City of Saratoga Springs

Neighborhood Traffic Calming Policy

June 2017

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Neighborhood Traffic Calming Policy

"Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicles, alter driver behavior and improve conditions for non-motorized street users."

-Adopted by ITE International, 1997

BACKGROUND

The City of Saratoga Springs (City) is often approached by residents about traffic in their residential neighborhoods. Until now, there has not been a policy by which these concerns can be methodically addressed.

This Traffic Calming Policy (Policy) was developed with input from the City Development Review Committee and references from other government agencies. This Policy represents the City's attempt to produce an objective and methodical approach to traffic calming throughout the City.

GENERAL PURPOSE

The purpose of this Policy is to mitigate vehicle traffic in a particular area in order to improve the safety for pedestrians, bicyclists, and residents. This Policy is designed to reduce the negative impacts from traffic such as excessive speeds, excessive volumes, and accidents.

This Policy is a process rather than an instantaneous solution. It facilitates the development of a plan to physically improve or modify a street to enhance the community. Continuous communication and assessment between residents and City staff are needed for this Policy to succeed.

In order to promote safety and address traffic problems, residents will work with City staff to implement the three "E's" of transportation engineering.

- Education: Increase awareness of residents in neighborhoods where there are traffic-related concerns, such as excessive speed, cut-through traffic, and accidents.
- Engineering: Evaluate the affected street for speeding, traffic volume, and accidents to determine if traffic calming measures should be considered.
- Enforcement: Encourage compliance with existing speed limits. Enlist the assistance of the Police Department.

GOALS

The general goal of this Policy is to improve safety, quality of life, and overall livability for residents, bicyclists, and motorists in our neighborhoods, where deemed appropriate. This goal will be accomplished by influencing driver behavior while not hindering quick response times for emergency service vehicles. This Policy seeks to achieve this general goal by focusing on the following specific goals:

- Increase the safety of residents, bicyclists, and motorists;
- Reduce excessive motorist speed in residential areas;
- Reduce neighborhood cut-through traffic (volume of vehicles);
- Reduce the number and severity of accidents;
- Maximize street life;
- Increase pedestrian activity and overall livability of the neighborhoods;
- Establish a process to address requests for traffic calming
- Encourage a working relationship between residents and City staff for the good of the whole community.

GENERAL CRITERIA

Due to the high demand for traffic calming measures and the fact that limited resources are available, requests for traffic calming measures will be screened for eligibility according to the following general criteria:

- The roadway must be either a local road or a collector road. Collector roads, due to higher traffic volumes, are eligible for Level 1 traffic calming measures (described later) only.
- Cul-de-sac streets or other dead-end streets are not eligible.
- Composite threshold: speed, traffic volume, accident history, the presence and continuity of sidewalks, and nearby sensitive facilities must be met.
- The subject street must be accommodating to traffic calming devices.
- Traffic calming devices must have no major adverse effect on motorists, pedestrians, or emergency vehicles.

PROCESS

The following process helps to ensure that there is an objective and effective

consideration at minimal taxpayer expense for all situations. This Policy encourages residents to work with City staff throughout the entire process. Projects that are being considered under this Policy must follow the process outlined below. A flowchart that summarizes this process is provided in Appendix A.

INITIAL SCREENING

The process begins when a resident submits a completed Traffic Calming Application to the City. The Application is provided in Appendix B.

Upon receipt of the Application, City staff will screen the application for initial eligibility for traffic calming measures. The evaluation may include a site visit, installing temporary traffic counters, and data collection. The following table shows the criteria that will be evaluated by the City Engineer to prioritize the subject street relative to other streets, and to aid in determining which traffic calming measure(s) might be recommended.

Criteria for Prioritization Scoring	
Speed	85th percentile speed from traffic study
Volume	Average daily traffic volume and peak-hour volume
Accident History	Number of reported accidents in the last 3 years
Sidewalks	The presence and continuity of sidewalks
Sensitive Facilities	The presence of parks, schools, bus stops, etc. along the street
Funding	Neighborhood participation in costs of selected traffic-calming measures

The Scoresheet for Prioritization is provided in Appendix C.

