

**PUBLIC WORKS DEPARTMENT MEMORANDUM
#07-2019**

DATE: March 9, 2020
TO: Honorable Mayor Meredith Leighty and City Council Members
THROUGH: Heather Geyer, City Manager *Hmg*
FROM: Kent Kisselman, PE – Director of Public Works *CHK*
SUBJECT: CR-60 – Traffic Calming Policy Amendments

PURPOSE

City Council is considering CR-60, a resolution to approve changes to the City's Traffic Calming Policy.

BACKGROUND

The City's Traffic Calming Policy was adopted by Resolution No. 16-99, Series of 2016. The policy provides procedures to address traffic calming requests throughout the City and its implementation is limited to residential, 2-lane local or minor collector streets, with a maximum posted speed limit of 25 MPH.

Since implementing the Traffic Calming Policy, the Engineering Division has performed multiple studies throughout the City and believes proposed policy changes will increase residential satisfaction and streamline the process of implementing temporary measures. On February 3, 2020 staff presented proposed changes to City Council.

The following recommended changes to the policy will be implemented with this update.

1. Request Phase – Require 5 signatures in the study area before accepting a request.
2. Validate Request – 85th percentile speed is 5 MPH above the speed limit temporary measures being implemented.
3. Enforcement and Education – Applications will not be accepted for 1 year after study date.

Policy	Current	Proposed
Request	Single resident	One resident assigned as point of contact. 5 signatures
Collect Data/Validate Request	85 th percentile speed 32 MPH for 25 MPH roads 28 MPH for 20 MPH roads 75% of study area	85 th percentile speed is 5 MPH above speed limit
Enforcement and Education	Applications accepted at any time after study	Applications will not be accepted for 1 year after study date. Continued enforcement is recommended

STAFF RECOMMENDATION

Staff recommends approving the proposed changes to the Traffic Calming Policy.

BUDGET/TIME IMPLICATIONS

This item has no budget impact at this time. Utilization of the new program will result in budgetary considerations that will be brought forward to City Council in the annual budget process.

STAFF REFERENCE

If Council members have any comments or questions they may contact Kent Kisselman, Director of Public Works, at 303.450.4005, kkisselman@northglenn.org.

ATTACHMENT

1. Traffic Calming Information for Website

CR-60 – Traffic Calming Policy Amendments
Traffic Calming Policy

(Web site)

Traffic Calming

Concerns about traffic in your neighborhood? Too many speeders?

This is a step-by-step guide to help you report the problem to the city and understand how the city will evaluate and address the issue.

How to Report Speeding Problems

Step 1 – Request and Petition

A resident has a concern about speeding and desires traffic calming. Resident must complete initial neighborhood requirements to receive a traffic study. Resident must submit a traffic calming application and receive the designated impacted area. The designated impact area is determined by the Public Works Department. Once the impacted area is established the resident must obtain five (5) different signatures from affected residents. Valid signatures must have a proof of residency.

Step 2 – Data Collection

Once resident obtained five (5) signatures from property owners in affected area designated by the city. A traffic study will be performed to determine if area qualifies for traffic calming.

Step 3 – Neighborhood Communication and Temporary Measures

The city will notify neighborhood about traffic study and proposed traffic calming measures available to the neighborhood. The majority impacted area residents must be in favor of installing devices.

Step 4 – Permanent Resolution

If temporary traffic calming measures are not effective, permanent devices will be considered. Another traffic study will be performed to verify if speeding persist in the area.

What if traffic study did not find a speeding issue?

If the traffic study did not determine that there was a speeding issue, the traffic data and reasoning for no further action is sent to the original applicants. Applications for the same area will not be accepted for one (1) year.

Temporary Traffic Calming - This service includes installation of temporary traffic calming devices such as:

- Speed Humps
- Traffic Circles
- Road Diet
- Crosswalks
- Signing
- Speed Trailers
- Enforcement by the Police Department

Permanent Traffic Calming - Pending the results of the speed study, the neighborhood may be eligible for a permanent traffic calming project. These modifications can include:

- Speed limit signage
- Striping
- Road Diet
- Speed humps
- Raised crosswalks

The data from the traffic study will indicate if a comprehensive traffic analysis is warranted. The implementation of a comprehensive traffic calming project is limited to residential, two-lane local or minor collector streets, with a maximum posted speed limit of 25 mph.

Please note:

Any action taken must be approved by City Council.

The application of temporary and permanent traffic calming devices are subject to federal, state, and local policies and guidelines.

(Fill in Form)

Northglenn Traffic Calming Application

Traffic calming is intended to influence motorist behavior and prevent undesirable driving practices. This can be achieved through a combination of physical and non-physical measures that reduce vehicle speeds, reduce traffic volumes, and discourage cut-through traffic.

Temporary traffic calming services include the installation of traffic control devices (such as traffic circles, speed humps, bike lanes, radar signs, etc.), and traffic enforcement by the Police Department. Neighborhoods that are experiencing adverse traffic conditions that cannot be addressed using temporary traffic calming services may be eligible for a comprehensive traffic calming project. The implementation of a traffic calming project is limited to residential, 2-lane local or minor collector streets, with a maximum posted speed limit of 25 mph.

