




STAFF REPORT

TOWN COUNCIL MEETING OF MAY 14, 2013

CONSENT AGENDA

TO: HONORABLE MAYOR AND MEMBERS OF THE TOWN COUNCIL
FROM: BRIAN FRAGIAO, DIRECTOR OF PUBLIC WORKS 
DATE: APRIL 30, 2013
RE: TRAFFIC SAFETY COMMITTEE MEETING ON APRIL 3, 2013

Recommendation:

Approve and adopt the resolution recommending the following:

1. Add additional safety signage at Taylor Road near Del Oro HS, Laird Road near White Lane and Horseshoe Bar Road curve near the east town limits
2. Install right turn only signage and markings for the eastbound Webb Street traffic at Taylor Road.

Issue Statement and Discussion

On April 3, 2013, Staff met with the Traffic Safety Committee to discuss recent traffic concerns throughout Town. The following traffic concerns were gathered by field observations, accident history and/or resident requests.

- **Speeding:**

The following streets were brought to the Town's attention for speeding:

1. **Kathy Way**

- Staff received a complaint regarding vehicle speeds on this street within the Sunrise-Loomis Subdivision. The resident informed staff that the speeding vehicles were residents that live in

the neighborhood. Staff informed the resident that the Sheriff could track down the speeders if a make, model and license plate was obtained.

The Committee agrees to install the speed trailer on this street and has no other recommendation at this time.

2. Taylor Road near Del Oro HS, Laird Road near White Lane and Horseshoe Bar Road curve near the east town limits

- Staff discussed vehicle speeds at the various locations. Taylor Road near Del Oro Highschool is slated for a traffic signal in the CIP fiscal year 2016/2017. Staff is considering signage that will alert Taylor Road drivers of cross traffic in the area of the school. Laird Road near White Lane will be added to the speed trailer schedule. At the Horseshoe Bar Road curve near the east town limits, additional signage may be added to give a better warning for vehicles entering the town on Horseshoe Bar Road from the east.

The Committee agrees to install the speed trailer at these various locations and look into addition signage on Horseshoe Bar Road and Taylor Road to warn drivers in the areas discussed.

3. Speed Survey Update

- Staff plans to update the speed survey data in August/September of this year. The last update was done in 2010.

• Signage or Restricted Zones:

1. Taylor Road between Horseshoe Bar Road and Walnut Street – Jaywalking

- The Traffic Safety Committee discussed Jaywalking within the segment of Taylor Road from Horseshoe Bar Road to Walnut Street. Under the California Vehicle Code:
“21955 CVC – Crossing Between Controlled Intersections - Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.”

Since the Taylor/Walnut intersection is not controlled, pedestrians are allowed to cross Taylor Road between Horseshoe Bar Road and Walnut Street. Putting stop signs at the Taylor/Walnut intersection would cause traffic backup in town and is not recommended. It is also determined that stop signs are not considered traffic control signal devices. Below is an interpretation from and article in the California Legal News Report:

Stop Signs: What if one or both adjacent intersections is controlled by a stop sign? Case law dating back to 1940 [See *Quinn v. Rosenfeld* (1940) 15 Cal. 2d 486 "...'stop' signs at the intersections...no[t] a 'traffic control **signal** device'!.."] dictates that stop signs are not traffic "signal" control devices. Stop signs are, however, "official traffic control devices" [See Vehicle Code §440 and §21400], but probably not a traffic

control "signal" device. Thus, in such case, you can, arguably, in most cases, cross anywhere on the road. However, be warned that it is reported that many police officers consider stop signs to be a "traffic control *signal* devices"; therefore, you may receive a ticket for jaywalking. If so, you will have to make legal argument (or hire an attorney to do so) and seek to convince a judge that a stop sign is *not* a "traffic control **signal** device".

Staff plans to look into the legal ramifications of a flasher warning controlled crosswalk. It is assumed that since the flasher warning system is a yellow light, it is providing a yield crossing and not a controlled stop for vehicles. Staff has not found a city that is using red light flashers at this time.

The Committee recommends no action at this time. The General Plan discusses evaluating the Taylor/Walnut Intersection for a traffic signal in the future. During the Town Center Master Plan design along Taylor Road, the consultant will be asked to evaluate different controlled and uncontrolled systems at the intersections.

