Greenwood Village

Neighborhood Traffic Calming Program

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Neighborhood Traffic Calming Program

A. Introduction

As stated in the Greenwood Village Comprehensive Plan, one of the Village's transportation goals is to "protect the Village's residential neighborhoods by minimizing the incursion of commercial and transient traffic into residential neighborhoods." The purpose of the Neighborhood Traffic Calming Program is to assist in achieving this goal by maintaining safe and pleasant conditions for residents and other users of public residential streets.

Through the process as outlined in this Neighborhood Traffic Calming Program (NTCP) guiding document, City Council and staff will work with residents to address traffic concerns in the Village neighborhoods to improve neighborhood livability and quality of life by mitigating the impact of vehicular traffic within residential neighborhoods. The NTCP will make efficient use of the Village resources by handling each project request consistently.

A combination of education, enforcement, and engineering methods should be employed. Traffic calming devices should be planned and designed in keeping with sound engineering and planning practices. The Village shall direct the installation of traffic control devices as needed to accomplish the project, according to the collected data. Emergency vehicle response time should be accommodated in keeping with the response standards.

Application of the NTCP shall be limited to those streets shown on Figure A. NTCP projects shall not divert traffic off the project street; the amount of traffic increase acceptable on a parallel local street shall not exceed 150 vehicles per day.

To implement the NTCP, certain procedures should be followed in processing NTCP requests in accordance with applicable codes and related policies and within the limits of available resources. Prior to the installation of traffic calming devices, at a minimum, the procedures shall provide for:

- submittal of project proposals,
- project evaluation and selection,
- resident participation,
- communication of data and specific findings to project area residents and affected organizations, and
- appropriate City Council approval