In order for a location to qualify for Comprehensive Traffic Calming, the following thresholds must be met:

Functional classification = local street or minor collector street

Traffic volume less than 2,500 ADT

85th percentile speed is 5 mph over posted speed limit

Name*

First Name*

Last Name*

Address*

Address Line 1

Address Line 2

City

State

ZIP Code

Phone*

Email

Location of Traffic Problem*

Please Describe the Problem You Are Seeing*

All applications will be evaluated to determine if the location of concern falls under this traffic calming policy. Data will be collected to complete an engineering traffic analysis. This analysis will use current traffic data to confirm whether or not the neighborhood roadway system meets the threshold criteria for traffic calming measures.

SPONSORED BY: MAYOR LEIGHTY

COUNCILMAN'S RESOLUTION

RESOLUTION NO.

No. CR-60
Series of 2020

Series of 2020

A RESOLUTION ADOPTING A TRAFFIC CALMING POLICY FOR THE CITY OF NORTHGLENN, COLORADO

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTHGLENN, COLORADO, THAT:

Section 1. The revised Traffic Calming Policy, attached hereto as Exhibit A, is hereby adopted by the City Council of the City of Northglenn, Colorado. All previous traffic calming policies adopted by resolution or otherwise are hereby repealed.

DATED, at Northglenn, Colorado, this _____ day of _____, 2020.

MEREDITH LEIGHTY
Mayor

ATTEST:

JOHANNA SMALL, CMC
City Clerk

APPROVED AS TO FORM:

COREY Y. HOFFMANN
City Attorney

CITY OF NORTHGLENN – TRAFFIC CALMING POLICY

Last Revised: March 9, 2020

Traffic Calming Objectives

Traffic calming is intended to influence motorist behavior and prevent undesirable driving practices. This can be achieved through a combination of physical and non-physical measures that reduce vehicle speeds, reduce traffic volumes, and discourage cut-through traffic.

This policy should be used to address traffic issues on residential streets (local streets or minor collector streets). Streets with higher functional classifications (i.e. major collectors, minor and major arterial roadways) should not be considered under this policy.

This policy will guide residents and City staff in an effort to address neighborhood traffic safety, preserve neighborhood character and livability, and educate and encourage residents through neighborhood involvement. The goals and objectives of this policy are:

- **Improve Neighborhood Traffic Safety** – Excessive traffic speeds within the City's neighborhoods greatly reduce the safety and security of those neighborhoods. Therefore, the first goal of this policy is to promote a safe and pleasant environment for residents, pedestrians, bicyclists, and motorists in the City's neighborhoods.
- **Preserve Neighborhood Character and Livability** – Traffic management plays a vital role in the character and livability of neighborhoods. Traffic calming is intended to reduce the negative effect that automobile use may have in residential areas and increase the livability of the City's neighborhoods.
- **Increase Neighborhood Involvement** – Actively involved residents in the decision-making process is essential to the successful implementation of traffic calming. Residents in the area must support the ultimate outcome. Through the process outlined in this policy, residents are strongly encouraged to participate in the assessment of the benefits and trade-offs of implementing projects within their own neighborhoods.

Temporary Traffic Calming

Temporary traffic calming services include the installation of traffic control devices (such as speed humps, traffic circle, road diet, crosswalks, signing, bike lanes), speed radar trailers, traffic enforcement by Northglenn Police Department, and participation in "No Need For Speed Program". The application of temporary and permanent devices are subject to federal, state, and local policies and guidelines.

Permanent Traffic Calming

Neighborhoods that are experiencing adverse traffic conditions that cannot be addressed using Basic traffic calming services may be eligible for a Comprehensive traffic calming project (these can include modifications such as signage, striping, road diet, speed humps, and raised crosswalks. If an adverse traffic condition cannot be addressed through temporary traffic calming services and the thresholds are met, a permanent traffic calming analysis can be initiated. The implementation of permanent traffic calming projects is limited to residential, 2-lane local or minor collector streets, with a maximum posted speed limit of 25 mph.

Threshold Criteria for Permanent Projects

1. Functional classification = local street or minor collector street
2. Traffic volume less than 2,500 ADT
3. 85th percentile speed of 5 mph over posted speed limit

Locations that do not meet the threshold criteria may be eligible for traffic calming measures if the Engineering Division determines that a unique or unusual condition exists which results in negative traffic impacts caused by a high crash rate, vehicles traveling at excessive speeds, significant pedestrian activity or proximity to major traffic corridors or traffic generators that contribute to extraordinary changes to normal traffic conditions.

Evaluation of Eligible Comprehensive Projects

Eligible Comprehensive traffic calming projects will be evaluated for implementation based upon the severity of the traffic conditions by taking into account the following cumulative traffic impacts: speeding, volume, crash history, proximity to pedestrian generators (i.e. schools, parks, community centers) and unique roadway conditions. Data collection:

- Speed is given the most important, since high speed usually affects safety and livability the most. It is also the condition that can be improved the most using traffic calming measures.
- Traffic volume is also considered because it contributes to the general traffic conditions on the street.
- Auto accident history gives an indication of existing safety problems with the street. A high level of auto accidents can be an indicator of limitations of the street design that may be difficult to quantify. In addition, reducing traffic speed and volumes has been shown to reduce auto accidents on residential streets.
- Roadway geometry (and pavement markings) is an important factor in traffic safety in neighborhoods. Roadway geometry features can restrict visibility; creating hazards for motorists and pedestrians.
- Other criteria such as the presence of sidewalks and pedestrian generators, bus routes, area population, and drainage information.

Funding of Comprehensive Projects

Funding for projects that are eligible for comprehensive traffic calming must be appropriated by City Council and is subject to available funding. If a project is not selected in a given funding cycle, it will remain on the project list for consideration in the next funding cycle. As resources permit, projects may be reassessed to ensure that the priority ranking reflects any significant changes in land use, speed, volume, crash history, pedestrian activity or other conditions that may have occurred on any given roadway(s).

