



# Traffic Calming Policy Update Recommended Revisions

10 MAY 2021

# Overview

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- Purpose and Need
- Policy Overview
- Review of Current Implementation Levels 1 - 3
  - 85th Percentile Speed
  - Current Levels 1 - 3
- Recommended Revisions to Levels 1 - 3
- Implementing Engineering Devices

# Purpose and Need

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- Staff presented City Council with an overview of the current Traffic Calming Policy at the 11 January 2021 City Council Study Session
- City Council directed Staff to present recommended policy revisions

# Policy 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



# Current 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



# Recommended Revisions

- Lower Implementation Level speed thresholds
  - Level 1 - Less than 3 MPH over posted
  - Level 2 - Between 3 MPH and 5 MPH over posted
  - Level 3 - Greater than 5 MPH over posted
- Physical/Engineered traffic calming device implementation criteria
  - Residential Roadways
  - Collector and Arterial Roadways



# Level 1 Revision

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- Level 1: Applicable at measured 85th Percentile Speed less than 3 MPH over posted
- Residential, collector, and arterial roadways
  - No traffic calming measures are taken for Level 1

# Level 2 Revision

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- Level 2: Applicable at measured 85th Percentile Speed between 3 MPH and 5 MPH over posted
- Residential, collector and arterial roadways
  - Traffic calming measures will include education and enforcement
    - Staff has developed a standard neighborhood speeding & traffic calming education document



# Level 3 Revision

- Level 3: Applicable at measured 85th Percentile Speed greater than 5 MPH over posted.
- Residential roadways (generally posted @ 25 MPH)
  - Level 3 applies at speeds greater than 30 MPH
    - State Traffic Code sets residential speed limits at 30 MPH
  - Traffic Calming measures will include education, enforcement, traffic engineering methods and physical/engineered devices (such as speed humps)
  - NOTE: Speed data from past 4 years indicates about 5 street segments per year could be eligible for installation of physical/engineered devices

# Level 3 Revision (cont.)

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- Collector and arterial roadways
  - Combination of education, enforcement, and alternative traffic engineering methods will be used to address the issues
  - Physical/Engineered devices such as speed humps will NOT be installed on the following;
    - Collector and arterial roadways
    - Priority 1 or 2 snow routes



# Implementing Engineering Devices

- 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



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# Questions?

