



Town of Superior Neighborhood Traffic-Calming Guideline

I. Concept

Traffic-calming is defined by the Institute for Transportation Engineers as “...*the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized users*”. Traffic-calming measures are distinct from other traffic-control devices (stop signs, posted speed limits, etc.) in that calming measures are, by design, **self-enforcing**.

This Guideline establishes an approach to traffic-calming which is based on measurable criteria, incorporates citizen participation, and develops community consensus for cost-effective traffic solutions. The series of steps in this Guideline is referred to as a Neighborhood Traffic-Calming Program (NTCP).

II. Program Objectives

- A. Define the process and criteria for designing & implementing traffic-calming measures.
- B. Direct traffic-calming expenditures to projects identified as priorities.
- C. Foster a collaborative relationship between residents & staff in implementing traffic-calming measures.
- D. Encourage residents' involvement in maintaining the safety & livability of their neighborhoods.

III. Program Policies

- A. *Classification of Streets* – Town streets are classified according to their traffic-flow function for the purpose of determining program eligibility.
 - 1. Arterial & primary collector streets – streets that move traffic quickly & efficiently; very little direct access to property.
 - 2. Neighborhood collector streets – streets that collect traffic from neighborhoods & channel it to arterial streets; some traffic-moving function & some access to property.
 - 3. Local streets – streets that provide access to property; not for through traffic.
- B. *Eligibility*
 - 1. Arterial Streets are not eligible for traffic-calming measures through the NTCP; these areas are to be addressed with traffic enforcement and include the following streets:
 - a. McCaslin Boulevard
 - b. Coalton Road
 - c. Marshall Road
 - d. Rock Creek Parkway
 - e. 88th Street



2. Only collector & local streets will be eligible for traffic mitigation through the NTCP.

3. Traffic-calming measures will only be applied in areas where the 85th percentile speed exceeds the posted limit by more than 5 mph, **and** where the volume of traffic exceeds 500 vehicles per day.

C. *Prioritization* – traffic-calming projects will be prioritized and implemented based on the demonstrated severity of a traffic problem and on available funding. The prioritization of projects will include the following considerations:

1. Traffic speed
2. Traffic volume
3. Accident history
4. Amount of cut-through traffic
5. Presence of school crossings
6. Presence of nearby pedestrian generators (retail/commercial/institutional facilities, parks)
7. Number of affected households

D. *Traffic-Calming Toolbox* – a designated “toolbox” of traffic-calming education, enforcement & engineered improvements will be developed to address each type of traffic problem (see Appendix B). The tools implemented may vary depending on the street classification & the objective criteria. Stop signs, crosswalks, “SLOW Children Playing” signs, photo radar, rumble strips, road dips & lowered speed limits are **not** considered self-enforcing traffic-calming tools, and will not be considered for use through this program.

E. *Evaluation of Temporary Traffic-Calming Structures* – in some cases, temporary traffic-calming structures may be installed in order to evaluate its effectiveness. The type(s) of temporary structures will be recommended by staff and a study will be performed in the area. The study will include collection of speed data prior to, and following installation of the temporary measure. This process will help determine if a permanent structure will alleviate the problem.

F. *Other Considerations*

1. Traffic-calming measures must be evaluated for their impact on emergency vehicle response.
2. Proposed improvements must consider the effect on pedestrian & bicycle traffic, so as not to adversely impact safety in these areas.
3. Traffic-calming will be done on a comprehensive, neighborhood-wide basis and not on a street-by-street basis.
4. Emphasis will be placed on routing traffic from local streets & collector streets to arterial streets. Traffic should not be re-routed from a street of higher classification to another of lower classification. Traffic may be re-routed to streets of equivalent classification if it results in a more even distribution of traffic burden.



IV. Guideline Initiation

A. *Proactive Program (P-NTCP)* – streets will be selected for improvements by the Town, and traffic-calming projects will be developed & prioritized by staff.