Community Support for Permanent Projects

Substantial community support is required for the installation of physical roadway devices on either a trial or permanent basis. Generally community support is defined as neighborhood property owners or residents that reside within the affected area. Utilizing relevant data and community input, and based on the roadway network in the area, the Engineering Division will determine the scope and affected area for each location identified for traffic calming. The **applicant** will distribute a petition (which contains a map of the affected area) developed by the Engineering Division to all households, businesses, schools, and absentee property owners within the affected area. The petition must have five (5) signatures of affected households, businesses, or schools within the area for perusing trial or permanent installations. The City will discuss the findings of the study, traffic calming options, and the next steps in the process for design and funding. Roadway modifications incorporating proposed Traffic Calming projects will be designed by the Engineering Division or a Transportation Engineer.

Traffic Calming Comprehensive Project Application

Residents of the City of Northglenn (City) may submit an application for traffic calming. Applications can be found at www.northglenn.org/trafficcalming or can be picked up at either City Hall or the City's Maintenance and Operations facility. **Also see Attachment #1.** Completed applications should be returned to the City's Engineering Division.

Mailing Address: City of Northglenn
Attn: Engineering Division – Traffic Calming
12301 Claude Ct
Northglenn, CO 80241

Email Address: trafficcalming@northglenn.org

The Engineering Division will initiate a Traffic Operations Request (TOR) upon receipt of the Application and notify the applicant of status/category after the preliminary data collection has been completed and assessed.

All applications will be evaluated to determine if the location of concern falls under this traffic calming policy. Data will be collected for five (5) consecutive days, including a weekend, to complete an engineering traffic analysis. This analysis will use current traffic data to confirm whether or not the neighborhood roadway system meets the threshold criteria for traffic calming measures.

Definitions

Minor Collector Street - designed to handle traffic volumes less than 7,000 vehicles per day. These streets handle traffic volumes loading from and onto local, other collector, and arterial roadways and are continuous for less than two (2) miles. See the *City of Northglenn Public Right-of-Way Standards and Specifications*.

Residential Street - designed to handle traffic volumes less than 2,500 vehicles per day. These streets handle traffic volumes primarily for residential purposes such as single-family, two-family, and multi-family units. See the *City of Northglenn Public Right-of-Way Standards and Specifications*.

References

American Association of State Highway and Transportation Officials (AASHTO)
Institute of Transportation Engineers (ITE)
Federal Highway Administration (FHWA)
Manual on Uniform Traffic Control Devices (MUTCD)
National Association of City Transportation Officials (NATCO)
American Public Works Association (APWA)

Attachments

1. Traffic Calming Application
2. Traffic Calming Illustrations

(Fill in Form)

Northglenn Traffic Calming Application

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Name*

First Name*

Last Name*

Address*

Address Line 1

Address Line 2

City

State

ZIP Code

Phone*

Email

Location of Traffic Problem*

Please Describe the Problem You Are Seeing*

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City of Northglenn
12301 Claude Ct
Northglenn, CO 80241

Petition for Traffic Calming

Location: _____

Date: _____ Number of homes in affected area: _____

Name: _____ Address: _____

Phone Number: _____ Email: _____

BY SIGNING THIS PETITION, RESIDENTS WITHIN THE AREA AFFECTED BY TRAFFIC CALMING ON THE ABOVE STREET PETITION THE CITY TO PERFORM TRAFFIC STUDY IN THIS STREET/AREA.

THIS PETITION MUST CONTAIN ONE (1) ADULT SIGNATURE PER HOUSEHOLD AND BE ENDORSED BY A MINIMUM OF FIVE (5) SIGNATURES IN THE IMPACTED AREA. PROOF OF RESIDENCY IS REQUIRED FOR EACH SIGNATURE TO BE VALID.

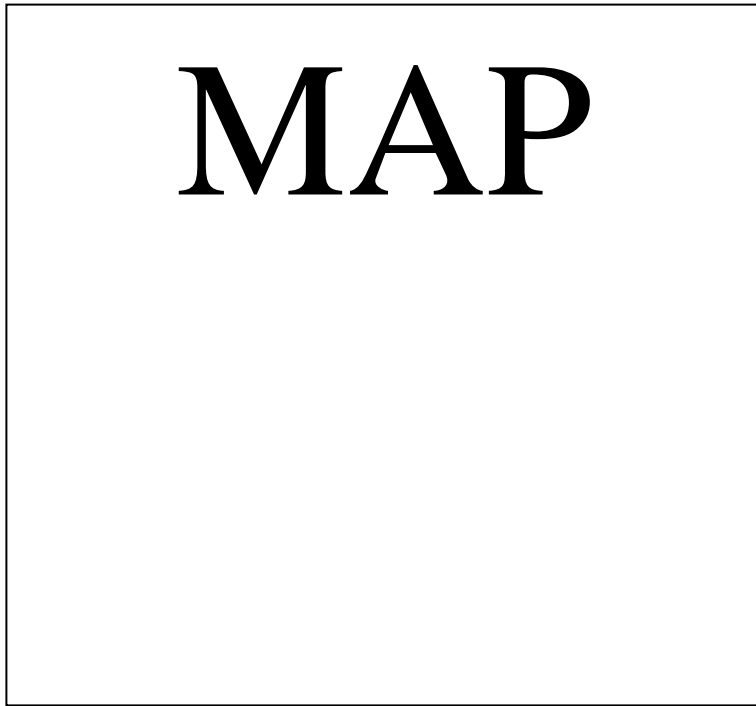
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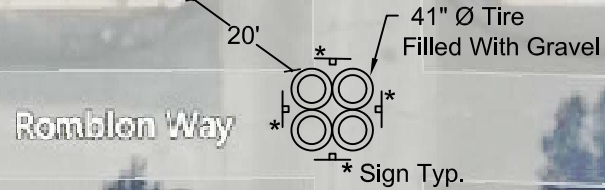
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Once a completed petition is received by the City, a neighborhood meeting will be held to discuss the findings of the study, comprehensive traffic calming options, and the next steps in the process for design and funding.