INITIAL REPORT

After the initial screening is completed, City staff will provide a report to the resident applicant which will include traffic counts, speed distributions, and a prioritization score. Projects with prioritization scores less than 40 points will not be considered further for traffic calming. If the initial screening of the Application indicates that traffic calming measures can be considered, then the City Engineer will select a measure or measures and include it or them as a recommendation in the report. Traffic calming measures will be selected to achieve effectiveness while minimizing cost and invasiveness.

LEVELS OF TRAFFIC CALMING MEASURES

Generally, traffic calming measures fall into two categories or "Levels". Level 1 traffic calming measures involve non-invasive techniques such as signage, striping, and law enforcement. Examples of Level 1 traffic calming measures are pro-

vided in Appendix D. Level 2 traffic calming measures involve invasive techniques that force traffic to slow down by constructing vertical or horizontal deflections. Examples of Level 2 traffic calming measures are also provided in Appendix E.

TRIAL IMPLEMENTATION

The prescribed Phase 1 traffic calming measure or measures will be implemented on a trial basis for 90-180 days. Following the trial period, City staff will conduct a follow-up study to determine the effectiveness of the prescribed measure(s).

If the prescribed traffic calming measures prove effective, the improvements will stay in place or permanent devices will be installed. If the Level 1 measures prove to be ineffective, escalation to Level 2 traffic calming measures might be considered.

LEVEL 2 MEASURES

Phase 2 measures will be considered only if Phase 1 measures are not effective. All projects that reach this point will be re-scored for prioritization and will be considered on that basis. Having a limited budget, the City may choose to fund whichever project has the highest priority, or whichever project for which there is sufficient funding. A project may be implemented faster if the neighborhood volunteers to pay all or part of the implementation costs.