B. *Reactive Program (R-NTCP)* – residents initiate a process for traffic-calming improvements based on objective criteria. Individual residents may complete an R-NTCP application (see Appendix A). It should contain at least 5 signatures of residents from 5 different households on the affected street. These residents may be asked to participate in a neighborhood design charette.

V. Program Development and Approval

Identified Proactive and Reactive projects will proceed through the following sequence:

1. Staff will conduct traffic speed/volume studies to determine a project's eligibility.
2. Staff will define a project's boundary area.
3. A neighborhood design charette will be held to notify & solicit input from affected residents about a proposed mitigation design.
4. Staff will refine & finalize the project proposal.
5. A neighborhood open house will be held for residents' project review & final comments.
6. Once the project proposal is finalized, a mail-in vote of affected households will be conducted. Affected households include renters, resident property owners, & non-resident property owners. 50% of affected households should respond and 65% of the responding households must show support for project approval.
7. If approved, the project proceeds to construction. If rejected, the project is not eligible again for traffic mitigation for a period of 2 years.

VI. Appendices

A. *Program Application*

B. *Traffic-Calming Toolbox*



Appendix A: Neighborhood Traffic-Calming Program Application

I and the undersigned Town of Superior residents would like to participate in the Neighborhood Traffic-Calming Program (NTCP) to address a traffic concern in our community. We understand that this process may require our involvement in joint decision-making with other residents and Town staff, and attendance at neighborhood meetings.

Name of Applicant: _____ Date: _____

Applicant's Address: _____

Preferred method of contact: home phone _____
 cell phone _____
 email _____

Name of neighborhood or homeowners association: _____

Please indicate the type of traffic problem involved (check as many as apply):

- speeding
- accidents
- traffic volume
- pedestrian/bicycle safety
- parking
- cut-through traffic
- other

Please describe the nature & location of the traffic problem, including the overall area affected, times of day or conditions under which it is worse, and the resulting effects of the traffic problem:

Please provide the signatures of at least 5 additional residents (1 per household) on the affected street:

	Printed Name	Address	Phone #	Signature
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____



Appendix B: Traffic-Calming Toolbox

Traffic-calming Tools:

Structural (Vote required):

Chicanes
Closures
Combination Devices
Diagonal Diverters
Medians
Mid-block Chokers
Neckdowns
Neighborhood Identification Islands
Pedestrian Refuge Islands
Permanent Speed Display Units
Raised Crosswalks
Raised Intersections
Speed Humps
Street Striping/Pavement Markings
Street Trees & Vegetation
Traffic Circles
Turn Prohibitions

Non-structural (Vote not required – Requires staff approval):

Directed Police Patrols
Neighborhood Speed Campaign
“Please Slow Down” yard signs
Radar Speed Trailer



AGENDA
TOWN OF SUPERIOR
TRANSPORTATION & SAFETY COMMITTEE
April 1, 2019
6:00-8:00 PM
BOARD ROOM, TOWN HALL

- 1) Call Transportation & Safety Committee to order (6:00 PM)
- 2) Items from the Public not on the Agenda (6:00 PM)
- 3) Neighborhood Traffic Calming Program Update (6:15 PM)
 - A. Neighborhood Traffic Calming Guidelines adopted in December, 2006 – Attachment A
 - B. Draft Neighborhood Traffic Calming Checklist – Attachment B
- 4) North Torreys Peak Traffic Calming (6:45 PM)
- 5) New Requests (7:00 PM)
 - A. Rock Creek Circle Speed Humps (from last meeting)
 - B. McCaslin/Indiana Traffic Signal – Attachment C
 - C. 76th/Sycamore Pedestrian Protection
- 6) Project Updates (7:30)
 - A. Weldon Closure
 - B. Castle Peak Speed Humps
 - C. Pitkin Speed Humps
 - D. Coal Creek Drive/Akron Intersection Pedestrian Enhancements
 - E. Coal Creek Drive Speed Limit
- 7) Adjourn Transportation & Safety Committee (8:00 PM)