Affected Area:

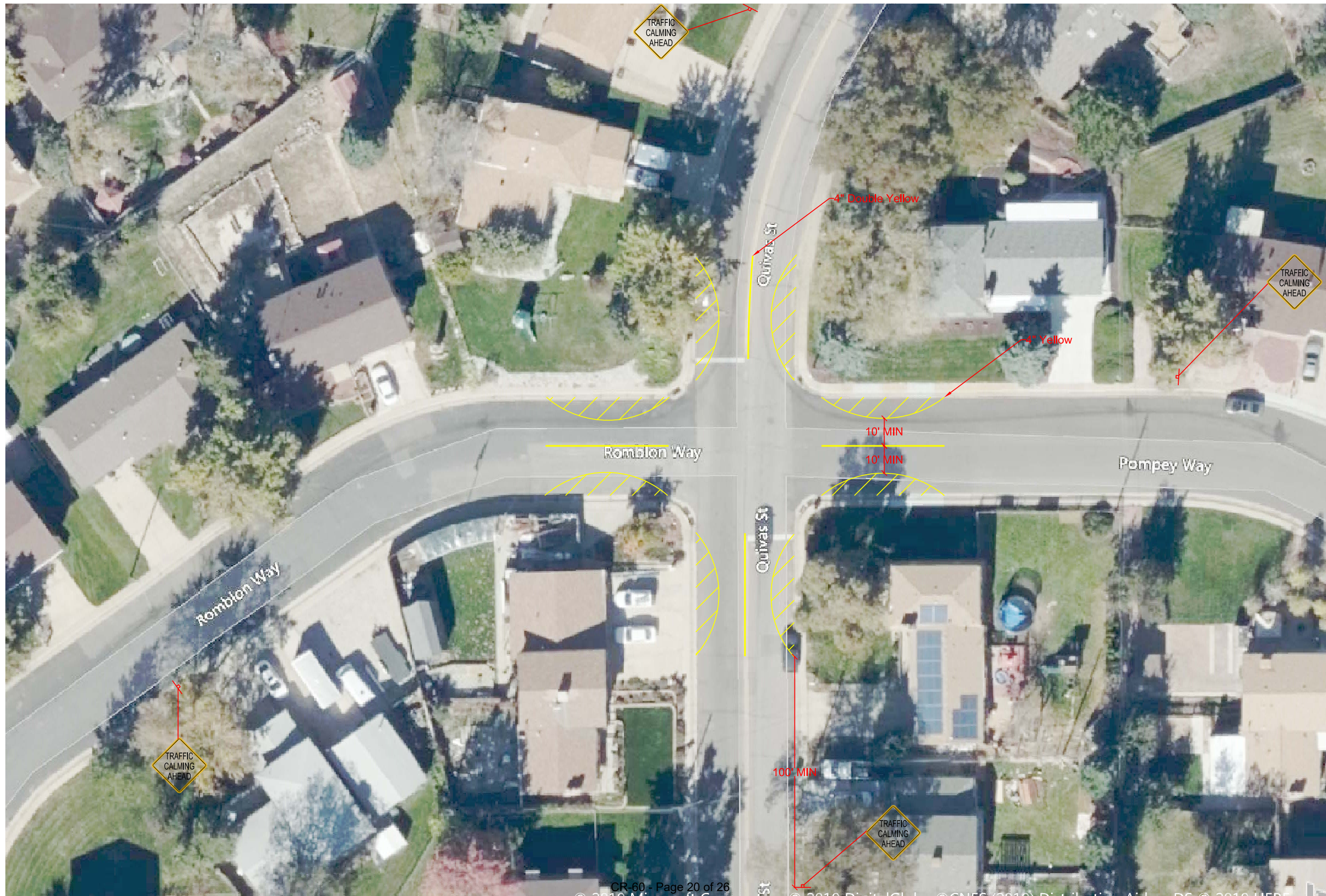




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R6-4	
SPEC	



Sign Typ.	
R6-1R	
R6-4	
SPEC	<div style="border: 1px solid black; padding: 5px; text-align: center;"> TRAFFIC CALMING STUDY IN PROGRESS CALL 303-450-8835 FOR INFO/COMMENTS </div>



TRAFFIC CALMING AHEAD

TRAFFIC CALMING AHEAD

TRAFFIC CALMING AHEAD

TRAFFIC CALMING AHEAD

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Pompey Way

Quivas St

Quivas St

4" Double Yellow

4" Yellow

10' MIN

10' MIN

100' MIN



Sign Typ.

