



City of Arts & Innovation

PUBLIC WORKS DEPARTMENT

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Public Works Department

Traffic Engineering Section

Purpose:

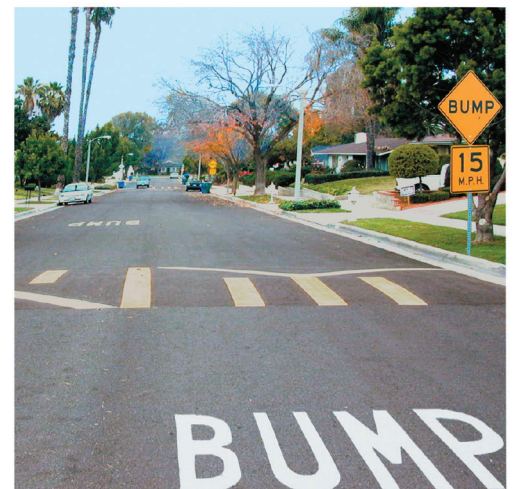
The City strives to improve the livability of neighborhoods by controlling the impacts of outside traffic influences on residential streets. Working in partnership with residents, the City aims to enhance safety in neighborhoods by determining and implementing the most appropriate traffic calming measures. This process involves a comprehensive evaluation of entire neighborhoods to assess the situation, determine the right solution and ensure traffic problems are not moved from one street onto another. Impacts to public safety are of the utmost concern and will serve as a primary factor in the application of traffic calming measures and traffic control devices.

Process:

Requests will be reviewed and evaluated to assess the situation and develop solutions to address the concern. To assist in this process, data will be collected to ensure the most appropriate measures and devices are utilized and to determine the resulting effectiveness.

Within thirty (30) days of receipt of a request, an analysis will be conducted. The most advantageous solution will be implemented from the *Initial Options* category.

Should further analysis show the solution is not effective in resolving neighborhood traffic concerns, an additional traffic calming tool from the *Initial* or *Secondary Options* may be considered. Factors such as road width, alignment, and configuration may prevent the use of *Secondary Solutions*. Additionally, some of the solutions within this category may require consensus by a majority of neighborhood residents.



MITIGATION MEASURE OPTIONS

LOCAL STREET (40' width residential, 2 lane, <2,000 volume, 25 mph max. speed limit)

Initial Options:

- Informational Brochure Mailed
- Radar Trailer Deployment
- Changeable Message Board Display
- Speed Limit Signs
- Timed Parking Restrictions
- Preferential Parking Zones
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Stops Signs
- Truck Prohibition Signs
- Turn Prohibition Signs
- Street Narrowing by Striping
- Speed Feedback Signs
- Speed Humps**
- Street Closures

COLLECTOR STREET (44-64' width, 2-4 lanes, >2,000 volume, 25-40 mph speed limit)

Initial Options:

- Radar Trailer Deployment
- Changeable Message Board Display
- Timed Parking Restrictions
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Truck Prohibition Signs
- Two-Way Left Turn Lane to Narrow Road
- Medians, Angle Parking to Narrow Road
- Speed Feedback Signs

ARTERIAL STREET (64-120' width, 4-6 lanes, >5,000 volume, 40+ mph speed limit)

Initial Options:

- Radar Trailer Deployment
- Changeable Message Board Display
- Timed Parking Restrictions
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Truck Prohibition Signs
- Two-Way Left Turn Lane to Narrow Road
- Medians, Angle Parking to Narrow Road
- Speed Feedback Signs