



POLICY FOR NEIGHBORHOOD TRAFFIC CALMING

I. STATEMENT OF PURPOSE

This policy provides a procedure for the consideration, evaluation and implementation of requests for traffic calming measures.

II. DEFINITIONS

- A. *Collector Street* – Any two- or four-lane street that links an arterial street with another collector street, arterial street, or a local street.
- B. *Local Street* – Any two-lane street with a primary purpose of providing direct access to abutting residential properties.
- C. *Residential “Cut-through” Traffic* – Traffic that uses local or collector streets to travel through a residential neighborhood without having an origin or destination within the neighborhood.
- D. *Speed Study* – A study using specialized equipment to measure, collect, and statistically analyze the speed of one hundred (100) or more vehicles.
- E. *Traffic Study* – A manual or automated count of the number of vehicles traversing a particular street in a given time period.

III. ADVANTAGES AND DISADVANTAGES

While traffic calming measures may be a viable option for reducing speeds on residential streets, residents should be aware of both the advantages and disadvantages of these measures.

Advantages:

- A. Traffic speeds are usually decreased in areas where traffic calming measures are employed.
- B. Traffic calming measures discourage cut-through traffic.

Disadvantages:

- A. Traffic calming measures may cause delays to bicyclists, motorcyclists, and emergency vehicles, as well as people using skateboards and/or rollerblades.
- B. Traffic volumes on streets adjacent to streets where the traffic calming measures are located may increase as drivers seek alternate routes to avoid reducing their speed.

- C. Certain traffic calming measures may be perceived as the cause of vehicular damage.
- D. Gutter riding could be a potential problem.
- E. Certain traffic calming measures may have a negative impact on air quality and energy consumption, assuming traffic volumes remain constant. This impact, however, is typically less than the effect of a stop sign.
- F. Traffic calming measures, particularly speed humps, may increase noise levels as vehicles drive over the humps.

IV. ELIGIBILITY REQUIREMENTS

General –

For a street to be considered for traffic calming measures in the City of Temple, the proposed street must meet the following criteria:

- A. The proposed street must be functionally classified as collector or local, as specified in the City of Temple's *Thoroughfare Plan* as maintained by the City's Planning Department.
- B. The proposed street should have no more than two traveling lanes, one in each direction.
- C. Traffic volumes on the proposed street must be less than four thousand (4,000) vehicles per day (vpd). Priority shall be given to streets that have traffic volumes that exceed two thousand (2,000) vpd on an average day.
- D. The proposed street shall have a posted or *prima facie* speed limit of 30 mph or less in accordance with the state law.

Speed Hump-Specific Information –

- A. At the discretion of the Director of Public Works, speed humps will not be installed if street grades are too steep.
- B. At the discretion of the Director of Public Works, speed humps will not be installed if curves or obstacles would create an unsafe condition for motorists driving at normal speeds under average driving conditions.
- C. Priority for the installation of speed humps shall be given to streets that do not provide direct access to schools or other community facilities.
- D. Speed humps shall not be installed on streets designated as through truck routes, unless an acceptable alternate route can be identified.

- E. The installation of speed humps shall not adversely affect travel or safety of pedestrians, bicyclists, or physically handicapped persons.
- F. The installation of speed humps shall not adversely affect street drainage.
- G. No installation of speed humps will be made on streets included in a planned Capital Improvement Project within one (1) year of the request for a speed hump.

V. PROCEDURE FOR STUDY APPLICATION

Initiation –

- A. A request for a study, to determine if traffic calming measures may be considered for a particular street, must be submitted in writing to the Director of Public Works. This request must contain the signatures of residents (one each) from at least four (4) individual residential units facing the block of the particular street upon which the traffic calming measure feasibility study may be performed.
- B. A request for a study may be initiated at the direction of the City Council or by a City staff member.

Study –

- A. After a request for a study has been received, the City staff will conduct a study to determine whether the operational and geometric characteristics of the particular street meet the eligibility requirements for the traffic calming measures to be considered. Elements of the study shall include the following:
 - 1) Street Classification
 - 2) Traffic Volumes (average weekday)
 - 3) Traffic Speed (average weekday)
 - 4) Posted Speed Limit
 - 5) Physical Data (including number of lanes, widths, drainage, horizontal and vertical alignment)
 - 6) Accident Data
 - 7) Location of schools and community facilities
 - 8) Routes of emergency vehicles
 - 9) Routes of school buses
 - 10) Through truck routes
- B. A rating system, utilizing the criteria noted above, will be used to determine the eligibility of streets to be considered for traffic calming measures. The rating system is outlined below in Section VII of this policy.

C. If these technical guidelines are not met, the street will NOT be considered for traffic calming measures, and the applicant(s) will be notified.