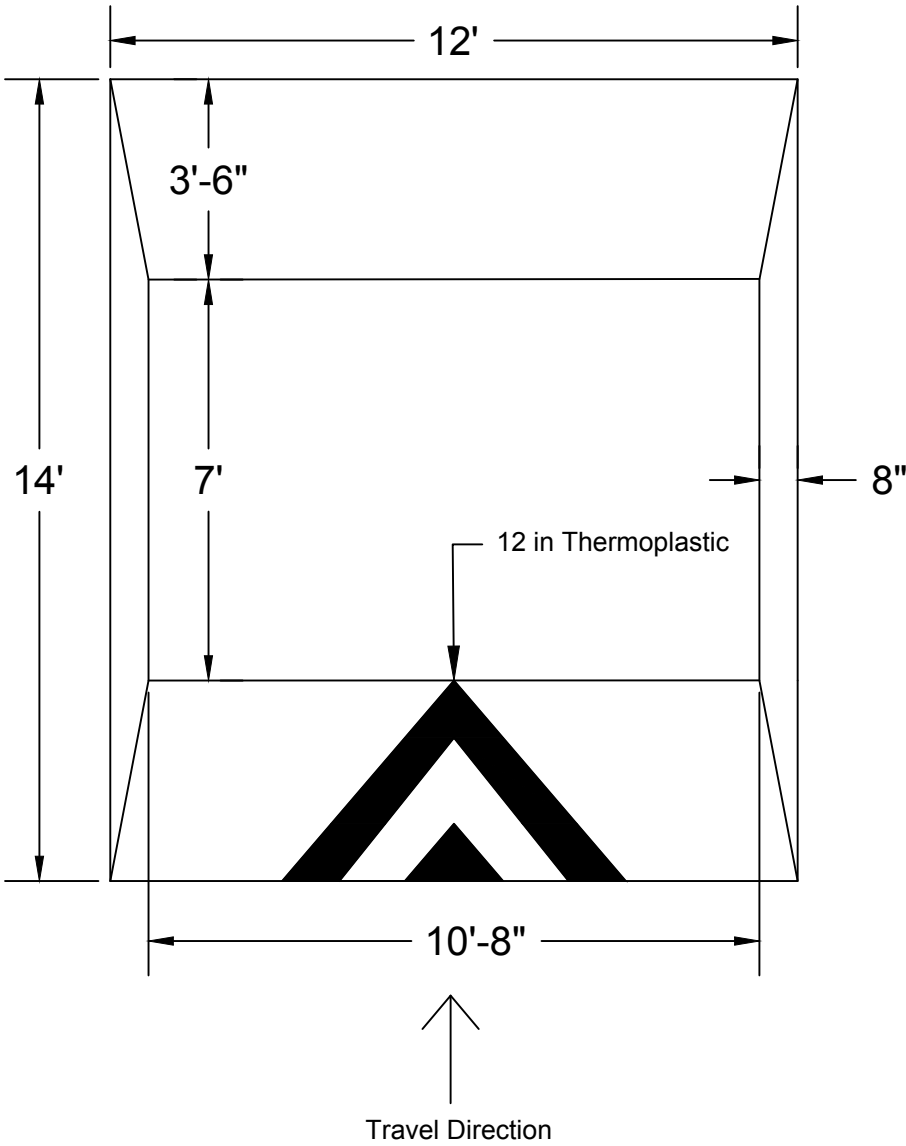
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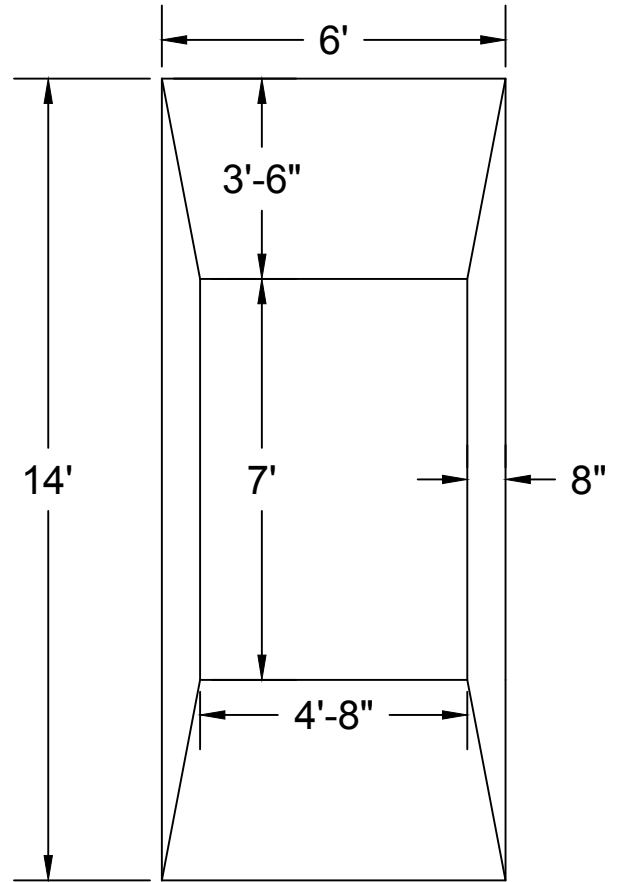
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Plastic Jersey Barrier

