



## PARKING, TRAFFIC, AND CIRCULATION COMMITTEE GUIDELINES

### GUIDELINES FOR NEIGHBORHOOD TRAFFIC CALMING

#### PURPOSE:

These guidelines have been developed in an effort to provide residents with access to traffic management information. The guidelines are intended to help identify appropriate traffic calming measures as well as thresholds and procedures for implementation of these measures. These guides are one of several tools available to the Parking, Traffic, and Circulation Committee for their deliberations and can be supplemented, altered or otherwise amended at the Committee's discretion.

#### GOALS:

Goals of implementing traffic calming measures include the following:

1. Manage the speed of vehicles on residential streets to conform to limits defined by California Vehicle Code and City Municipal Code
2. Minimize impacts to emergency vehicle response times and complement disaster preparedness and evacuation plans
3. Avoid impacts to street drainage patterns
4. Minimize impacts to street parking
5. Select low maintenance alternatives
6. Improve accessibility and safety for all road users
7. Complement complete streets planning goals

#### TYPES:

Traffic calming measures may include, but not be limited to, any of the following:

1. Education of the community on traffic concerns
2. Neighborhood outreach
3. Radar speed trailer
4. Increased enforcement
5. Signage
6. Speed humps, bumps, and tables
7. Road diets for bicycle facilities
8. Chokers and chicanes
9. Curb extensions
10. Pavement narrowing
11. Traffic circles and roundabouts
12. One-way streets and half street closures
13. Rumble strips, enhanced paving materials, and markings



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### **CRITERIA**

The Committee may use the following kinds of criteria for determining where best to implement a traffic calming solution. The criteria are not exhaustive nor exclusive and any combination of particulars, both qualitative and quantitative, may be used by the Committee to determine where a traffic calming solution is used, which traffic calming solution is warranted, and whether a previously installed traffic calming solution is effective.

1. Street should be a local residential, collector, or hillside collector
2. Posted or prima facie speed limit should be 25 mph or 30 mph
3. Street should have one travel lane in each direction, maximum
4. Area of concern should be at least 1,000 feet in length and contain no existing stop signs
5. Traffic volume should be at least 500 vehicles per day
6. A speed survey should demonstrate that the 85th percentile speed is greater than 8 mph over the posted or prima facie speed limit. This corresponds to 33 mph on a 25 mph road and 38 mph on a 30 mph road
7. Grades, sight distances, curves, pedestrian volumes and facilities, and other physical constraints must be appropriate for the chosen traffic calming device as determined by traffic engineering study

### **PROCESS**

If there is a traffic issue that a resident would like to have addressed, the procedure is as follows:

1. Resident requests the Parking, Traffic, and Circulation Committee (PTC) take up the item via the Action Request form available on the City website.
2. The PTC may then consider the item at its regular meeting during which, the PTC may approve, deny, modify, or request more information on the requested action.
3. If the PTC determines that the requested area should be considered for traffic calming, PTC will request a speed survey be conducted. The results of the survey will be presented to the PTC at a subsequent meeting.
4. After the presentation of the speed survey data, the PTC may, if it chooses, propose a traffic calming measure to be implemented.
5. The PTC recommendation is forwarded to the City Council for consideration at one of their regular meetings. The City Council has the option of approving, denying or modifying any recommendation from the PTC.
6. If approved, the traffic calming measure is then forwarded to the Public Works Department for implementation.
7. After the installation of the traffic calming measure, a speed survey will be conducted to study the effect of the measure on traffic speeds. A successful implementation will lower 85th percentile speeds to or below the posted or prima facie speed limit.