



Neighborhood Traffic Calming Program

Neighborhood Traffic Calming Program Report

PROGRAM APPROVAL AND IMPLEMENTATION

The following Neighborhood Traffic Calming Program was approved on December 3, 2019

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7/2/20

Approval Date

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Neighborhood Traffic Calming Program

INTRODUCTION

The City of Oroville Department of Public Works is taking action to address neighborhood traffic concerns through a new reporting system, the Neighborhood Traffic Calming Program. The NTCP is a system which provides you and your neighbors with a process with which to report neighborhood traffic concerns to the City, and for the City to respond appropriately to such concerns.

The goal of the NTCP is to introduce a system in which residents can directly contact the City in an organized manner regarding traffic concerns, increasing the City's ability to respond appropriately and record all concerns. By conducting traffic analyses of the neighborhood streets identified in this process, the City will be able to appropriately respond where necessary and calm traffic in neighborhoods where concerns are raised.

The NTCP has been created in the interest of street safety, livability, and other public purposes as set forth in the Circulation and Transportation Element of the City of Oroville 2030 General Plan and shown below.

Goal CIR-2 Create and maintain a roadway network that provides for the safe and efficient movement of people and goods throughout the City while maintaining the quality of life for residents.

How the NTCP Works

You and your neighbors will submit a Community Action Request (CAR) form to be reviewed by the City. The CAR form is available through the Department of Public Works or the City Clerk's office. The CAR form is also available on the City website at the link provided below. The CAR form contains general information about the program and selection process, a petition, and a section for listing neighborhood boundaries and traffic concerns.

<https://www.cityoforoville.org/services/public-works-department/engineering-division/streets-traffic-and-street-lights>

Upon receiving requests, the City will prepare an acknowledgement of the request. The City will then investigate traffic conditions in your neighborhood and determine if existing conditions warrant implementation of traffic calming measures. If traffic calming measures are required, the program will initially focus on less restrictive measures such as signing and markings. Traffic safety education and police enforcement will be emphasized for that neighborhood. If traffic concerns persist, consideration may be given to speed control measures.



Neighborhood Traffic Calming Program

DEFINITIONS

The Three E's

Education - Guided by Public Works staff, you and your neighbors will receive the information and the tools necessary to make informed decisions regarding traffic concerns in your neighborhood.

Enforcement - Strategies identified by your neighborhood will be supported by police and parking enforcement.

Engineering - Through this partnership, traffic calming strategies will be considered based on engineering principles and community input.

Traffic Calming - Traffic calming involves altering of motorist behavior on a street or street network by using the three "E's": Education, Enforcement, and Engineering.

Local Street - Per the City of Oroville 2030 General Plan, local streets are intended to serve adjacent properties only and should enhance community livability. They carry very little, if any, through traffic, and generally carry very low traffic volumes, usually less than 5,000 vehicles per day. Speed limits on local roadways normally do not exceed 25 miles per hour.

Collector Street - Per the City of Oroville 2030 General Plan, collectors are intended to "collect" traffic from local roadways and carry it to roadways higher in the street classification hierarchy such as arterials, highways, and freeways. These roadways also serve adjacent properties. Collectors typically have one lane of traffic in each direction.



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NTCP STEPS

Depending upon the severity of traffic concerns and level of community involvement, it could take up to 4 years to develop a City Council approved traffic calming measure and have it implemented. An approximate timeframe for each stage of the process is shown in the step by step process breakdown below.

- | | | |
|---------------|---|-------------|
| Step 1 | Neighborhood completes and returns a Community Action Request (CAR) form to the City. | |
| Step 2 | Public Works staff reviews the CAR form for completeness. Staff will issue an acknowledgement of receipt of complete CAR. | 1 month |
| Step 3 | Staff will determine appropriate traffic calming boundaries for the neighborhood based upon initial neighborhood input in the CAR form and review to ensure that all affected areas are included. | 1 week |
| Step 4 | Public Works staff initiates a traffic survey for the neighborhood in question. | 2-4 months |
| Step 5 | Public Works staff develops a formal response to the CAR, including results of the traffic survey and whether the neighborhood is recommended for traffic calming measures. | 2-4 months |
| Step 6 | Public Works staff design traffic calming measures for the identified problem. | 6-18 months |
| Step 7 | Proposed traffic calming measures will be presented to the City Council for approval. | 1-2 months |
| Step 8 | Funding for the approved traffic calming plan will be determined by the City Council. Should grant funding be required, Public Works will begin the process to apply for grant funding. If grant funding is not required, the traffic calming measures will be implemented. | 2-4 months |