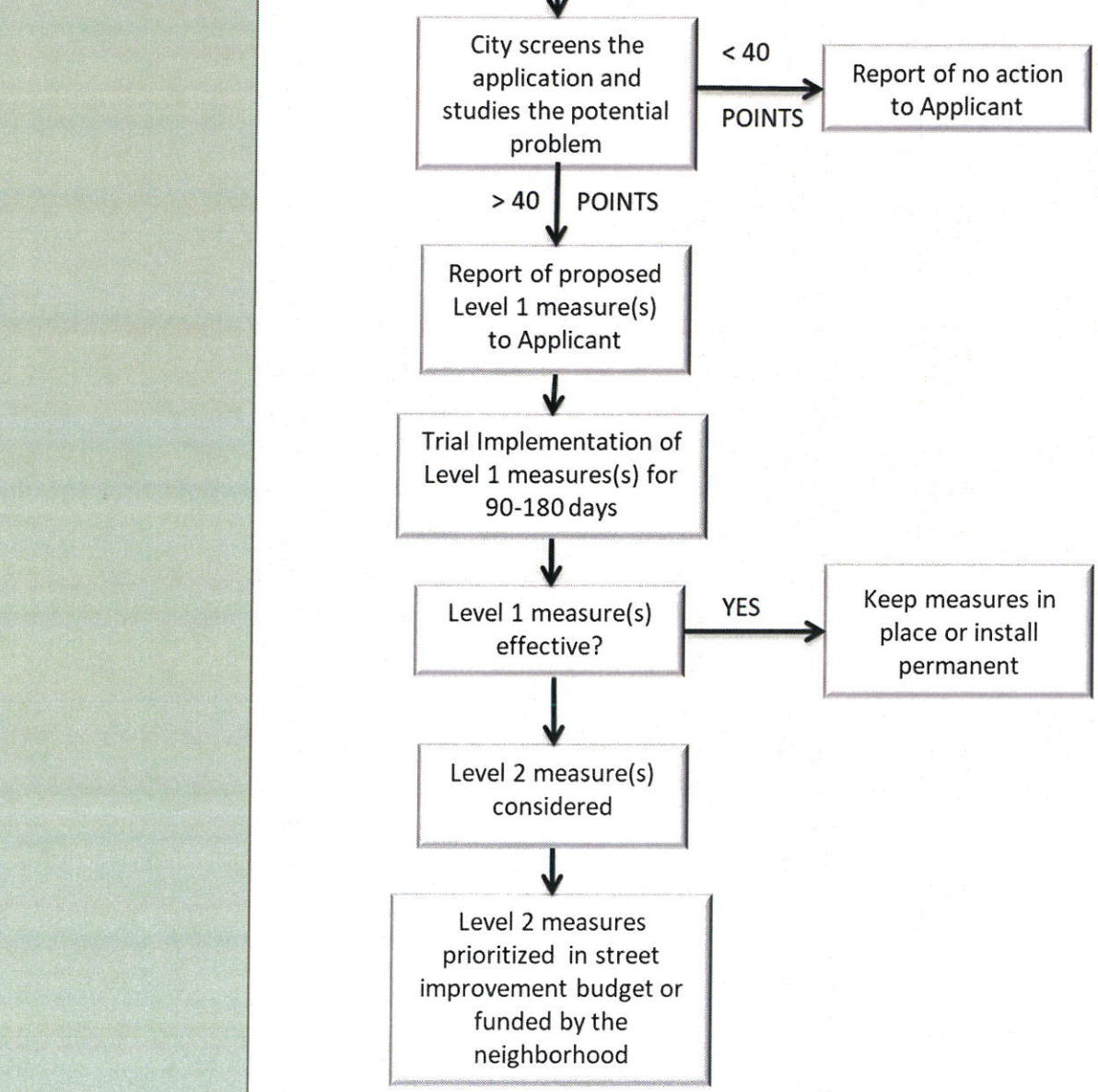
MODIFICATION OR REMOVAL

The City reserves the right to modify or remove any traffic calming device.

Appendix A

Process Flow Chart

Saratoga Springs
Traffic Calming Policy
Flow Chart



Appendix B

Application

Traffic Calming Application

City of Saratoga Springs

1307 N Commerce Dr. Ste 200
Saratoga Springs, UT 84045
(801) 766-9793, ext.137

Name: _____ Date: _____

Applicant Street Address: _____

Phone: _____ Email: _____

1. Please provide the approximate address to be considered. Indicate the name of the street to be considered and the boundaries of the street segment by identifying nearby intersecting streets (from and to). Attach a separate drawing if needed.

Requested Location: _____

Street Name: _____

From: _____ To: _____

2. Please answer the following questions. Attach additional sheets if needed.

   A. Of the items below, which best describes the traffic problem (circle all that apply)?

      Speeding

      High traffic volumes

      Cut-through traffic

      Traffic noise

      Accidents

      Pedestrian Safety (including bicyclists)

      Parking

      Other (please explain)

B. Of the traffic problems identified in part A, how have these problems been observed ?

C. How often (instances per day) have you observed unsafe instances of pedestrian or bicyclist conditions due to traffic?

D. What day(s) of the week and time(s) does the problem appear to be the worst?

E. How long has this traffic problem existed?

F. Has anything changed in the neighborhood recently (i.e. new schools, developments, etc.)?

3. Have you contacted the City before about your concerns? If yes, please explain.

4. Is there any additional information or data that might be useful to the City to characterize your concern?

I understand that submitting this application does not guarantee approval for the Traffic Calming Program and ultimately it is the decision of the City of Saratoga Springs.

_____ _____

Applicant's Signature Date

Appendix C

Scoring Sheet for Prioritization

Scoring Sheet For Prioritization

85th Percentile Speed (40 points maximum) **_____pts**

The 85th percentile speed represents the speed, at or below, 85 percent of the free flowing vehicles are traveling. Points will be assigned based on the difference between the posted speed and the 85th percentile speed as follows:

0 points, less than or equal to 5 mph difference	or	(30 mph)
20 points, greater than 5 mph and less than or equal to 7 mph	or	(32 mph)
25 points, greater than 7 mph and less than or equal to 9 mph	or	(34 mph)
30 points, greater than 9 mph and less than or equal to 11 mph	or	(36 mph)
40 points, greater than 13 mph	or	(38 mph+)