Note: Speed humps shall be constructed using a maximum of 2 inch lifts



Travel Lane Speed Hump



Center Lane Speed Hump

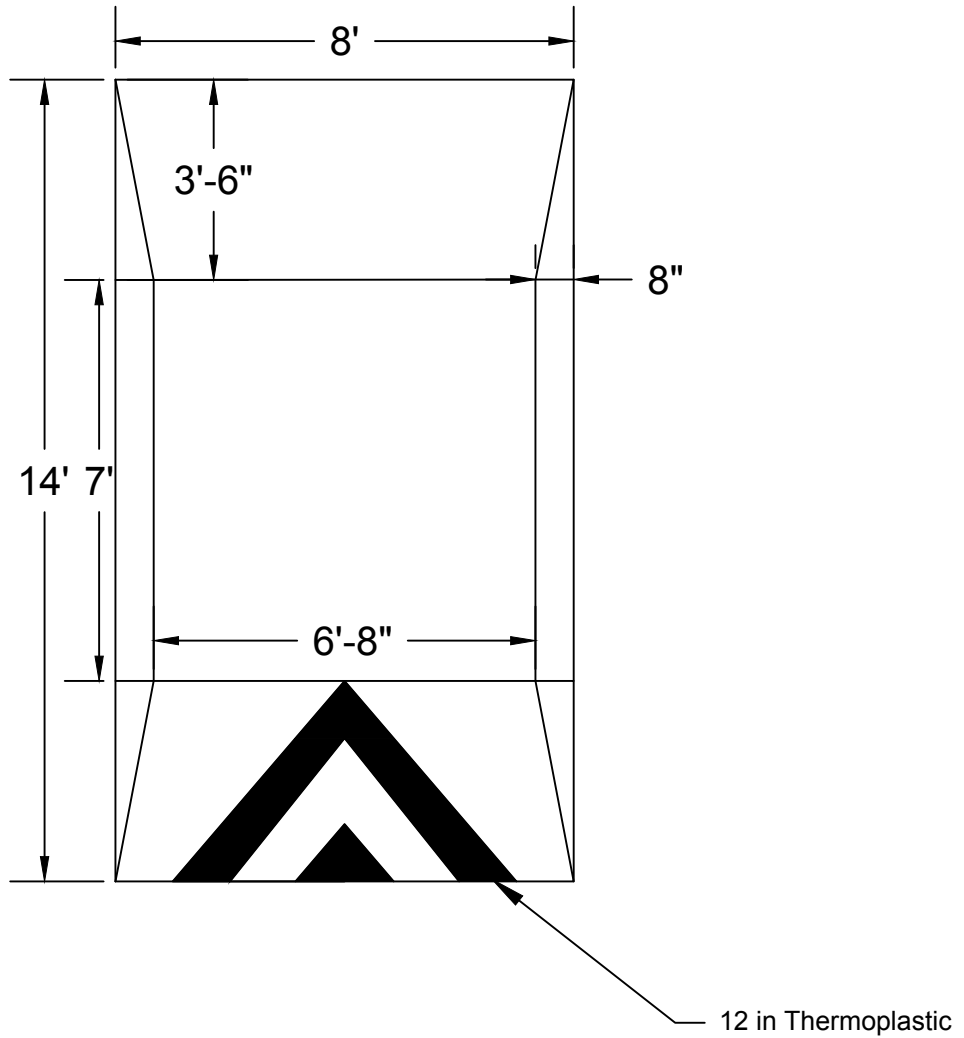
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DATE	REVISIONS	BY




SPEED HUMP DETAILS

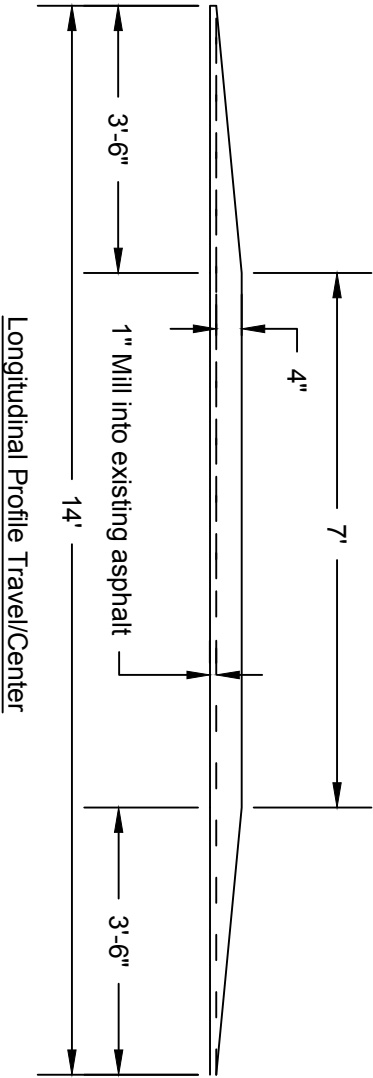
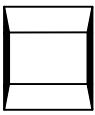
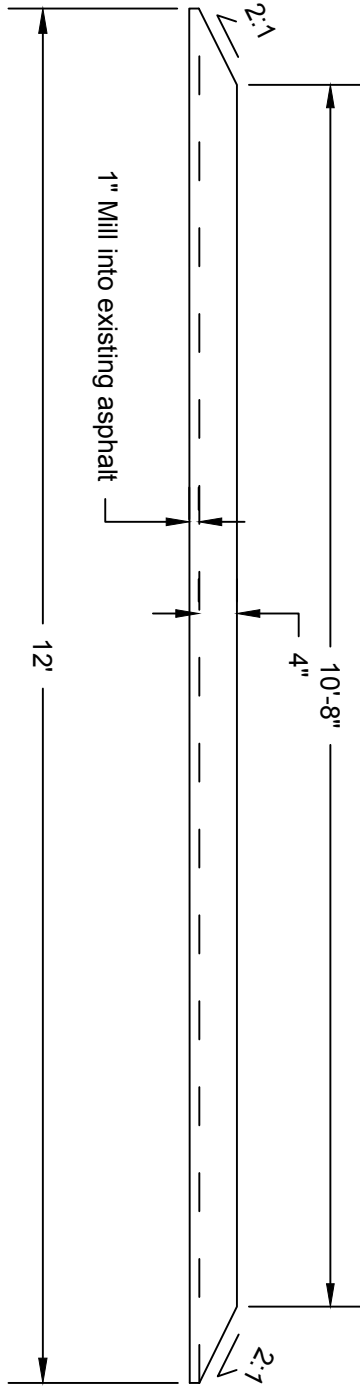
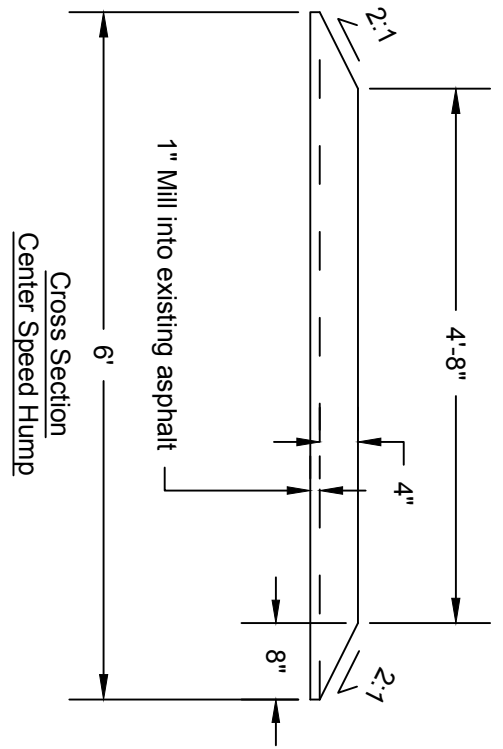
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DRAWN BY:	KH
APPROVED:	
DRAWING NO.	SH1
SCALE	N.T.S