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PUBLIC WORKS RESPONSIBILITIES

Ranking Local Streets

Public Works staff will review all submitted CAR forms for completeness and assign a numerical score based upon the following criteria:

Criteria	Points	Basis for Point Assignment
Speed	0 to 36	3 points assigned for every 1 mile per hour the 85 th percentile speed is over the posted speed limit
Volume	0 to 34	Average daily traffic volumes (1 point assigned for every 50 vehicles over 500 vehicles per day)
Pedestrian Generators	0 to 10	5 points assigned for each public facility (such as park, community center) that generates a significant number of pedestrians on the street
School	0 to 10	5 points assigned for each 25 mph school zone and an additional 5 points for an elementary school
Sidewalks	0 or 5	5 points assigned if there are not continuous sidewalk on both sides of the street
Bicycle Route	0 or 5	5 points assigned if the street is a designated bicycle route
Total Points Possible	100	

The 85th percentile speed is used as a standard from which to set the speed limit at a safe speed in traffic engineering. Since the 85th percentile speed should be close to the posted speed limit, it is the benchmark in comparing the posted speed limit to actual traffic speeds. The 85th percentile speed is calculated using speed data collected through the speed data collected as part of the traffic survey.

An example of how points are calculated for speed is as follows:

The posted speed limit in a neighborhood is 25 miles per hour (MPH). The 85th percentile speed is 31 MPH based on data collected. The difference between the posted speed limit and 85th percentile speed is $31 - 25 = 6$ MPH. 6 MPH over the speed limit * 3 points = 18 points.

Neighborhood scores will be recorded and stored by the City for comparison with other neighborhood scores. Initially scores will not be used to determine eligibility for traffic calming devices, as the City has no established system for what score accurately reflects traffic issues requiring action. When enough data has been collected and a more accurate level at which traffic calming devices are necessary can be determined, a cutoff score may be assigned by the City. Collected data may also be used in future transportation grant applications by the City.

In addition to determining the rank score, neighborhood boundaries will be established based upon initial input from neighborhood residents on the CAR form and review by Public Works staff to ensure that all affected areas are included.



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Formal Response to CAR

Once the traffic survey is complete and a rank score has been determined, a formal response from the City will be distributed to the applicant. This formal response will include the applicant's score and comments from the Public Works staff, including whether or not the applicant's neighborhood has been approved to proceed with a traffic calming plan.

Developing a Traffic Calming Plan

If a neighborhood is determined to need traffic calming measures, Public Works staff will start the Traffic Calming Plan process.

A description of common Traffic Calming Measures is included in Appendix A. These measures range from temporary to permanent, restrictive measures; not all these measures will be considered during development of a Traffic Calming Plan through this process. Traffic calming measures described include those below, organized by significance of measure.

Nonrestrictive

- Neighborhood Traffic Safety Campaign
- Crosswalks
 - Flashing Crosswalk Signals
 - Talking Crosswalks
- Signage
- Pavement Markings
- Speed Monitoring
 - Radar Trailer in Neighborhoods
 - Radar Speed Signs
 - Targeted Police Enforcement

More Restrictive

- Speed Humps
- Speed Tables
- Raised Crosswalks and Intersections
- Textured Pavements

Most Restrictive

- (not considered for this policy)**
- Traffic Circles
 - Chicane
 - Realigned Intersections
 - Neckdowns
 - Center Islands
 - Chokers

Public Works staff will develop a Traffic Calming Plan based on the results of the traffic survey. Public Works will first consider the non-restrictive traffic calming measures above, then the more restrictive measures. Once a Traffic Calming Plan has been developed, the plan will be presented to City Council for approval. If a neighborhood association is active within the project area, they will be included on communication regarding the plan as it is developed and brought before City Council.



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Project Funding

The majority of funding for traffic calming plans developed through this process will be by City funds and assigned based on project need and availability. Some project funding may come from state or federal grant applications in rare cases.

Removal of Traffic Calming Measures

In the event that a resident feels that traffic calming measures are ineffective in curbing traffic problems or are causing additional problems in the neighborhood, they may apply to have traffic calming measures removed. The community request process for removal of traffic calming measures is the same as that for requesting traffic calming measures. Under the traffic issues section, residents may select 'other' and specify removal of an existing traffic calming device. Removal of traffic calming measures can be requested for measures that were not installed through the use of this program.