

Traffic Calming Resolution Implementation Strategy

2/9/24

Committee Members: Erica Briggs, Dharma Akmon, Bret Hautamaki

Staff: Andrea Wright, Chris Cespedes, Cynthia Redinger, Raymond Hess

2/23/24

Committee Members: Erica Briggs, Dharma Akmon, Bret Hautamaki

Staff: Andrea Wright, Chris Cespedes, Cyrus Naheedy, Raymond Hess

(blue text = staff ideas / red text = TC Committee ideas)

RESOLVED, City Council hereby directs the City Administrator to manage and maintain the neighborhood traffic calming program and removes the requirement of City Council approval for individual calming project plans;

Staff interpretation = this is now a staff administered program and Council has removed themselves from the program

- Action needed: update guidebook and materials
 - Suggested changes:
 - Increased minimum distance of project area to 500ft. This allows for installation of 2 devices at typical spacing
 - Raise threshold for % of signatures required to 2/3 of affected properties in the petition area
 - Concern over areas of high rentals which may prove difficult to reach this threshold.
 - Staff gives a grace period (1 year) to petitioners to obtain the needed signatures. We hold their place in the queue in the meantime (could set a minimum signature threshold to hold place in the queue). Staff also assists petitioners in getting signatures (surveys, mailers, etc).
 - Petitions are just one way to get traffic calming (incorporation in capital projects as another avenue)
 - People may not be willing to sign without knowing the outcome. Initial questionnaire could help tease out these expectations.
 - Be open to revisiting this threshold if the result shows neighborhoods are discouraged from petitioning.
 - Eliminate all other qualifying criteria except for petition signatures. Would still collect speed data to help inform design (but would not be used to disqualify a petition)
 - 5 steps – 1) petition/initial questionnaires; 2) preliminary plan and self-guided tour; 3) workshop; 4) implementation; 5) 1 year post-implementation follow-up. This removes one of the meetings; but some projects may require additional follow-up meeting(s).
 - Is there an opportunity to still consider installation of temporary rubberized speed humps? We moved away from

the “try-before-you-buy” approach and are now following the direction provided in this resolution.

- Website - Program FAQs to be updated; we might be able to create a storymap or set tabs based on steps so residents can easily click and follow along. We could eventually migrate to a paperless system and have the website act as the sole resource. We need to be clear about the relationship of similar but different programs/process: traffic calming on residential streets (resident initiated), traffic calming on residential streets as part of capital projects (staff initiated), school traffic calming toolkit on residential and major streets (TBD initiated), speed management on major streets (staff initiated).
- Devices in the guidebook – We may re-evaluate or de-emphasize some devices: Landmark signage is not effective unless the character/classification of the road changes. Some device types have proven challenging (raised crosswalks and raised intersections); or we could put qualifiers on when they may be pursued.
- Petitions which qualified under the old program will be considered grandfathered and follow that procedure. New petitions will follow the new program.
- **Would staff consider speed feedback signs?** Staff has concerns over the long-term effectiveness of fixed location signage – which is why we’ve preferred the temporary deployments done by Police; or the dynamic signs around schools on arterials.

RESOLVED, City Council directs the City Administrator to utilize a collaborative model of public engagement for traffic calming;

Staff interpretation = neighborhoods can no longer reject the final plan... so if you petition, you're getting something

- **Action needed: update the process, guidebook and materials.**
 - Raise threshold for % of signatures required to 2/3 of affected properties
 - Final polling is now removed.
 - Update petition form to make it clear that successful petitions will result in traffic calming (i.e. the neighborhood no longer has veto power at the end of the process).
 - **Continue to inform City Council and Transportation Commission on petitions and process**

RESOLVED, City Council directs the City Administrator to evaluate opportunities to incorporate traffic calming elements into capital projects which significantly disturb the existing road surface, particularly those that are a part of the All Ages All Abilities network identified in the transportation plan, in a school walk zone, where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming to enhance comfort and safety for non-motorized uses, regardless of petition status;

Staff interpretation = any capital project should consider traffic calming (even if there is no active petition)

