



## Legislation Details (With Text)

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Staff Report for a Presentation on the 2017-18 Neighborhood Traffic Calming Program

### SUMMARY AND RECOMMENDATIONS

Staff will present an update on the City's Neighborhood Traffic Calming Program with specific emphasis on 2017-18 applications.

### BACKGROUND

Traffic calming is the use of engineered solutions to reduce vehicle speeds to an appropriate level and to encourage motorists to utilize appropriate through routes across the city in lieu of cutting through residential neighborhoods. The purpose of the Neighborhood Traffic Calming Program (NTCP) is to improve safety, livability, and quality of life by deploying of a wide array of engineered traffic calming devices.

### Analysis

During the 2017-18 application period, the City received eighteen applications from residents requesting participation in the program. Title 8, Chapter 7 of the San Leandro Administrative Code defines the program parameters. In general, applications are evaluated based on five criteria:

- Is the roadway a local residential street, a residential collector, or a collector street as defined in the General Plan? → "Yes" is required to qualify for NTCP program.
- For local residential streets, is the critical speed greater than 32 MPH and is the traffic volume greater than 1,000 vehicles per day? → "Yes" is required to qualify for NTCP program.
- For residential collectors, is the critical speed greater than 34 MPH and is the traffic volume greater than 2,000 vehicles per day? → "Yes" is required to qualify for NTCP program.
- For collector streets, does the neighborhood contain more than 95% residential uses? → "Yes"

is required to qualify for NTCP program.

- Is the volume of traffic greater than 4,000 vehicles per day? → “Yes” indicates that a Streetscape CIP is needed.

Based on these criteria and other factors such as collision history and proximity to schools or parks, the applications were evaluated and prioritized by staff.

Four of the submitted applications had traffic volumes that approached or exceeded the 4,000 vehicles per day threshold. To address the issues of these high volume roadways, more significant study and/or investment would be required. During the next cycle of Capital Improvement Program (CIP) budgeting, the City Council will be asked to consider separate funding for streetscape improvements at these locations. Streetscape CIP improvements include features such as raised concrete curbs and/or bicycle and pedestrian improvements if indicated in the recently-adopted Bicycle and Pedestrian Master Plan.

Five of the applications were deemed suitable for speed humps or cushions. Humps or cushions are the most cost-effective way of reducing vehicle speeds and discouraging cut-through traffic. Because some residents object to humps or cushions placed in front of their homes, a process is followed to establish neighborhood consensus on the best location for each hump or cushion.

One application will be evaluated for installation of additional pavement markings for traffic calming. White edgelines placed along the outside of the travel lanes can provide an illusion of a narrower roadway width, thus slowing vehicle speeds. As with humps and cushions, this solution is very cost-effective as compared to solutions that alter the roadway geometrics.

One application requested a speed feedback sign in lieu of other calming devices. Speed feedback signs display a vehicle’s approach speed for comparison to an adjacent static speed limit sign. Some residents object to feedback signs placed in front of their homes, so a process is followed to gain neighborhood consensus on the best location for the signs.

One application will be evaluated for installation of a 3-way STOP control based on a warrant analysis defined in the *California Manual of Uniform Traffic Control Devices*. STOP control devices are only installed when warranted by standardized criteria.

Six applications did not meet the minimum criteria for program participation.

The City’s adopted Biennial Budget for 2017-18 and 2018-19 appropriated \$200,000 from the General Fund, or \$100,000 in each fiscal year to fund this program. The program funds are associated with Capital Improvement Projects 2018.0040 and 2019.0040 or “Neighborhood Traffic Calming Program”.

## **Recommendation**

Approve staff’s recommendation for traffic calming application acceptance and CIP Streetscape review, and offer any comments or feedback.

## **Attachment(s) to Staff Report**

- PowerPoint slides (presentation)

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