



City of Happy Valley Traffic Calming Policies and Procedures

The City of Happy Valley is committed to maintaining and improving the livability and safety of its neighborhoods. We are supportive of implementing traffic calming techniques in situations where warranted and eligibility criteria are met.

Neighborhood traffic calming is designed to reduce the negative impacts of traffic on neighborhood streets and to improve safety. This is a collaborative process involving the neighborhood residents, City staff, and emergency service agencies.

Traffic calming consists of operational measures such as enhanced police enforcement, speed displays, and a community speed watch program, as well as such physical measures as signage, pavement markings, chokers, chicanes, traffic circles, speed bumps/humps, and raised crosswalks.

The effects of installing a traffic calming device are generally positive. However, there are sometimes negative consequences as well. Which include; increased traffic noise, degraded air quality, and increased energy consumption? Additionally, many times the “undesired” traffic is simply diverted to a different street.

Traffic calming measures include a wide variety of methods which include; vertical changes in the street (e.g., speed humps, raised intersections), lateral changes in the street (e.g., chicanes), constrictions (e.g., street narrowing, islands, pinch points), narrow pavement widths (e.g., medians, edge treatments), traffic circles, small corner radii, gateway features, and landscaping. Traffic calming measures within the City of Happy Valley shall comply with City standards.

The procedures shall be consistent with adopted Citizen Traffic and Public Safety Committee and City Council processes. The process for implementation of a traffic control device is a phased program; the first phase is education and enforcement, the second is eligibility and prioritization for funding, and the third is design, testing, implementation, and evaluation.

Neighborhoods are required to coordinate their requests through the Citizen Traffic and Public Safety Committee and City of Happy Valley Public Works Departments.

Project Eligibility

Screening of potential projects is necessary to determine whether there is a significant traffic problem in the neighborhood that may benefit by implementing a traffic calming measure.

Streets may be considered for installation of traffic calming devices when all of the following criteria are met:

1. The posted speed is 30 mph or less.
2. The 85th percentile speed of vehicles (measured over a 24-hour period) is at least 5 mph over the posted speed.
3. The street is not a primary emergency response route.
4. The street is a two-lane street and NOT classified as a collector or above.
5. The street grade does not exceed 8% and/or roadway curvature criteria.
6. A Traffic Safety Petition for the installation of a traffic control device has been signed by a simple majority (51%) of the affected neighborhood (as determined by the City) residents.

The City Engineer and/or Traffic Engineer may approve exceptions to these items on a case-by-case basis.

Procedures

When a resident or neighborhood identifies an apparent traffic problem they think should be addressed by the Citizen Traffic and Public Safety Committee and City of Happy Valley Public Works Department, the following process shall be followed:

1. Written Request:

An individual or neighborhood submits a written request for a traffic calming project evaluation to the City Community Services Department using the City's Traffic Control Device Request form. (See City forms in main menu). The traffic problem shall be identified in the request. Upon approval of the Citizen Traffic and Public Safety Committee, the request will be forwarded to the City Public Works Engineering Department for eligibility.

2. Information Sharing and Coordination:

Information Sharing - The City will assist neighborhoods interested in traffic calming by sharing information about the City's program. Coordination, education, and enforcement are emphasized in Phase One by requiring neighborhoods to coordinate with the City Community Services Department as the first step in this process. Staff gathers preliminary data about the identified problem and works with the neighborhood to determine a primary approach; e.g., possible participation in Neighborhood Watch, use of the speed wagon or photo radar, or implementation of less restrictive engineering solutions such as signing or striping. The City implements the approach.

3. Eligibility Determination:

Staff gather and analyze the traffic data for the project area. Using the Eligibility Criteria, the City Engineer and/or Traffic Engineer makes a determination of whether the project is eligible for installation of traffic calming measures. The requestor is notified of the eligibility determination.

Funding Options:

A neighborhood may choose to pay 100% of the project cost, or petition to form a Local Improvement District (LID) to fund the traffic calming project. Projects identifying an alternative funding option will be included on a list presented to the Citizen Traffic and Public Safety Committee and/or City Council for primary implementation, funding, and construction by the City. Upon approval by the

Council, projects funded 100% by the neighborhood may proceed ahead of other funded projects, subject to availability of the City resources required for the project. A neighborhood may choose this option at any point in the process. Projects funded by the neighborhood must follow all steps of these procedures. Project costs include the cost of construction, design, inspection, signage, project management, and (if needed) the cost of right-of-way acquisition.

Removal of Traffic Calming Measures:

The Citizen Traffic and Public Safety Committee will consider removal of traffic calming measures if a petition is received indicating that at least 67% of the properties within the Project Area support the removal. If written evidence is submitted clearly indicating that the owner of a property or tenant has chosen to abstain, the property or rental unit shall be deducted from the total number of properties and rental units prior to calculating the 67% majority. The Project Area boundary will be determined by the City and/or Traffic Engineer in accordance with the Project Area Guidelines. Only one person may sign the petition for each property and only one for each rental unit. The request will be processed through the Citizen Traffic and Public Safety Committee process.

Typical Effects of Traffic Calming

What to expect. A recent local jurisdiction evaluation of traffic calming projects reported the following findings during summer driving conditions. The data collected included the number of vehicles, the 85th percentile speed, and the percent over the posted speed. Our condensed representation of the study included the 17 residential projects with a posted speed of 25 mph. The average speeds and vehicles traveling over the posted speed of the study projects are shown below. The type of calming measure utilized for the analysis was not identified.

	<u>Before Implementation</u>		<u>After Implementation</u>	
<u>Posted Speed</u> <u>25mph</u>	85% speed	% over posted speed	85% speed	% over posted speed
<u>Results</u>	31.82 mph	45.53%	28.18 mph	24.0%

Based on this study the average speed reduction after implementation of the traffic calming device was 3.64 mph and the average percentile of vehicles that exceeded the posted speed was reduced by 21.53%.

The traffic calming program is intended to improve compliance with the posted speed limits. It is not intended to require drivers to travel significantly below the speed limit. Most vehicles should be able to travel through a traffic calming area at the speed limit.