2. Del Mar Road – Existing Stop Sign at High Ranch Nursery

- Staff received a complaint & request to remove the stop sign on Del Mar at the High Ranch Nursery entrance. During the process of installing speed bumps on Del Mar Road back in 2002/2003, the High Ranch Nursery entrance was a proposed location for a bump. With the continuous delivery truck traffic at this location, it was decided during Council discussions to install a stop sign rather than a speed bump. The stop sign does not meet any traffic warrants and was installed as a device to slow down traffic. Staff does not have any record of accidents at this location. Staff also received input from the Town Attorney. If the location created or increased a dangerous condition then there may be concern. There were no accidents before or after the installation of the stop and it has increased safety by slowing the vehicles down in this stretch of roadway.

After staff had a chance to discuss with several adjacent neighbors (including John Nitta and Bob Daloia), they all agree that it is slowing traffic down and making it safer as intended. Staff recommends leaving the stop sign in place at this time and monitoring the location for any traffic concerns in the future.

3. Walnut Street – Stop Signs at Magnolia Street and Callison Avenue

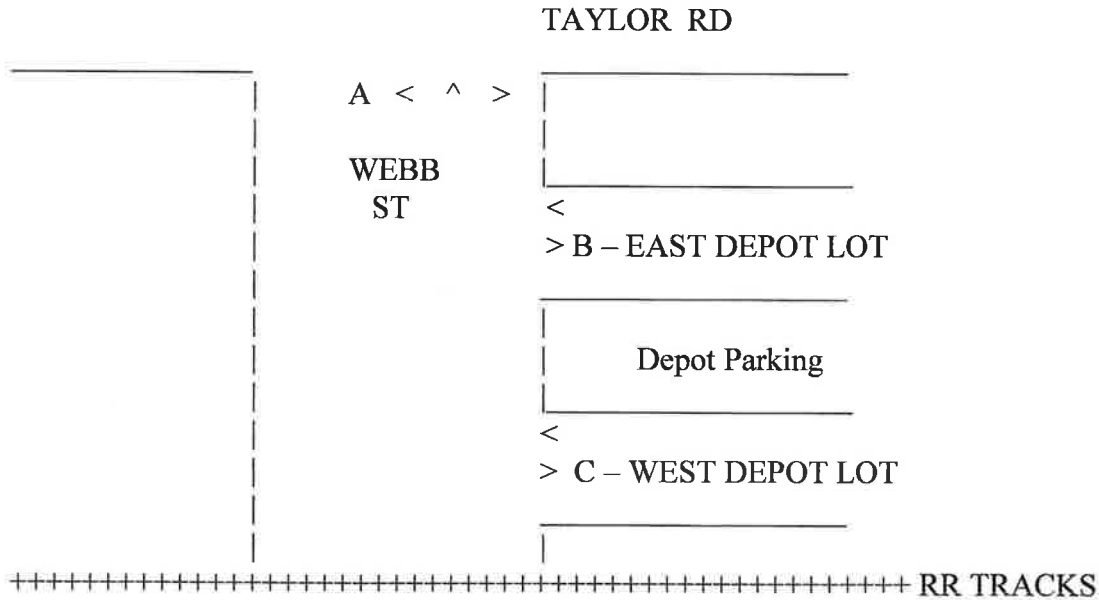
- Staff received a request to add stop signs on Walnut Street at Magnolia Street and Callison Avenue. The intent of the request was to slow traffic down and make it safer for traffic movements out of Magnolia Street and Callison Avenue onto Walnut Street. During morning and afternoon hours, traffic will use Walnut Street as an option if the Taylor Road left turn to Horseshoe Bar is backed up. The volume of traffic is still very low, but will get the occasional speeder like any other street. Staff does not have any record of accidents at either intersection.

The Committee recommends no stop signs at these two locations at this time. Staff will monitor Walnut Street and bring any new traffic issues to Council if it arises.

- **Turning Movements:**

1. Webb Street at Taylor Road – Consider right turn only

➤ The Traffic Safety Committee discussed traffic movements on Webb Street at Taylor Road and the effects on the surrounding traffic. This item was discussed in May 2007 and recommended to Council to continue to observe the intersection. In July 2008 the Council approved the recommendation to restrict left turn between the hours of 7am and 9am, and 2pm and 3:30pm. Until the intersection is signalized, there will always be vehicles looking for an opening to get out of Webb Street. Staff collected traffic movement counts on the segment of Webb Street from Taylor Road to the railroad tracks on April 11, 2013. The right turn movement is the heaviest and the left turn or thru traffic out of Webb Street is almost non-existent:



LOCATION	7-9AM	12-1PM	3-4PM	TOTAL
A – LEFT TURN	1	8	3	12
A – STRAIGHT	0	0	0	0
A – RIGHT TURN	281	105	88	474
B – INTO E. DEPOT LOT	90	12	19	121
B – OUT E. DEPOT LOT	15	4	1	20
C – INTO W. DEPOT LOT	19	3	7	29
C – OUT W. DEPOT LOT	1	1	0	2

From the data collected, the majority of vehicles made right turns from Webb to Taylor and from Webb to the east Depot Lot driveway. Staff noticed that 86% of the vehicles entering the Depot

parking lot were cutting through to the Horseshoe Bar/Taylor intersection. A total of 12 vehicles made a left turn from Webb to Taylor and no cars were seen crossing over Taylor from Webb. It was also noticed that many of the 12 vehicles making a left turn from Webb caused a backup on Webb and many drivers went through the Depot lot to avoid the delay. With all the pedestrian activities surrounding Taylor's, Charlotte's Coffee shop, the Depot and Blue Anchor Park, staff has concern of the cut through traffic from Webb that are travelling at a higher rate of speed to get from point A to point B. Keeping the turning movements at Webb fluid will decrease the vehicle cut through and vehicle/pedestrian conflicts.

The Traffic Safety Committee recommends installing a right turn only sign and markings for the eastbound Webb Street traffic. Should a traffic signal be installed in the future, full traffic movements at the intersection would occur.

- **Speed Bumps:**

- 1. Bankhead Road between King Road and Saunders Avenue – Consider an additional speed bump**

- Staff received a petition from Ken Michelson of 3557 Bankhead Road requesting an additional speed bump on Bankhead between King Road and Saunders Avenue. Currently there is one speed bump that is located midway between King and Saunders. This speed bump was recommended by a Traffic Report prepared by Omni-Means dated February 13, 2004. In order to consider speed bumps, the request must meet certain criteria outlined in the Town's Neighborhood Traffic Calming Program dated May 2004. If the request meets the criteria, the request is then evaluated through a scoring system to determine the Town's/Property Owner's portion to fund the speed bump improvement.

Evaluating the first criteria for installation of level 2 and 3 devices, the request meets criteria 1-3 and 7-11. Criteria #4, traffic volumes are less than 1,000 vehicles per day. Criteria #5 the 85th percentile speed is less than 33 mph. Criteria #6, residents of 3542, 3555 and 3595 Bankhead did not sign the petition. 100% of residents within 200 feet of a proposed speed bump needs to support the request.

Evaluating the second criteria for installing speed bumps, the request meets all criteria.

Under the Priority Scoring System for speed bump installation (see attached), the street must first meet two minimum criteria:

1. The 85th percentile speed is at least 33mph.
2. The Average daily traffic is at least 1000 vehicles.

As mentioned above, the 85th percentile speed is less than 33 mph due to the existing installed bump. On April 29, 2013, staff collected traffic counts from 7:00am to 4:00pm. There was a total of 202 vehicles during that time frame. The counts were much lower than Omni-Means data (588 daily vehicles), which it is assumed that the speed bumps have re-

directed drivers to other streets. Staff used the higher Omni-Means counts for the scoring system analysis, which is less than the 1000 vehicles per day. Therefore, both minimum criteria did not pass.

Even though the street did not meet the two criteria, staff did the next step to evaluate the street with five criteria for funding the improvements:

1. 85th percentile speed - < 33mph, 0 points
2. Average daily volume - < 1000 ADT, 0 points
3. Accident History – No Accidents, 0 points
4. Frontage usage – 100% homes, 5 points
5. Pedestrian generators – None, 0 points

A total of 5 points was collected. Therefore, the property owners would have to pay for all of the cost to install the speed bump.

The Traffic Safety Committee recommends not installing an additional speed bump on Bankhead Road between King Road and Saunders Avenue.

Under the Capital Improvement Program, this segment of Bankhead Road is planned to have pavement reconstruction in the summer of 2014. The existing speed bump will be reinstalled.

CEQA Requirements

All work is contained within the Town's right-of-way and is not expanding any existing use. It is categorized as an exemption status under Section 15301, Existing Facilities" Class 1(c), existing highways and streets.

Financial and/or Policy Implications

1. Add additional safety signage at Taylor Road near Del Oro HS, Laird Road near White Lane and Horseshoe Bar Road curve near the east town limits. The cost would be under \$1000.
2. Install right turn only signage and markings for the eastbound Webb Street traffic at Taylor Road. The cost would be \$500.

Funding will come from the Transportation Account under material and supplies, street sign repair and replacement.

TOWN OF LOOMIS

RESOLUTION NO. 13-

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS APPROVING THE IMPROVEMENTS RECOMMENDED BY THE TRAFFIC SAFETY COMMITTEE AND STAFF

WHEREAS, the Traffic Safety Committee met on April 3, 2013 to discuss traffic issues and concerns throughout Town; and

WHEREAS, the traffic concerns and issues were gathered by field observations, accident history and/or resident requests; and

WHEREAS, the Committee was made up of a representative from the Sheriff's Department, Loomis Fire District and staff; and

WHEREAS, the recommendations were in the good interest of safety for the Town and can be implemented into the existing Public Works Department's work load; and

WHEREAS, funding will come from the Transportation Account under material and supplies, street sign repair and replacement.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis approves the following Traffic Safety Committee recommendations:

1. Add additional safety signage at Taylor Road near Del Oro HS, Laird Road near White Lane and Horseshoe Bar Road curve near the east town limits.
2. Install right turn only signage and markings for the eastbound Webb Street traffic at Taylor Road.

PASSED AND ADOPTED by the Council of the Town of Loomis this 14th day of May, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Mayor

APPROVED AS TO FORM:

Town Clerk

Town Attorney



Google earth



Existing Speed Bump on Bankhead Rd. between King Rd and Saunders Ave.


I. Criteria for Installation of Level 2 and 3 Devices

The following criteria must be met for the installation of Level 2 and Level 3 devices:

- ✓ 1. The street shall be a two-lane local residential street where the primary function is to provide access to abutting residences. At least 75% of street section must be developed residentially, where schools and parks qualify as residential units.
- ✓ 2. The overall pavement shall be no more than one lane of traffic in each direction.
- ✓ 3. The posted speed or prima facie speed shall be 25 miles per hour or less.
- ④ 4. Traffic volumes shall be greater than 1,000 and less than 4,000 vehicles per day.
- ⑤ 5. The 85th percentile speed shall exceed 33 miles per hour on 25 miles per hour streets.
- ⑥ 6. At least 70% of the impacted residents and 100% of residents within 200 feet of the proposed device location shall support the installation. Furthermore, 100% of all impacted residents shall be notified of the petition. The boundaries of the affected areas as well as the identification of the impacted residents will be determined by the Town Engineer.
- ✓ 7. Installation will not be permitted where substantial diversions of traffic to other local streets may occur, i.e. move the displaced traffic onto adjacent residential streets.
- ✓ 8. Devices shall be located a minimum of 5 feet from driveways, manholes, drain inlet, water valves, street monumentation, and other appurtenance.
- ✓ 9. Devices shall be located a minimum of 25 feet from fire hydrants.
- ✓ 10. Devices shall be installed only where minimum safe stopping sight distance (as defined in the California Department of Transportation Highway Design Manual) can be provided.
- ✓ 11. Emergency response routes (see pages 14 and 15) are not eligible for installation of Level 3 devices.

MEMORANDUM

TO: MAYOR AND TOWN COUNCILMEMBERS

FROM: **BRIAN FRAGIAO**, DIRECTOR OF PUBLIC WORKS/TOWN ENGINEER 

DATE: FEBRUARY 19, 2013

SUBJECT: REQUEST FOR AN ADDITIONAL SPEED BUMP ON BANKHEAD ROAD FROM KING ROAD TO SAUNDERS AVENUE

Staff received the following letter from Ken Michelson requesting an additional speed bump on Bankhead Road between King Road and Saunders Avenue. Currently, there is one speed bump on this segment. The following process will be followed:

- February - Under the Neighborhood Calming Program, staff will evaluate and rate the request.
- March – Present the findings to the Traffic Safety Committee and form a recommendation.
- April 9th – Present the information and recommendation to Council for direction.

