes two neighborhood meetings, and culminates with a vote on a Final Plan that reflects the neighborhood input received during the process;

Whereas, The Program stipulates that the initial petition identifies the area of interest and defines the Project Area as “all addresses adjacent to the area of interest and addresses 100 feet from where the project street intersects a local street”;

Whereas, The Program stipulates that “cul-de-sac properties on streets intersecting the Project Area are notified for information, but are not provided a questionnaire or a final polling opportunity”;

Whereas, The Program allows other corridor users beyond 100 feet on neighboring streets to attend the public meetings, but they are not notified or sent materials and do not have a vote on the Final Plan;

Whereas, Many neighboring residents who live beyond the currently defined Project Area frequently walk, bike and drive on the specific street being considered for Traffic Calming (as evidenced by 2/3 of the attendees at the Glenwood Meeting #2 being neighboring users, but not property owners in the Project Area), but they are excluded from the decision making in the current process;

Whereas, The limited Project Area definition has been a source of concern/frustration to neighboring residents in at least two Traffic Calming projects (Bluett; Glenwood) and likely others;

Whereas, For development projects and special exception property uses, the City utilizes a 1,000 foot standard for notification of impacted neighbors; and

Whereas, City Council believes the Traffic Calming Program would be improved by expanding the area of direct participation in decision making to include connecting cul-de-sacs and expanding the current 100 foot standard;

RESOLVED, City Council directs the City Administrator to revise the Traffic Calming Program as follows:

- Expand the Project Area definition to include properties 1,000 feet from where the project street intersects a local street
- Expand the Project Area definition to include cul-de-sac properties that intersect the project street where the traffic calming would occur
- Include the expanded Project Area properties in all notifications, mailings and votes

RESOLVED, The City Administrator may present to Council suggested adjustments to this direction consistent with the intent of the resolution.

Sponsored by: Councilmembers Lumm and Bannister