Traffic Volume (25 points maximum) **_____pts**

Average Daily Traffic (20 points maximum) _____pts

Points for Average Daily Traffic (ADT) will be assigned as follows:

0 points, less than 400 ADT
5 points, 401 ADT to 800 ADT
10 points, 801 ADT to 1,500 ADT
15 points, 1,501 ADT to 2,500 ADT
20 points, 2,501 ADT +

Peak Hour Volume (5 points maximum) _____pts

The percent of the daily traffic occurring during the peak hour will be assigned points as follows:

5 points, peak hour of traffic is equal to or greater than 10% of ADT volume

3-Year Accident Data (20 points maximum) **_____pts**

0 points, 0 to 2 accidents over last 3 years
10 points, 3 to 5 accidents over last 3 years
20 points, 6 or more accidents over last 3 years

Pedestrian Facilities (5 points maximum) **_____pts**

0 points, if sidewalks are present and continuous on BOTH sides of the street throughout the project limits
2 points, if sidewalks are discontinuous or do not exist on ONE side of the street throughout the project limits
5 points, if sidewalks are discontinuous or do not exist on BOTH sides of the street throughout the project limits

Sensitive Facilities Along the Street (10 points maximum) **_____pts**

Sensitive Facilities: senior centers, libraries, parks, community centers, schools, school-identified safe-walking routes, and sites with significant pedestrian activity.

5 points, at least one sensitive facility along the street.
10 points, more than one sensitive facility along the street.

Total Points Maximum (100) **Total Score _____pts**

Appendix D

Example Level 1 Measures

Example Level 1 Traffic Calming Measures

Signage

Note

A common request to address speeding is to install STOP signs. While this might seem like a logical solution, it can actually be counterproductive. Drivers go faster between the signs to make up for "lost" time. In addition to speeding, drivers accelerate and decelerate for each sign. A constant vehicle speed is generally safer for both vehicles and other users along a street. So, STOP signs are not used for speed control.

Pavement Markings

Striping reduces the apparent width of existing lanes and creates a feeling of constraint for drivers, which causes them to slow down.

Targeted Law Enforcement

Law enforcement is effective at reducing speeds. But, it is labor intensive.

Radar Speed Trailer

A portable trailer equipped with radar detects the speed of passing vehicles and displays it on a digital display, showing drivers their actual speed versus the posted speed limit. This real-time information promotes compliance with the posted speed limit.

Appendix E

Example Level 2 Measures

Example Level 2 Traffic Calming Measures

Raised Intersections

Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps.

Center Island Narrowing

Raised islands located along the centerline of a street that narrow the travel lanes at that location.

Choker

Curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or widening the planting strip.

Chicane

A series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves.

Neighborhood Traffic Circle

Raised islands, placed in intersections, around which traffic circulates.

Appendix F

Frequently Asked Questions

Frequently Asked Questions

Q: What is traffic calming?

A: Traffic calming is the use of roadway geometrics and other physical measures to reduce unwanted effects of vehicular traffic, including excessive speeds, volumes, and noise.

Q: How do I request traffic calming for my street?

A: Complete a Traffic Calming Application and submit it to the City. The application may be printed from the City website or obtained at the City offices.

Q: Why is there such a long process? Can't the City just come and install these devices?

A: The City has an established Policy under which these requests can be evaluated. The City has limited funding available for traffic calming and prioritizes projects accordingly. A neighborhood can elect to pay the costs to construct a prescribed measure on streets that score at least 40 prioritization points.

Q: Do residents who do not live on a roadway in question, but who use that same street to get to and from their house, get a "say" in whether traffic-calming measures are implemented?

A: No. People who regularly use the street, but don't live on it, are far less likely to favor traffic-calming measures. On the other hand, people who live on the subject street have to live with the adverse effects of traffic problems .

Q: Are certain traffic calming measures better than others?

A: There isn't one best measure. Each has its pros and cons. Each situa tion will be evaluated and the best measure for the area, desired out come, and feasibility will be considered.

Q: What is the 85th percentile speed?

The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.