Under the Capital Improvement Program, this segment of Bankhead will be reconstructed in the 2013/2014 fiscal year improvements. This means construction in May/June of 2014. Therefore, if a decision is made to add an additional speed bump, the work would be included in the CIP project.

Cc: Town Manager

TOWN OF LOOMIS
Public Works Department

PETITION FOR INSTALLATION OF LEVEL 2 AND LEVEL 3 TRAFFIC CALMING DEVICES

The undersigned approve/disapprove the implementation of a traffic calming measure on the following residential street:
on Bankhead rd between King and Saunders

The undersigned have read the Neighborhood Traffic Calming Program (NTCP) installation and removal policy and fully understand the procedures.

All persons signing this petition do hereby certify that they reside within the area impacted.

Return petition forms to:

Town of Loomis
Public Works Department
~~6140 Horseshoe Bar Road, Suite K~~ P.O. Box 1330
Loomis, Ca 95650

Contact person(s): KEN MICHELSON Phone No(s): 916-652-0556
The contact person(s) will act as the facilitator(s) between the neighborhood residents and the Public Works Department staff. The facilitator's duties will include collection of all necessary signatures from residents.

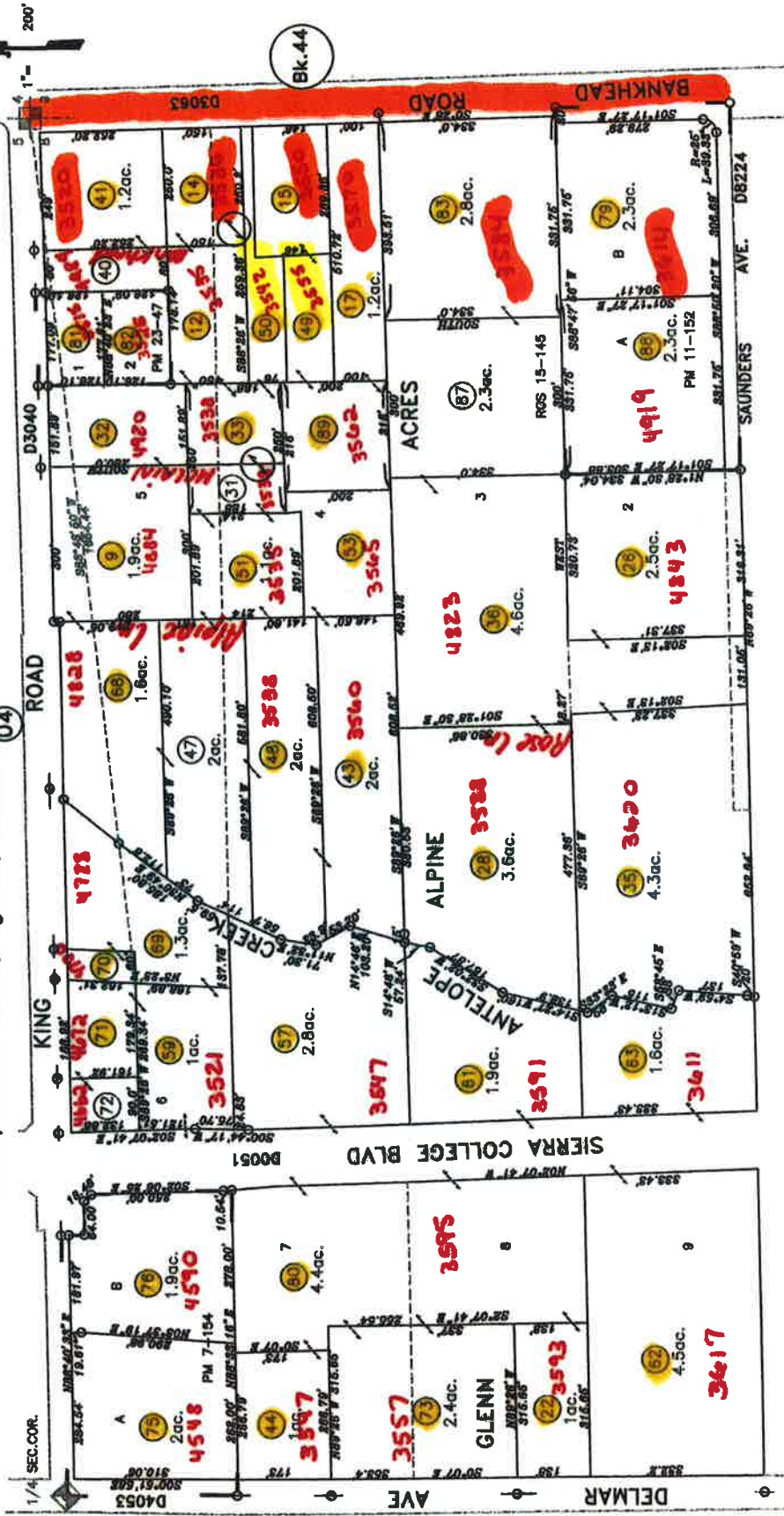
ONLY ONE SIGNATURE ALLOWED FOR EACH ADDRESS

Name (Please Print)	Address	Phone No.	(Signature Required)	(Signature Required)
			APPROVE	DISAPPROVE
1. <u>KEN MICHELSON</u>	<u>3557 BANKHEAD</u>	<u>652-0556</u>	<u>[Signature]</u>	
2. <u>Steven A. Davis</u>	<u>3561 Bankhead</u>	<u>652-0697</u>	<u>[Signature]</u>	
3. <u>(PA) ROLLINS</u>	<u>3551 BANKHEAD</u>	<u>660-1784</u>	<u>[Signature]</u>	
4. <u>LOREN KOEN</u>	<u>3550 BANKHEAD</u>	<u>226-5991</u>	<u>[Signature]</u>	
5. <u>DAN GANAS</u>	<u>3536 BANKHEAD</u>	<u>804-4845</u>	<u>[Signature]</u>	
6. <u>Roger J. Miller</u>	<u>3584 Bankhead</u>	<u>708 955-7049</u>	<u>[Signature]</u>	
7. <u>JACQ M. IER</u>	<u>3614 BANKHEAD</u>	<u>652-0180</u>	<u>[Signature]</u>	
8. <u>Chiara Mooney</u>	<u>3520 Bankhead Rd</u>	<u>768-6370</u>	<u>[Signature]</u>	
9. <u>Melissa McNabb</u>	<u>3570 Bankhead Rd</u>	<u>398-0503</u>	<u>[Signature]</u>	
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

* Level 3 devices shall not be installed on emergency response routes.

N. 1/2 OF N.E. 1/4 SEC. 8, T.11N., 7E., M.D.B. & M.

