



# Traffic Calming Policy

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11 January 2021

# Overview

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- Purpose and Need
- Policy Overview
- History/Background
- Guidelines
- Procedures
- Implementation Levels
  - 85th Percentile Speed
- Implementing Engineering Solutions



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# Purpose and Need

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- To review the existing Traffic Calming Policy with City Council
- To inform City Council on how speeding concerns are addressed



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# Overview

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- To create a uniform set of guidelines for traffic calming on City streets and to address traffic concerns raised by customers of the City
- Traffic calming can include, but is not limited to, the reduction of speed for motorists and increasing safety and/or reduction of traffic accidents



# History/Background

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- Traffic Calming Policy first developed/adopted - 1999
  - Last update - December 2014
- In 2020, City received 62 CRMs regarding speeding
  - Only 2 streets qualified for physical traffic calming method(s)
    - 46 Requests (about 75%) fall under Method 1
    - 14 Requests (about 22%) fall under Method 2
    - 2 Requests (about 3%) fall under Method 3
- Takes 1 to 2 months to process Method 1 and 2 requests
- Takes 3 to 4 months to process Method 3 requests
  - Increased time due to public outreach requirements and construction of physical elements



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# Guidelines

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- Three (3) methods for addressing traffic calming issues:
  - (1) Education of the public, including motorists and residents
  - (2) Enforcing traffic regulations and law
  - (3) Installation of engineering devices/measures to physically change the roadway system and driver behaviors



# Procedure

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- PW receives traffic calming requests from citizens, PD, and City Council
- PW & PD Staff coordinate collection of speed data to determine severity of the issue
- Speed data collected by PD. Data collection devices are setup on location to collect speeds continuously for 5-day duration
- PW evaluates speed data and determines what level of traffic calming is implemented, per policy



# Implementation Levels

Three (3) implementation levels are defined in the policy based on the measured 85<sup>th</sup> Percentile Speed

- The 85th Percentile Speed is the speed at or below which 85 percent of the drivers will operate their vehicles under favorable/free-flow conditions
- The predicate underlying the 85<sup>th</sup> Percentile Speed is that most drivers operate their vehicles at speeds they perceive/feel to be safe - based on visual aspects/ques such as:
  - Lane/shoulder configurations and widths
  - Presence of vertical and horizontal curves
  - Sight distance and obstructions
  - Presence of surrounding developments to the roadway



# Implementation Level 1

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- When 85th Percentile Speed is less than 4 MPH over the posted speed limit
  - No traffic calming measures are warranted
  - Available considerations for Level 1 include:
    - (1) The integrity of the data will be confirmed to determine if some outside element, such as adverse weather conditions, affected data collection
    - (2) The requestor may request the study results summary
    - (3) 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

# Implementation Level 2

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- When 85th Percentile Speed is between 4 MPH – 7 MPH over the posted speed limit
  - Education and enforcement methods are warranted to address the issue
  - Methods for education and enforcement may include:
    - (1) Review of the existing signage for possible changes or addition
    - (2) Additional or directed patrol by the Police Department
    - (3) Placement of radar speed feedback signs along the road (driver awareness and education)
    - (4) Other public outreach measures under consideration

# Implementation Level 3

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- When 85th Percentile Speed is greater than 7 MPH over the posted speed limit
  - A combination of education, enforcement, and traffic engineering solutions are warranted to address the issue
  - Methods for education, enforcement, and engineering solutions may include:
    - (1) Review of the existing signage for possible changes or additions
    - (2) Additional or directed patrol by the Police Department
    - (3) Placement of radar speed feedback signs along the road (driver awareness and education)
    - (4) Other public outreach measures under consideration
    - (5) Design and installation of engineering devices such as speed humps

# Implementing Engineering Solutions

- Outreach to the affected neighborhood(s)
- Petition for a particular solution will be circulated. All properties immediately adjacent to a proposed device must be in favor
- Engineering will present proposed solution to the PD, Street Maintenance Division, the appropriate Fire District, and affected school sites
- 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
- Engineering determines sources of funding and take the necessary steps to have the traffic calming device designed and constructed
- Funding limitations may require the project be place “on hold” until such funds are budgeted



# Questions?

