



DRAFT MEMORANDUM

TO: Transportation Commission
FROM: Raymond Hess
DATE: May 11, 2023
SUBJECT: Proposed Changes to the Traffic Calming Program

This memorandum is provided in response to the resolution drafted by the Traffic Calming Subcommittee of the Transportation Commission.

Proposed Resolution and Associated Considerations

Resolved, the Transportation Commission recommends that City Council pass a resolution to empower the administrator to manage and maintain the Traffic Calming Program and remove the requirement of City Council approval for individual calming project plans;

Staff Recommendation:

- This is not problematic. Staff understands this resolved clause to mean that all aspects of the Traffic Calming Program shift to administrative (staff) approval. Changes to the Program can be implemented by staff; additionally, individual projects would also be approved by staff. Transportation Commission and City Council would no longer be part of the approval process. However, staff would keep both bodies informed with updates.

Resolved, the Transportation Commission recommends that City Council maintain the current level of funding in order to accelerate the processing of neighborhood requests for traffic calming and meet the demand;

Staff Recommendation:

- This is not problematic. The FY24 budget proposes a budget of \$250,000 for traffic calming which is in line with the FY23 budget.

Resolved, the Transportation Commission recommends that City Council direct staff to amend the neighborhood traffic calming program to a collaborative model of public engagement, instead of the current empowerment model;

Staff Recommendation:

- This is not problematic. This change means that staff will work with the neighborhood for advice and innovation in formulating solutions and incorporate advice and recommendations into the decisions to the maximum extent possible. But unlike the current program, staff (not the neighborhood) will make the final decision to implement. Under this approach, it is anticipated that once a petition is received, some form of traffic calming *will be implemented* (and cannot be voted down by the neighborhood).

Resolved, the Transportation Commission recommends that City Council direct staff to install bump-outs by default on streets with on-street parking. Bump-outs should be considered in Capital Improvements Planning streetscape projects;

Staff Recommendation:

- Staff has concerns with the prescriptive nature of this resolved clause. There may be locations where installation of bump-outs may prove technically challenging, cost prohibitive, or marginally beneficial. Additionally, a mandate to install bump-outs as part of any streetscape project would add notable costs to most if not all road projects. These costs – \$15,000 to \$46,000 per device per corner – would result in less miles of streets that can be resurfaced annually.
 - *Suggested edit: “Resolved, the Transportation Commission recommends that City Council direct staff to install bump-outs ~~by default~~ on streets with on-street parking if deemed advisable by staff when considering feasibility, costs, benefits, and other relevant factors. Bump-outs should be considered in Capital Improvements Planning streetscape projects;”*

Resolved, the Transportation Commission recommends the development of a school traffic calming toolkit;

Staff Recommendation:

- This is not problematic. Staff would expect to work with AAPS and the Transportation Commission on the development of such a toolkit. The details of the school traffic calming toolkit, and how it is different than the (regular) traffic calming program and speed management program (which is currently under development) would need to be clarified as part of this development.

Resolved, the Transportation Commission recommends that City Council direct staff to routinely evaluate opportunities to incorporate traffic calming elements into all capital projects which may disturb the existing road surface, particularly those that are a part of the All Ages All Abilities bicycle network identified in the transportation plan, in a school walk zone, or where a record of crashes, bus routes, speeding, and/or resident concerns exist, regardless of petition status; and

Staff Recommendation:

- This is not problematic. Since this resolved clause directs staff to “evaluate opportunities” for traffic calming, we believe there is sufficient flexibility to determine if something can and should be pursued as part of a capital project. There is some concern about staff’s capacity to scale this mandate to all capital projects. The concerns over project cost increases are also applicable to this resolved clause.

Resolved, the Transportation Commission’s Neighborhood Traffic Calming Committee will continue to work with staff to further define the specifics of the new programs.

Staff Recommendation:

- This is not problematic. The last update to the Traffic Calming Program was a lengthy endeavor that had numerous engagement opportunities associated with it. Staff would anticipate that the changes proposed in this resolution would have to be vetted publicly.