Glenn Alpine Acres M.O.R. Bk. D, Pg. 10 Parcel Map M.O.R. Bk.11, Pg.152, P-72618
Survey M.O.R. Bk. 3, Pgs. 12 & 103 Parcel Map M.O.R. Bk.23, Pg.47
Survey M.O.R. Bk. 7, Pg. 154 Parcel Map M.O.R. Bk. 15, Pg.145, #2170
Survey M.O.R. Bk.18, Pg.114, No.2661



(07)

RECEIVED

NOV 9 2009

TOWN OF LOOMIS



NOTE

All distances on curved lines are chord measurements.

(09)

NOTE

This map was prepared for assessment purposes only, and is not intended to illustrate legal building sites or establish precedence over local ordinances. Official information concerning size or use of any parcel should be obtained from recorded documents and local governing agencies.

Assessor's Map Bk.30 Pg.08
County of Placer, Calif.

NOTE
Assessor's Sheet Numbers Shown in Ellipse.
Assessor's Parcel Numbers Shown in Circles.



Additional Criteria - Installation of Speed Humps

The following criteria must also be met for the installation of speed hump(s):

- ✓ 1. The street shall have adequate existing curb and gutter or drainage swale on each side of the street to prevent flooding in the area of the speed hump.
- ✓ 2. The effected street segment should be at least 1000 feet in length minimum.
- ✓ 3. The first speed hump in a series should normally be located in a position where it can not be approached at high speed from either direction. To achieve this objective, the first hump should be located at approximately 200 feet from an intersection or a stop sign, unless decided otherwise by the Town Engineer.
- ✓ 4. Speed humps shall not be installed within horizontal curves of less than 300 feet centerline radius, and on vertical curves with less than the minimum safe stopping sight distance. Humps shall be located on tangent rather than curve sections.
- ✓ 5. Speed humps should be located in line with or near residential property lines whenever possible.
- ✓ 6. Speed humps should be located near street lights when possible in order to illuminate speed humps for safe bicycle and pedestrian passageway at night.
- ✓ 7. Spacing between speed humps should be as even as possible in order to produce a relatively uniform speed along the entire street. Speed humps within a series should be placed from 200 to 1000 feet apart. Spacing should allow at least one speed hump on each block.
- ✓ 8. Emergency response routes (see pages 15 and 16) are not eligible for installation of speed humps.