Step 1:
Determine NTCP Type

Reactive Program (R-NTCP):
5 signatures of residents from 5 different households on a minor collector or local street

Proactive Program (P-NTCP):
projects identified by town:
Arterial & Collector pedestrian crossings
Safe Routes to School
Intersection improvements
Missing sidewalks or setbacks
Trail crossings

Step 2: 
Data Collection and Eligibility

Speed data: Staff will collect traffic speed data every day for one week. Data will be collected 24 hours a day. All data will be graphed. 85th percentile speed, 5 MPH over posted limit, will be noted.

Traffic data: Staff will collect 24-hour traffic volume data every day for one week.

Crash data: Staff will summarize crash totals, types, and conditions from the police reports dating back to 2011.

Stop sign warrant analysis: If applicable, Staff will conduct a stop sign warrant analysis based on the guidelines in the Manual on Uniform Traffic Control Devices (MUTCD).

Project mapping: Staff will map current travel lanes, bike lanes, sidewalks dimensions, and intersection geometry. Unimpeded segment length will be calculated (segments with no stop signs, raised trail crossings, sharp curves or other traffic control measures, which would limit speeds).

Neighborhood perceptions: Staff will issue a neighborhood mail-in survey to solicit feedback on the perception of traffic and safety near the project area. The perceptions will be included in the summary presentation.

Step 3: 
TSC Eligibility Review

Review data: TSC reviews speed, traffic, crash, warrant analysis, unimpeded segment length, perceptions data, staff recommendations and community feedback at TSC meeting.

Project eligible for design alternatives: If TSC determines the project is eligible for NTCP, it proceeds to step 4. Staff would determine the affected neighborhood boundary and the households that would receive the survey.

Project not eligible for design alternatives: If TSC determines the project is not eligible for NTCP, the project can be reconsidered in 2 years.

Step 4: 
Community Outreach

Neighborhood charrette: Staff identifies a date and time for a neighborhood design charrette. The neighborhood design charrette is conducted with Staff to provide a summary of the existing conditions data and evaluates how, where and when the NTCP tools could be applied.

Identify NTCP design alternatives: Staff summarizes input from the neighborhood design charrette and prepares design alternatives utilizing the NTCP tools.

Neighborhood input on design alternatives: Staff issues a mail-in survey on the proposed alternatives. The survey requires 50% of affected households to respond for the project to continue to step 5.

Step 5: 
TSC Project Approval

Review data: TSC reviews input from neighborhood design charrette and mail-in survey results for the proposed design alternatives at a TSC meeting.

Project approval: If TSC determines the project has 65% approval (from survey responses) it can move toward budgeting, final design and town board approval.

Project not approved: If TSC determines the project does not have 65% (from survey responses) approval or is not acceptable at this time it can be reconsidered in 2 years.



NTCP Program Objectives Reminder

- Define the process and criteria for designing & implementing traffic-calming measures.
- Direct traffic-calming expenditures to projects identified as priorities.
- Foster a collaborative relationship between residents & staff in implementing traffic-calming measures.
- Encourage residents' involvement in maintaining the safety & livability of their neighborhoods.

Acronyms

NTCP: Neighborhood Traffic Calming Program
TSC: Transportation and Safety Committee
R-NTCP: Reactive Program
P-NTCP: Proactive Program
MUTCD: Manual on Uniform Traffic Control Devices

Alex Ariniello

From: Jack Chang <jackwchang@gmail.com>
Sent: Thursday, March 07, 2019 8:46 PM
To: Alex Ariniello
Subject: Re: Traffic Light on McCaslin Blvd and Indiana.

Hi Alex

No worries about the late respond. I do not believe a round about works because the road is too narrow. Plus downhill speed would be disastrous for a drunk driver or any driver speeding and not paying close attention to a round about.