Note: Speed humps shall be constructed using a maximum of 2 inch lifts



Travel Lane Speed Hump Alternative

REVISIONS				SPEED HUMP DETAILS	ISSUED	
DATE	REVISIONS	BY			DRAWN BY:	KH
				APPROVED:		
			PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION <small>CR-60 - Page 23 of 26</small>	DRAWING NO.	SH1	
				SCALE	N.T.S	



REVISIONS		
DATE	REVISIONS	BY



**SPEED HUMP
CROSS SECTIONS**

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

ISSUED	
DRAWN BY:	KH
APPROVED:	
DRAWING NO.	SH2
SCALE	N.T.S

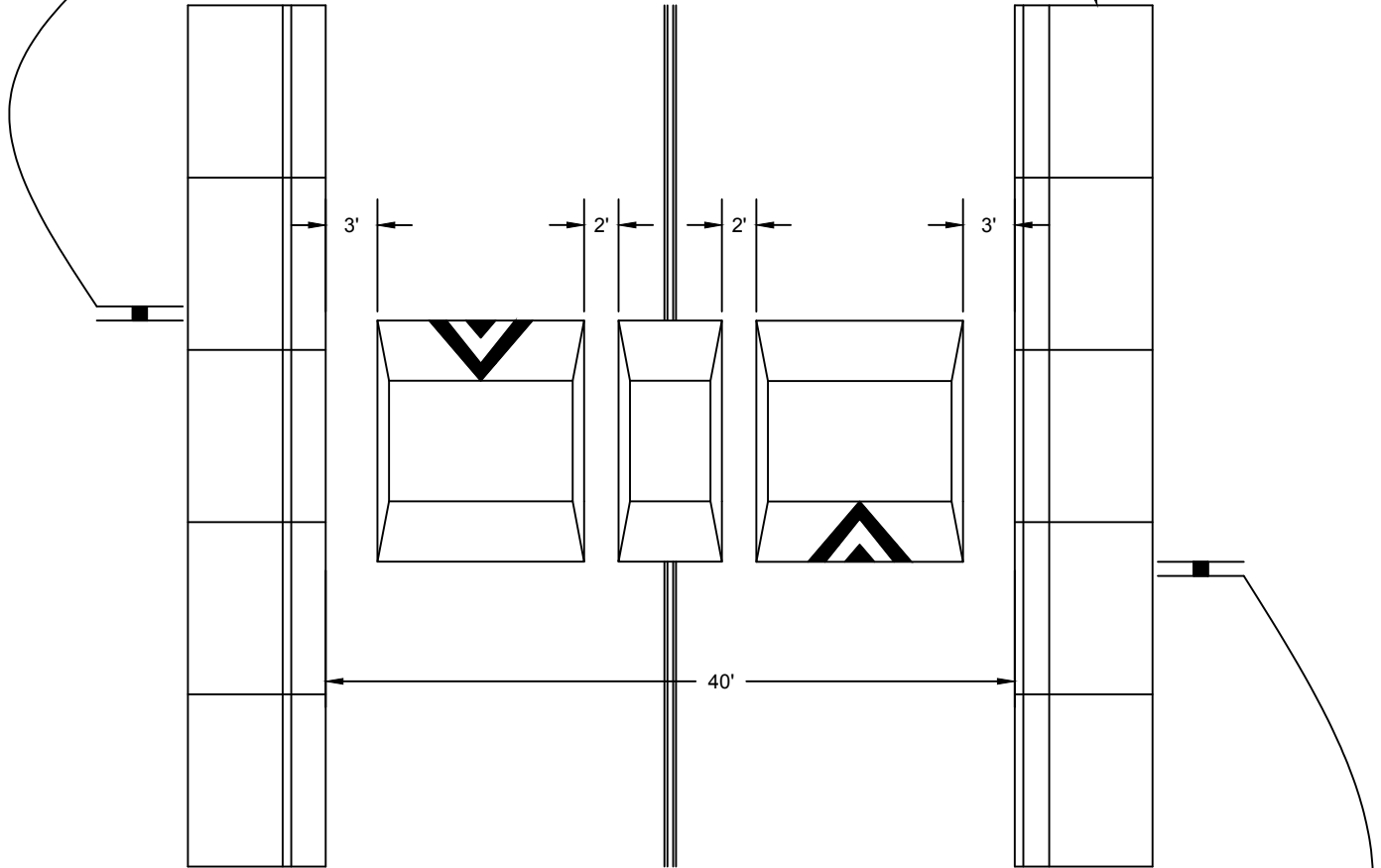


W17-1



W16-7P

Existing Sidewalk & Curb and Gutter



W17-1



W16-7P

REVISIONS		
DATE	REVISIONS	BY



SPEED HUMP
TYPICAL ROADWAY

ISSUED	
DRAWN BY:	KH
APPROVED:	
DRAWING NO.	SH3
SCALE	N.T.S

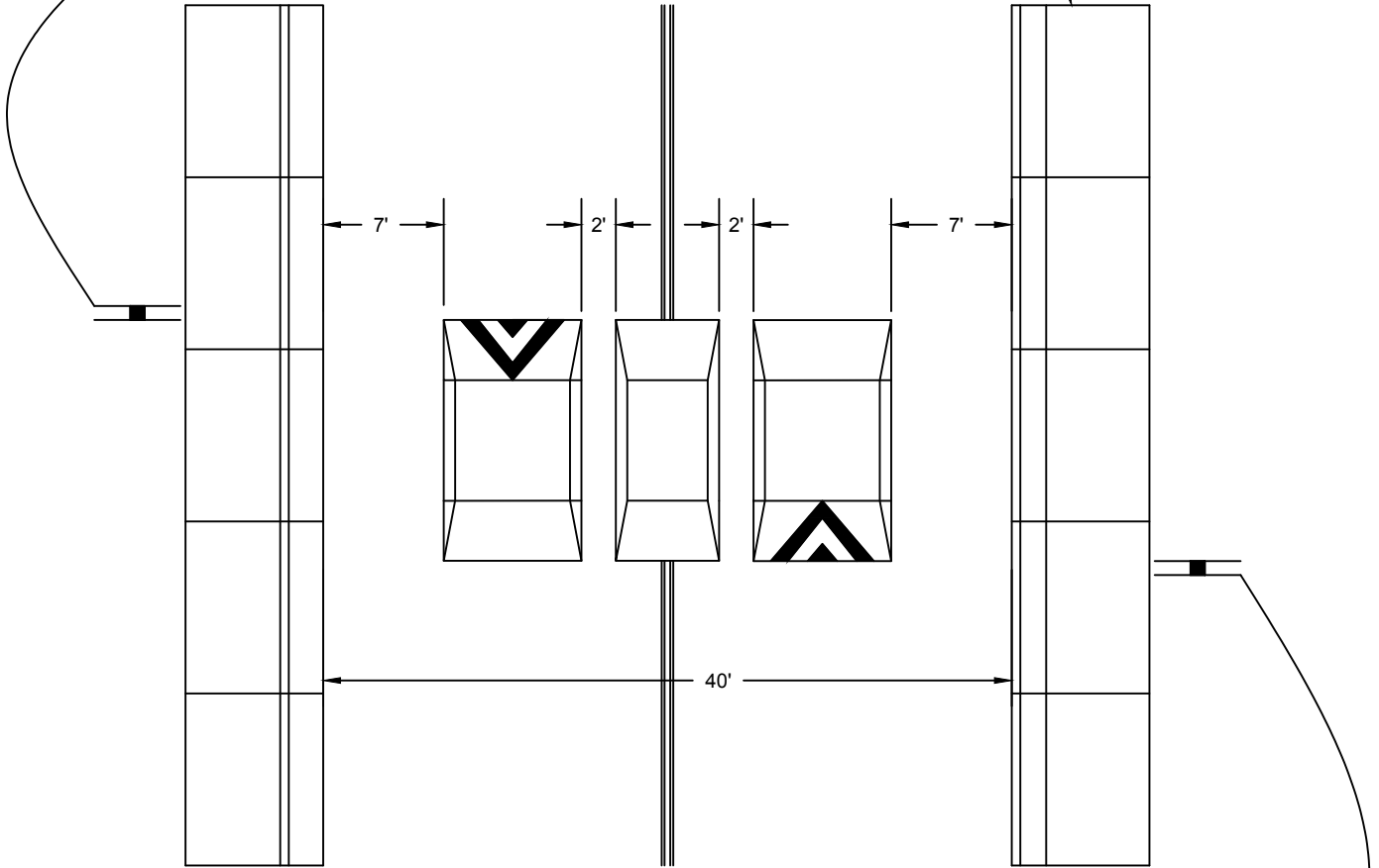


W17-1



W16-7P

Existing Sidewalk & Curb and Gutter



W17-1



W16-7P

REVISIONS		
DATE	REVISIONS	BY



SPEED HUMP ALTERNATE
TYPICAL ROADWAY

ISSUED	
DRAWN BY:	KH
APPROVED:	
DRAWING NO.	SH4
SCALE	N.T.S

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION