



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