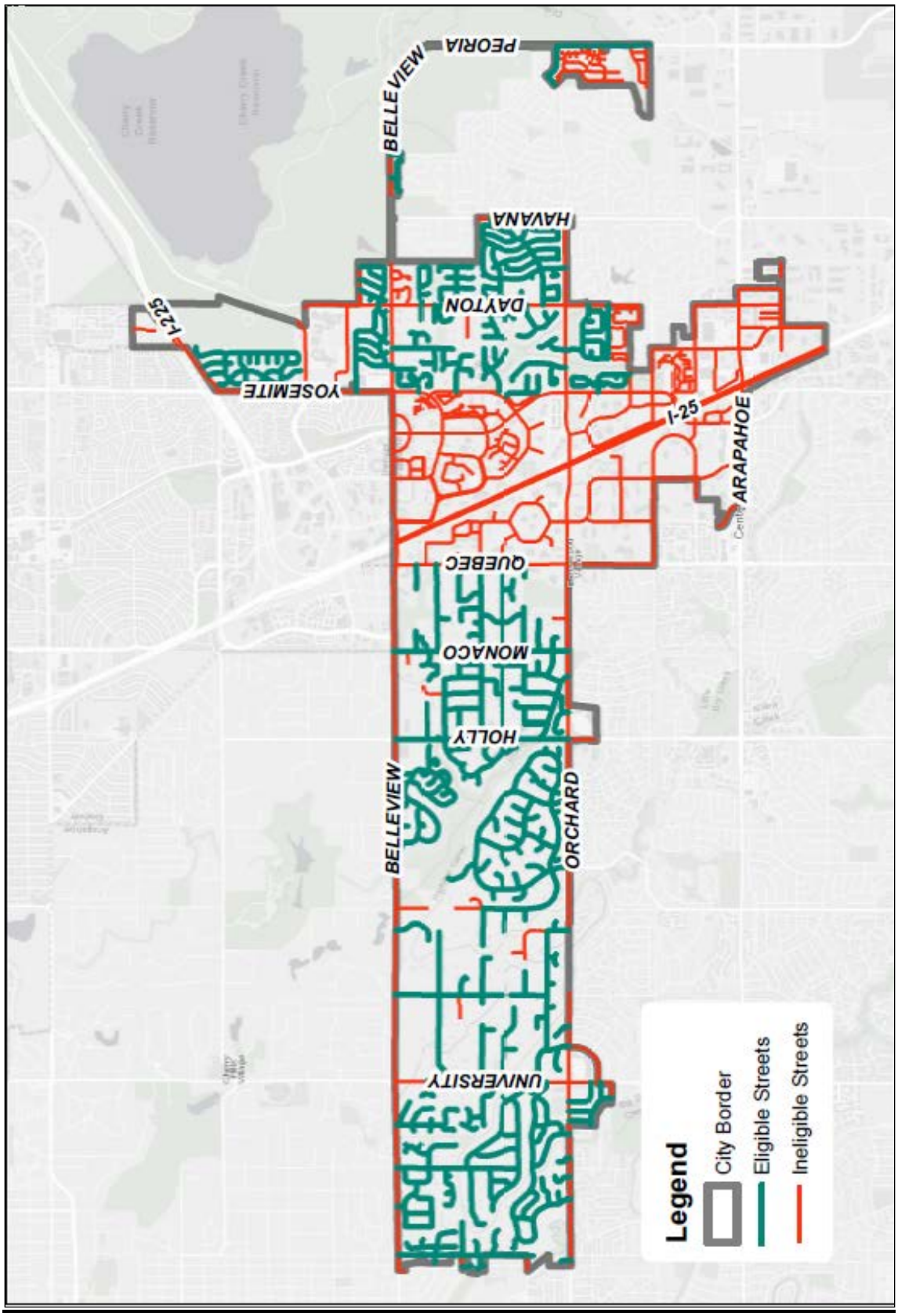

Figure A: NTCP Eligible Streets

B. Project Procedure

All Neighborhood Traffic Calming projects provide for and encourage citizen involvement. The Village maintains a close dialogue with neighborhood residents and works with them to develop an acceptable traffic calming plan. A project can be undertaken only if it has the support of the residents.

Projects are initiated when residents or homeowner associations ask for help with traffic problems on their street. The steps below outline the procedures followed for each traffic calming project.

1. **Initial Request**

   Staff receives a request from a resident about a neighborhood traffic issue or to install a traffic calming device. Staff informs the district Councilmembers about the request. Staff coordinates with the neighborhood and district Councilmembers to define the project area. The project area depends on the specific project, but generally includes all properties on the project street and on the cross streets. Once the project area is identified, staff collects data to determine the impact.

2. **Data Collection**

   Staff collects data appropriate to the request (speed and/or cut-through, crash experience, etc.) and then determines if the location qualifies for traffic calming, based on the thresholds outlined in Section C. If the location does not qualify per the data collected, the process skips to step 8. If the location meets the thresholds required, the process proceeds to step 3. Speed and volume data will be collected for one week, while cut-through data will be collected based on site-specific characteristics and available staff. Staff will coordinate with the Police Department to gather any related accident data. Emergency response agencies will be contacted for their review of the installation of any device.

3. **Neighborhood Input Meeting**

   Notifications regarding the meeting are sent to each household in the project area. Multiple meetings may be required. At the input meeting(s), staff presents all data collected to-date and provides initial staff-recommended solutions based on the data. See Section D for a list and general description of mitigation devices. At the conclusion of the meeting, staff will determine the most appropriate traffic calming device option plus the “do nothing” option to put on a survey that will be distributed to residents.

4. **Survey Distribution**

   Once the input and data collection have been finalized, staff will distribute a ballot to each household in a defined ballot area. The ballot area and project will in many instances be the same, however each specific project will be unique and

require the appropriate coordination between district Councilmembers, staff, and residents.

All households that receive a ballot are requested to vote for a single option and return the survey to staff. To move forward with a traffic calming installation, 51% of the returned ballots be in favor of the traffic calming project. Only one ballot per household is allowed.

5. City Council Action

Village staff members prepare a report and recommendation for City Council action. The report will include information regarding the public involvement, data and existing conditions, and projected design and construction costs (see Section E for more details regarding funding). The public is notified of the opportunity to attend the City Council hearing and comment on the proposal. If the project is approved by City Council, the Village implements the Neighborhood Traffic Calming devices.

6. Temporary Neighborhood Traffic Calming

A test of the traffic calming plan is usually not required. A test is conducted, however, if the plan includes traffic diversion devices, impacts an emergency response route, adversely impacts an adjacent street, or is implementing a traffic calming device that is new to the City of Greenwood Village. Testing is required to ensure that an unacceptable amount of traffic is not shifting onto other local service streets, emergency response time is within an acceptable range, and that there are ample resources to manage and maintain the implemented devices. The Village will notify all property owners in the project area of the temporary traffic calming test.

7. Project Evaluation

Six months to a year after implementation is complete, the Village evaluates the effects of the project (for example, traffic speeds and traffic diversion onto other local service streets or other unintended consequences) and impacts will be identified and evaluated.

8. Project Resubmittal

If a project is not supported through the threshold requirements, lack of consensus, or because it is not approved by City Council, the residents of the project area are notified. The project may be resubmitted one year or later after the conclusion of the process.

C. Thresholds for Qualification

For a location to qualify for the installation of a traffic calming device, the data collected must meet certain thresholds. The traffic problems to be addressed using traffic calming devices have been categorized into three groups, including speed, cut-through, and safety.

Speed

For a location to qualify for the implementation of traffic calming devices based on speed of traffic, the 85th percentile of the speed must be at least 6 miles per hour greater than the posted speed limit. For example, if the posted speed limit on the street is 25 miles per hour, 85th percentile of the traffic on the street must be travelling at or above 31 miles per hour to qualify.

Cut-through

Cut-through traffic is traffic passing through an area without stopping or without at least an origin or destination within the area. For a location to qualify for the implementation of traffic calming devices based on cut-through, the cut-through traffic must total at least 30% of the total traffic along the street.

Safety

For a location to qualify for the implementation of traffic calming devices based on safety, the location will be reviewed by the Greenwood Village Police and Public Works Departments for accident history, sight distance and other safety factors. Consideration will be given if a street provides access to a school, park or community center.

D. Traffic Calming Toolkit

All traffic calming devices that will be considered in the City of Greenwood Village are listed with a short description below. In addition to this list, signs and striping will also be considered as traffic calming devices. For more detailed information about each of the individual devices below, see the Federal Highway Administration's *Traffic Calming ePrimer*[1] (*FHWA ePrimer*).

Should any device be proposed that is not contained in the list below, staff will evaluate the request and bring it to City Council for consideration. The device will be subject to Section B.6, as described above.

[1] *Traffic Calming ePrimer*, Federal Highway Administration, https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Speed hump

An elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow. A speed hump is typically 3 inches in height and 12 feet in length along the vehicle travel path axis.

Raised Crosswalk

A raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. A raised crosswalk is marked and signed as a pedestrian crossing and is typically between 3 and 6 inches above street level. It is common for a raised crosswalk to be level with the street curb. This height increases the visibility of a pedestrian in a crosswalk to a motorist. It also improves the line of sight for a pedestrian toward an oncoming vehicle.

Undulations (dips)

An elongated dip in the roadway pavement surface extending across the travel way at a right angle to the traffic flow.

Lateral Shift

A realignment of an otherwise straight street that causes travel lanes to shift in one direction. The primary purpose of a lateral shift is to reduce motor vehicle speed along the street. A typical lateral shift separates opposing traffic through the shift with the aid of a median island.

Chicane

A series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature.

Realigned Intersection

The reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection (as illustrated in the Figure 3.6.1 schematic). The expectation is that these physical features will remove or discourage fast vehicle movements through the intersection.

Traffic Circle

A raised island, placed within an unsignalized intersection, around which traffic circulates. A circle forces a motorist to use reduced speed when entering and passing through an intersection, whether the vehicle path is straight through or involves a turn onto an intersecting street.

E. Funding

Funding for any traffic calming devices that are installed will be evaluated on a case-by-case basis. If the device is relatively low-cost (e.g. signs, striping, etc.), staff will use existing operational budget to implement the device. If the device is not relatively low-cost, staff may request a budget amendment from City Council, or will include the request in the following year's budget.