Traffic light works the best from a visibility and a definitive right of way point of views. Visual alertness and awareness.

Please share with the TSC members of our request for traffic light at this intersection.

Per my research, there has already been a fatality at this intersection. Plus the recent cyclist and truck accident.

Every morning I am watching our neighbors risking their lives getting on McCaslin.

Thank you

Jack

On Thu, Mar 7, 2019 at 5:24 PM Alex Ariniello <alexa@superiorcolorado.gov> wrote:

Jack:

Sorry, I was out of town for a few days so I am late responding. The TSC did discuss McCaslin and Indiana at their September 9, 2017 meeting but the discussion was about construction of a roundabout. I will let them know about your request.

McCaslin is a Town street so the Town is responsible for any improvements. Boulder County is not involved.

Alex

From: Jack Chang <jackwchang@gmail.com>
Sent: Monday, March 04, 2019 8:47 AM

To: Alex Ariniello <alexa@superiorcolorado.gov>

Subject: Fwd: Traffic Light on McCaslin Blvd and Indiana.

Good morning Alex

Per Trustee Ken Lish's recommendation (see email below), please help me place "Request for **Traffic Light on McCaslin Blvd and Indiana.**" on the ~~the next~~ Transportation & Safety Committee meeting Agenda.

Also, do you have any idea or information on who pays for the traffic lights to be installed in our Town? Our town pays for it or Boulder County also chip in and has jurisdiction over the approval and funding process?

Thank you.

Jack Chang

650-868-8859

----- Forwarded message -----

From: Ken Lish <kenl@superiorcolorado.gov>

Date: Mon, Mar 4, 2019 at 8:16 AM

Subject: RE: Traffic Light on McCaslin Blvd and Indiana.

To: Jack Chang <jackwchang@gmail.com>

Hi Jack,

Thank you for the emails. I've heard this discussed a few different times over the years. I suggest attending and bringing it forward at the next Transportation & Safety Committee meeting, as that is the forum where this discussion is likely to get the most traction. You could email Alex Arinello ahead of time and request that it be considered for the agenda.

Thanks!

Ken Lish

Trustee, Town of Superior

kenl@superiorcolorado.gov

From: Jack Chang [mailto:jackwchang@gmail.com]
Sent: Sunday, March 3, 2019 3:55 PM
To: Matt Magley; Town Board
Subject: Re: Traffic Light on McCaslin Blvd and Indiana.

Dear Matt and the Town Board

FYI.

Besides the recent crash in 2017 at this intersection, see link below:

http://www.dailycamera.com/superior-news/ci_31503699/driver-charged-october-crash-cyclist-superior

I believe there was also a fatality involving a car accident victim by the last name of Mende. The fatality occurred before I moved to Superior. On the side of the road (McCaslin Blvd), there is a white crucifix with the victim's name on it.

Again, installing a traffic light at this intersection deserves our immediate attention and action.

Thank you!

Jack Chang

On Sun, Mar 3, 2019 at 3:06 PM Jack Chang <jackwchang@gmail.com> wrote:

Dear Matt and the Town Board

Hope you all are having a wonderful 2019.

Since we are on the subject of traffic lights on FB, can you guys (Matt, Mark Lacis, Neal Shah, Clint Folsom, Kevin Ryan, Sandie Hammerly, Ken Lish) please share with me if there are/ were plans to install traffic light on the intersection of McCaslin and Indiana?

During my 12 years as a resident in Superior, I have personally witnessed so many close calls potential accidents off the intersection of McCaslin Blvd and Indiana.

Between the downhill speeding traffic off McCaslin Blvd and the blind spots that our Superior residents are encountering everyday at the stop sign on Indiana, I strongly believe that it is just matter of time that a fatal crash will occur off this intersection.

Please let me know what we can do or what we are doing as a community to prevent accidents from occurring at this intersection.

Thank you!

Jack Chang

650-868-8859