

Traffic Calming Policy

Purpose

To create a uniform set of guidelines for traffic calming on City streets to address traffic concerns raised by customers of the City. Education, enforcement, and engineering are the keys to an effective solution to traffic concerns. Traffic calming can include, but is not limited to the reduction of speed for motorists and increasing safety and/or reduction of traffic accidents at particular locations.

Guidelines

- The following are three methods for addressing traffic calming issues:
 1. Education of the public, including motorists and residents.
 2. Enforcement of the existing traffic regulations and laws.
 3. The use of traffic engineering to modify or physically change the roadway system in order to change the behaviors of motorists.
- All traffic calming issues shall be coordinated between the Commerce City Police Department, the Engineering Division, and the appropriate fire district prior to any final solution being created or implemented.
- Requests for traffic calming can be initiated by the Director of Public Works, the City Engineer, the Chief of Police, residents, or a member of City Council.
- Traffic calming requestors shall be asked to provide the nature of their traffic calming request, including the times and locations of the perceived problem.
- The Engineering Division shall gather and collect the data necessary to determine the nature and severity of the problem. Traffic counts, speed studies, and classification studies will be collected for a minimum period of 48 hours.

This policy applies to all roadway functional classifications. The application of speed humps will not be applied on arterial roads, or collector roads that are priority one (1) or priority two (2) snow routes.

Speed Related Traffic Calming Requests

The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road. This speed indicates the speed that most motorists on the road consider safe and reasonable under ideal conditions. It is a good guideline for the appropriate speed limit for the road. The traffic calming measures prescribed in this policy shall be applied to roadway functional classifications as follows:

Arterial and Collector Roadway Classifications:

1. **85th Percentile Speed is Less than 3MPH Over the Posted Speed Limit**

The following measures will apply if the 85th percentile is less than 3 mph over the posted speed limit:

No Measures of traffic calming will be taken. Available options include:

- The integrity of the data shall be confirmed to determine if some outside element, i.e. adverse weather conditions, had an effect on the data prior to the finalization of the outcome.
- The requestor may request the study results summary.
- If desired by the requestor, the City, or the neighborhood, another traffic study can be conducted 6 months after the performance of the initial study.

2. **85th Percentile Speed is Between 3 MPH – 5 MPH Over the Posted Speed Limit**

The following apply if the 85th percentile is between 3 mph and 5 mph over the posted speed limit:

- Education and enforcement methods will be used to address the issues.
- Methods for education and enforcement may include:
 - A review of the existing signage for possible changes.
 - The creation of a traffic study brochure for distribution by residents or for distribution to a particular neighborhood.
 - Additional or directed patrol by the Police Department.

3. **85th Percentile Speed is Greater than 5 MPH or Over the Posted Speed Limit**

The following apply if the 85th percentile is greater than 5 mph over the posted speed limit:

- A combination of education, enforcement, and traffic engineering methods will be used to address the issues.
- Methods for education and enforcement may include:
 - A review of the existing signage for possible changes.

- The creation of a traffic study brochure for distribution by residents of for distribution to a particular neighborhood.
- Additional or directed patrol by the Police Department.
- Design and installation of engineering devices such as speed radar signs, striping modifications or less intrusive engineering measures.
- Engineering devices such as speed humps will not be applied on arterial or collector roadways.

Local Residential Roadway Classification:

1. 85th Percentile Speed is Less than 3 MPH Over the Posted Speed Limit

The following measures will apply if the 85th percentile less than 3 mph or less over the posted speed limit:

No Measures of traffic calming will be taken. Available options include:

- The integrity of the data shall be confirmed to determine if some outside element, i.e. adverse weather conditions, had an effect on the data prior to the finalization of the outcome.
- The requestor may request the study results summary.
- If desired by the requestor, the City, or the neighborhood, another traffic study can be conducted 6 months after the performance of the initial study.

2. 85th Percentile Speed is Between 3 MPH – 5 MPH Over the Posted Speed Limit

The following apply if the 85th percentile is between 3 mph and 5 mph over the posted speed limit:

- Education and enforcement methods will be used to address the issues.
- Methods for education and enforcement may include:
 - A review of the existing signage for possible changes.
 - The creation of a traffic study brochure for distribution by residents of for distribution to a particular neighborhood.
 - Additional or directed patrol by the Police Department.

3. 85th Percentile Speed is Greater than 5 MPH Over the Posted Speed Limit

The following apply if the 85th percentile is greater than 5 mph over the posted speed limit:

- A combination of education, enforcement, and traffic engineering methods will be used to address the issues.
- Methods for education and enforcement may include:
 - A review of the existing signage for possible changes.

- The creation of a traffic study brochure for distribution by residents of for distribution to a particular neighborhood.
- Additional or directed patrol by the Police Department.
- Design and installation of engineering devices.

The process for installation of engineering devices (traffic calming) is:

- A public meeting with the neighborhood will be held to discuss the traffic data collected and possible solutions. The meeting should include representatives from the Police Department and the Engineering Division.
- At the desire of the effected neighborhood(s), a petition for a particular solution shall be circulated. This petition can be made available at the public meeting or to the requestor.
- Upon completion and return of the petition, the results will be returned to the Engineering Division. The Engineering Division will then present the petition and proposed solution to the Police Department, Street Maintenance Division, the appropriate fire district, and the affected school district.
- Each entity will evaluate the proposal for affects to operations and make recommendations for modifications to the proposal to address any adverse impacts on their operations.
- Upon completion of review, the neighborhood will be notified of the installation process involved with the traffic calming solution.
- The Engineering Division will determine sources of funding and take the necessary steps to have the traffic calming device designed and constructed.
- Funding limitations may require that the project be place “on hold” until such funds are budgeted.

Removal of traffic calming devices will require a petition from the neighborhood. Traffic calming devices may also be removed if the Engineering Division determines that the devices negatively impact traffic patterns or pose an undue harm to the public.

- For the placement of physical traffic calming changes, i.e. speed humps, curb extensions, or round-a-bouts, the following issues will be considered:
 - Emergency response routes for the Fire District and the Police Department. Physical changes should not grossly affect the response time of emergency vehicles on primary response routes, which shall be identified by the effected agencies.
 - Engineering Division staff will make the best attempts to retain the primary on-street parking for residential units.

The placement of such device(s) will be designed to limit the amount of eliminated on-street parking in front of residential dwellings due to the device. If parking will be lost, the residents directly affected must be amenable to the loss of parking prior to the installation of traffic calming measures.

- All households immediately adjacent to any proposed traffic calming device(s) will be in favor of the device. A petition requesting approval will be mailed to the adjacent households. If no response is received after 10 business days, a second petition will be mailed. If no response is received after 5 business days of the second petition, the City will assume approval.
- The effect of the device(s) on priority one and two snow routes will be considered in the placement of any physical device(s). Devices that impede the removal and control of snow and ice, i.e. speed humps, will not be placed on priority one or two snow routes.
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- RTD routes shall be considered prior to the placement of any physical device(s), and no such device(s) shall be placed that will impede RTD transit routes.
- The effect of a physical modification on adjacent streets shall be a part of the decision prior to the placement of any such device. Devices that will divert or redirect traffic to other local streets shall only be considered if the entire area affected is a part of the study and all members of the neighborhood are a part of the petition process.
- Speed humps shall follow the Guidelines for the Design and Application of Speed Humps, published by the Institute of Transportation Engineers.

Other Traffic Calming Requests

Other traffic calming requests shall be handled on an as-needed basis, and shall be determined by the City Engineer with input from all effected departments and agencies.

City Engineer

Date

Appendix "Snow Route Map"