III.

Priority Scoring System for Installation of Level 2 and 3 Devices

The need to prioritize projects arises when the demand for traffic calming exceeds Town resources. This includes staff time to work on the project as well as construction funding. A common approach used by most other jurisdictions to efficiently utilize Town resources is to prioritize projects so that the neighborhoods with the greater problems are addressed first. Since most neighborhood traffic problems involve speeding vehicles or a high volume of vehicles relative to the street type, these criteria are weighted heavier in the rankings. Another factor that is considered in defining the extent of the problem is the average annual reported accidents. Also, the impact traffic will have on a neighborhood depends upon the character of the street in the neighborhood and the amount of pedestrian activity within the neighborhood. Streets that have a greater percentage of fronting homes, schools and other public facilities, will be impacted more than streets that are lined with backing lot treatments. Neighborhoods that have a high number of pedestrian generators, such as parks, schools and other public facilities, will be impacted greater than those neighborhoods without pedestrian generators. Due to the high concentration of school-aged pedestrians and localized traffic congestion associated with elementary, middle and high schools, these pedestrian generators are weighted double that of non-school pedestrian generators. The prioritization criteria are also used to determine how the project should be funded. This is discussed in more detail under funding.

In addition to prioritizing projects, it is necessary to provide some minimum criteria that must be met in order for a neighborhood to qualify for traffic calming measures. These minimum criteria ensure that the Town staff and financial resources are used efficiently by not spending resources on streets that do not have a significant traffic problem and to avoid creating unmet expectations by having a long list of projects that may never get built. These minimum criteria are based on vehicle speeds and volumes.

For the purpose of the minimum and prioritization criteria, the data collected will be rounded up to the nearest whole number.

Minimum Criteria and Prioritization Criteria Policies:

The minimum criteria to be used to determine if a street is eligible for traffic calming devices is as follows:

Speed – 85th percentile speed (critical speed) is at least 33 mph based on a speed limit of 25 mph. No

Volume – Average daily traffic is at least 1000 vehicles No

The prioritization scoring criteria allows 35 maximum points and is as follows:

A. SPEED (Based on 25mph)

85 th percentile speed (critical speed)	Points
34 mph	2
35 mph	4
36 mph	6
37mph	8
38 mph or more	10 max.

< 33 mph 0 pts

B. VOLUME (AVERAGE DAILY TRAFFIC)

Local Street	Minor Collector Street	Points
1000 – 1100	2000 – 2200	1
1101 – 1200	2201 – 2400	2
1201 – 1300	2401 – 2600	3
1301 – 1400	2601 – 2800	4
1401 – 1500	2801 – 3000	5
1501 – 1600	3001 – 3200	6
1601 – 1700	3201 – 3400	7
1701 – 1800	3401 – 3600	8
1801 – 1900	3601 – 3800	9
1901 and above	3801 and above	10 max.

< 1000 0 pts

C. ACCIDENT HISTORY

One point per accident susceptible to correction by traffic calming device, using the average annual accidents over past 3 years. (5 points max.)

0 ACCIDENTS 0 pts

D. FRONTAGE USES (INCLUDING HOMES, SCHOOLS, PARKS AND PUBLIC FACILITIES)

Percentage of the street that has frontage uses	Points
20% or less	1
21 – 30%	2
31 – 60%	3
61 – 80%	4
81 – 100%	5 max.

100% RESIDENTIAL 5 pts

E. PEDESTRIAN GENERATORS (SUCH AS PARKS, SCHOOLS, PUBLIC FACILITIES, NOT INCLUDING HOMES*)

Number of pedestrian generators within

neighborhood boundary	Points
1	1
2	2
3	3
4	4
5 or more	5 max.

0 0 pts

* Elementary, middle and high schools will be weighted double points in this category.

FUNDING

Administration Costs – Administration costs include staff time to collect and analyze data, prioritize requests, conduct neighborhood meetings and design the traffic calming devices. These costs would be covered under normal operating budgets using existing staff.