- Action needed: normalize traffic calming considerations as part of capital projects.
 - Consider incorporating language into the CIP if we expect traffic calming as part of a capital project descriptions.
 - Qualifying criteria – the petition process should drive the resident driven initiated projects. However, installation for other projects (resurfacing or capital) should be driven by a stronger data threshold (speeding). To keep data collection manageable, staff will be selective on which roads will be analyzed.
 - Collect traffic data (especially speed) to determine extent of traffic calming inclusion. Staff will consider vertical elements if the 85th percentile is 28mph or greater. In areas with speeds less than 28mph, we may look at minor improvements like bumpouts (especially around schools).
 - Data collection is proving difficult. Much of our equipment is obsolete and we don't have an on-call firm to perform this work.
 - Consideration of how pavement condition can also exacerbate speeds ('potholes slow traffic')
 - Is 28mph appropriate (especially considering things like 20 is plenty?)
 - Cross reference the VZ Transportation Plan. Also, check the files if there is a past/current petition
 - Next year capital project –
 - Yost: putting back what was already there;
 - Lakewood: some bumpouts and an intersection realignment.
 - Burwood: several raised devices proposed (has a documented speeding problem).
 - More info on Lakewood and Burwood on the [resurfacing website](#)

RESOLVED, City Council directs the City Administrator to consider the full range of established speed control elements as identified by the National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE) or Federal Highway Administration (FHWA), or tools identified in the Traffic Calming Program and the Speed Management Program, including vertical devices such as raised crosswalks, speed humps, and speed cushions, as well as bump-outs, chicanes, narrowing etc. in all capital improvements projects that disturb the road surface;

Staff interpretation = extension of the clause above and broadening the toolbox beyond our existing program alone

- Action needed: similar to above

RESOLVED, City Council directs the City Administrator to develop a school traffic calming toolkit by December 31, 2024; and

My interpretation = we need to develop something in the environs of schools

- Action needed: develop a complimentary process around schools

- Document our existing practice. Define a geography/perimeter around schools to which this would apply. The tools are expected to be the similar but the threshold for inclusion will be lower (i.e. higher chance of incorporation)
- Request from schools should be a primary consideration: designated walking routes established by AAPS or the school in question.
- There might be some interest in a more streamlined process around schools that is less reliant on neighborhood support.
- May consider new tools around schools.
- Staff have begun discussions with AAPS.
- How are walk routes defined?
- Defined geography may be difficult and may require some flexibility. Should not be used to 'exclude' possible traffic calming if it is outside of the boundary (especially appropriate given the context around schools can be very different: Huron High vs an elementary school).
 - Could consider something within a quarter mile from the school property.
 - Could also allow for improvements beyond the defined perimeter if it is part of defined routes to school.
- There does not seem to be consistency across the district. Many of this seems to emanate at the school level instead of a district wide policy or process
 - Level of interest and engagement among schools varies
- May need to look differently at elementary, middle, high schools
 - High schools pose a different challenge because a) students tend not be accompanied by adults; b) schools are located on arterials with higher speeds and higher volumes making it more dangerous.
- Pick-up and drop-off is a big pain point
 - Consider "near remote" drop-off and walk-in areas. While not a traffic calming device, this helps shift traffic away from the immediate vicinity of the school and could be a good consideration.
 - It's not just speed - sometimes volume and bad behavior (parking in bike lanes) is also at play.
- Could staff have facilitated workshops for schools/PTOs/others to develop their walk zones. Schools don't have central guidance which leads to inconsistencies?
- Could staff consider a school-initiated petition (similar to the neighborhood petition process but a function of the parents/the principal/and/or Administration submitting a petition)? Schools could also have some voice (votes) on a neighborhood petition that is adjacent to a school.
 - We engage stakeholders, including AAPS, when a petition process is initiated. Additionally, we vet the traffic calming concepts before releasing them publicly to ensure there are no concerns.
 - Could this apply to private schools?

- Should we consider pre-schools or daycares (immediately adjacent)
- How receptive is AAPS to this? They are receptive but there might be a staff capacity constraint.

RESOLVED, City Council directs the Transportation Commission's Neighborhood Traffic Calming Committee to continue to work with staff to further define the updates to these programs.

Staff interpretation = the Transpo Comm's Traff Calming (TCTC) continues to exist

- Continue to vet ideas with the committee

DRAFT