VI. TIERED APPROACH TO TRAFFIC CALMING MEASURES

It is understood that not all situations will require the same type of traffic calming measures. The City has determined that a tiered approach to traffic calming is the best method to provide measures to calm traffic that meet the severity of the problem. As a result, the City of Temple will follow a 3-tiered approach to traffic calming:

<u>TIER:</u>	<u>POSSIBLE SOLUTIONS:</u>
I	Increased signage, increased police presence/patrol, driver feedback signs
II	Road narrowing, rumble strips, speed humps, 4-way stop signs
III	Chokers, neck-downs, turn restrictions using delineators, half closures

It is also understood that once a street is identified as being eligible for traffic calming, a minimum, lower tier measure may solve the problem almost immediately, thus avoiding more expensive methods in a higher tier.

VII. RATING SYSTEM

Points will be given as detailed in this Section; residential and collector streets shall have different point systems as indicated:

A. Accident History

Accidents Within Past 36 Months	Points Residential	Points Collector
0	0	0
1	5	5
2	10	10
>3	20	20

B. Speed (85th Percentile Speed)

85 th Percentile Speed	Points Residential	Points Collector
Equal to Speed Limit	5	0
1 – 4.9 mph > Speed Limit	10	5
5 – 8.9 mph > Speed Limit	17	10
9 – 10 mph > Speed Limit	25	15
> 11 mph > Speed Limit	40	35

C. Traffic Volume

Volume Per 24 Hours	Points Residential	Points Collector
0 – 200	5	0
201 – 300	10	5
301 – 500	20	15
501 – 1,000	40	30
> 1,001	n/a	40

D. Schools or Crosswalks on Street

Schools / Crosswalks on Street	Points Residential	Points Collector
1	5	5
2	10	10
>3	20	20

E. Pedestrian Generator

	Points Residential	Points Collector
Existence of Pedestrian Generator	5 Points/Generator	5 Points/Generator
Pedestrian Quantity/8 Hour Period	1 Point For Every 10 People	

F. Sidewalks

Presence	Points Residential	Points Collector
Continuous / Entire Length of Particular Street	0	0
Intermittent / At Any Location on Particular Street	10	10

G. Residence Consideration

Residences Fronting Street As % of Total Properties	Points Residential	Points Collector
10-25%	0	0
25.1-50%	5	0
50.1-70%	10	5
70.1-90%	15	10
90.1-100%	25	15

VIII. SCORING INTERPRETATION

The total number of points will determine what tier of traffic calming could be considered for a particular street.

- A. Scoring Basis -- Maximum number of points for a residential street is 175 and maximum number of points for a collector street is 160 (assuming two pedestrian generators with 50 people each in an 8 hour period).

B. Tiers vs. Scoring

Points Attained in Study	Residential	Collector	Tier
0 – 20% of Max	(0-35)	(0-32)	Does Not Qualify For Study
20.1 – 35% of Max	(36-62)	(33-56)	I
35.1 – 80% of Max	(63-140)	(57-128)	I or II
Over 80% of Max	(141)	(129)	I, II, or III

IX. PROCESS

A. Request for a Study

A study can be requested as outlined in Section V.

B. Notification of Pending Study

After receiving the request for a Traffic Calming Methods Study, and after determining that the street meets the criteria outlined in Section IV, the Public Works Department staff will notify the Mayor and City Council, as well as all residents at addresses fronting the street that a study has been requested and the approximate time frame in which the study will be performed.

C. Study

The study will be performed and the street will be evaluated to determine which tier, if any, that might be applied to that street.

D. Notification

As soon as is practical after the study has been performed, the Public Works Department staff will inform the Mayor, City Council, and those residents at the addresses fronting the street in question of the outcome of the study. This notification will begin a 30-day period in which the Public Works Department staff will accept comments from the public on the study, which will be considered prior to any recommendation being made.

E. Method Determination

The Street Services Superintendent will evaluate the street and make a recommendation to the Director of Public Works as to the type of traffic calming measure that could be considered.

The Street Services Superintendent may elect to recommend a traffic calming measure from the tier that a street qualified for, or any lower tier, based on funding availability and experience. For instance, a street may qualify for Tier III measures; however, the Street Services Superintendent may determine that, in the instance of a particular street, a lower level

method (Tier I or II) may solve the problem at a lower cost and more quickly than a Tier III solution.

The recommendation shall be based on fund availability, manpower availability, and overall severity of the situation. The Director of Public Works will then make a recommendation to the City Manager regarding the street.

F. Evaluation

After a course of action has been determined, the Street Services Superintendent shall re-survey the street in question three (3) months after the action has been implemented to determine if the course of action has calmed traffic as expected, or if other measures should be considered.