Capital Financing – The engineering design and construction costs of traffic calming devices will be shared between the residents and the Town of Loomis. The cost sharing concept has several advantages. It ensures that residents have buy-in and sense of ownership in the project, and traffic calming devices are less likely to be removed in the future. The issue if traffic calming removal should not be dismissed as minor. Some agencies that have had traffic calming programs for several decades have now implemented traffic calming removal programs. The shared funding concept helps to avoid this situation by ensuring that the traffic calming devices are really necessary. Another advantage of the shared funding approach is that the residents will be fiscally responsible in the development of the traffic calming plan. The Town can stretch its budget to cover more projects to more neighborhoods.

The residential share of the cost is dependent upon the nature of the traffic conditions in the neighborhood. The more severe traffic problems should receive a greater share of Town funds. Since the prioritization criteria quantifies the magnitude of the traffic problem, the higher the prioritization score, the greater the percentage of the project that will be paid by the Town. If a project scores 25 or more points, the Town would fund 100% of the engineering design and construction costs.

The resident share of the traffic calming project would be either collected up front or through an assessment district. This requires setting up an assessment district to levy fees to be added to the property owners; property tax bill. Some neighborhoods already have assessment districts that could be used to include the cost for traffic calming devices in the subdivision. The main advantage of this method is that the cost of the project can be spread over several years (up to 5 years) to minimize the annual fiscal impact to each homeowner. The homeowners within the neighborhood boundary will be billed an equal share of the project. In order to impose this fee, a 51% majority vote of the voting property owners is required. Approximately \$5,000 to \$10,000 would be spent by the Town in “soft costs” such as administration and legal expenses to prepare the engineering report, and to put the assessment to a vote. If the assessment district vote fails, these soft cost would be taken out of the annual traffic calming budget. If the assessment district passes, these costs would be incorporated into the assessment.

Operations and Maintenance Financing - Residents are required to pay for the cost of maintaining traffic calming devices, usually consisting of landscape maintenance and irrigation costs, regardless of the percentage of the engineering design and construction costs paid by the Town. Some neighborhoods already pay for maintenance of common areas through an assessment district. The maintenance costs for traffic calming devices will be collected from the residents through the assessment district as outlined in the engineers report. An increase in assessment would require a 51% majority vote of the voting homeowners. The installation of the traffic calming devices is predicated on voter approval of an assessment district to pay for maintenance of the devices.

Funding Policies -

- The shared funding concept is implemented to share the engineering design and construction costs between the Town and the residents, with a greater Town share being contributed to address the more severe traffic problems.
- The Town will not directly collect funds from the residents for the neighborhood share.
- The residents shall be responsible for all associated maintenance costs through existing or new assessment districts.
- The Funding Criteria is based on the prioritization score. The higher the score the more the Town will contribute to funding. The Funding Criteria is as follows:

<u>POINTS</u>	<u>PROPORTION OF THE TOWN FUNDING</u>
→ 0-9	0%
10-14	25%
15-19	50%
20-24	75%
25 AND ABOVE	100%

RESIDENTS TO PAY
100%
5 TOTAL POINTS

Traffic Calming Device Removal

Although there are many policies and steps incorporated in the program to avoid the scenario whereby a neighborhood requests to have traffic calming devices removed, it is acknowledged that this may occur. In order for traffic calming devices to be removed from a neighborhood, the same process of neighborhood meetings and consensus requirements should be met. A neighborhood meeting would be held to discuss the issues and the impacts of traffic calming removal. A petition to garner 70% approval would need to be circulated with the original neighborhood boundary that installed the traffic calming device initially. The costs of removing traffic calming devices would be paid 100% by the residents. Therefore, it would require a 51% approval of the property owners to pass an assessment district vote to fund the removal costs.

Removal Policies –

- Require a positive response from at least 70% of the households within the original neighborhood boundary to remove traffic calming device(s).
- Residents shall pay 100% of the cost to remove traffic calming devices.

Conclusion

Instead of replacing current Town practices, the emphasis of the Neighborhood Traffic Calming Program (NTCP) is to broaden the traffic calming options available. Many of the concerns can be resolved by utilizing current Town practices (Level 1) which have consistently proven over the years to be very effective at calming traffic. Ultimately, the program will help all the parties involved in determining the suitability of alternative traffic calming treatment(s) for a given neighborhood.

Basically, traffic calming measures are aimed at counteracting the negative impacts of traffic