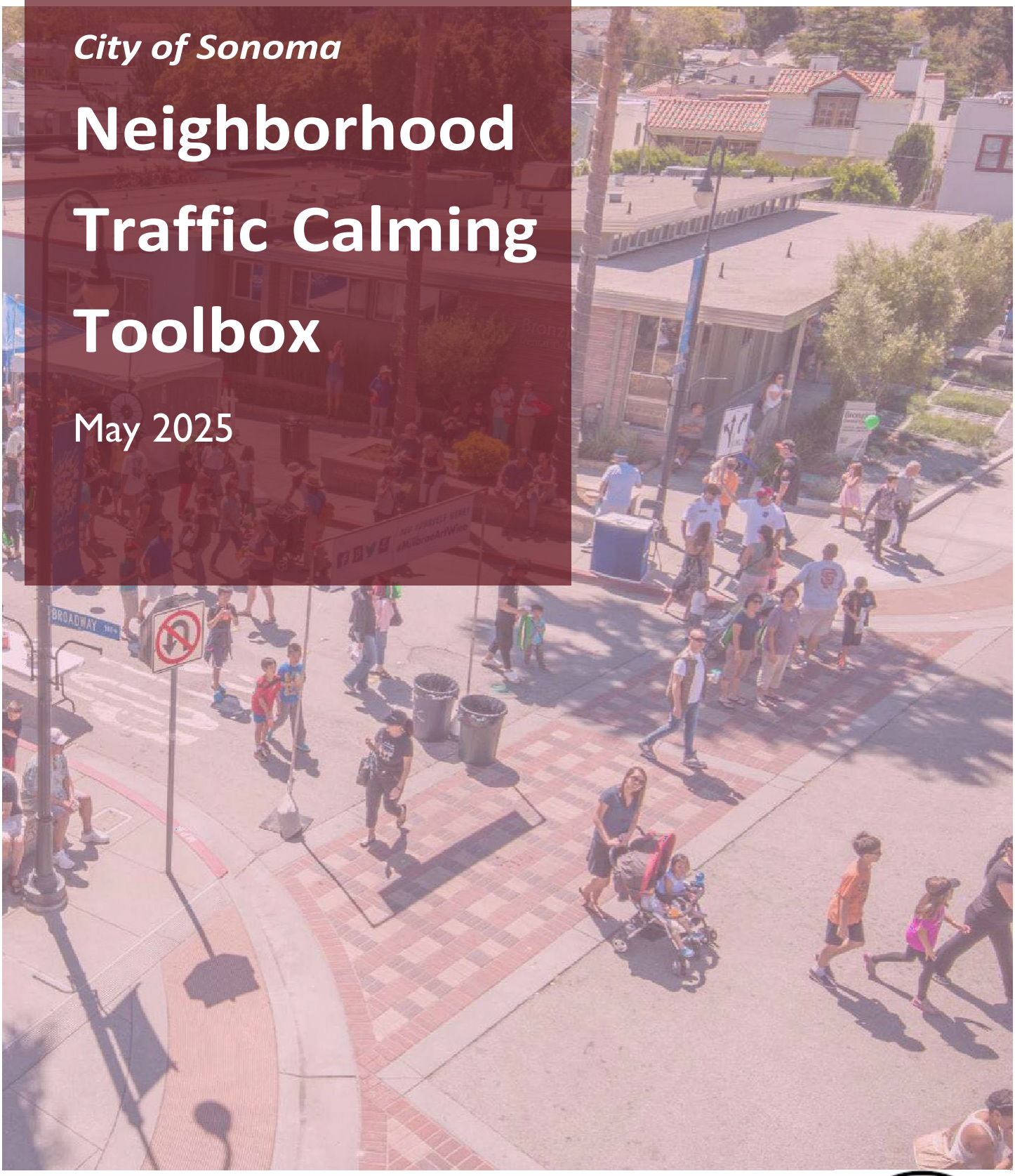
City of Sonoma

Neighborhood Traffic Calming Toolbox

May 2025



ACKNOWLEDGEMENT

Department of Public Works, City of Sonoma

GHD Inc.

This report provides valuable information on the City of Sonoma's Neighborhood Traffic Calming Program

CONTENTS

WHAT IS NTCP? 1

DECISION MAKING FLOWCHART 7

LIST OF MEASURES 11

TRAFFIC HAZARD REPORTING FORM 36

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WHAT IS NTCP?

TRAFFIC CALMING IS DEFINED AS A PROCESS TO REDUCE VEHICULAR SPEEDS AND MANAGE CUT-THROUGH TRAFFIC. IT COMPRISES OF STRATEGIES AND SOLUTIONS TO IMPROVE SAFETY FOR ALL USERS; NEGATE IMPACTS ON RESIDENTIAL NEIGHBORHOODS, SCHOOL ZONES AND ENHANCE QUALITY OF LIFE FOR RESIDENTS OF A CITY.

The City of Sonoma has developed its first comprehensive Neighborhood Traffic Calming Program (NTCP) that provides a toolkit containing effective solutions to tackle the existing speeding concerns. Achieved with the assistance of community outreach and collaboration, this document is developed as a guide for City staff, elected officials and residents to become acclimated to the policies and procedures for successful implementation of traffic calming solutions.

Program will benefit the City in various perspectives, including:

- Improve driver attention and awareness, and attempt to change driving behavior that brings long term benefits
- Enhance safety for all users – motorists, transit riders, bicyclists, and pedestrians
- Encourage non-auto modes of transportation such as walking and bicycling
- Encourage citizen involvement with neighborhood traffic management in the City
- Provide a fair and consistent process to address public concerns about speeding
- Enhance livability of residential neighborhoods

THE FOUR E's

Recognizing that not all traffic safety concerns can be mitigated by Engineering solutions or physical improvements, this program explores traffic calming strategies and solutions in four proven categories – Education, Empowerment, Enforcement, and Engineering

1 EDUCATION

Instructing residents of all age group through educational material and events regarding the importance of neighborhood traffic safety and applicability of various traffic control devices

2 EMPOWERMENT

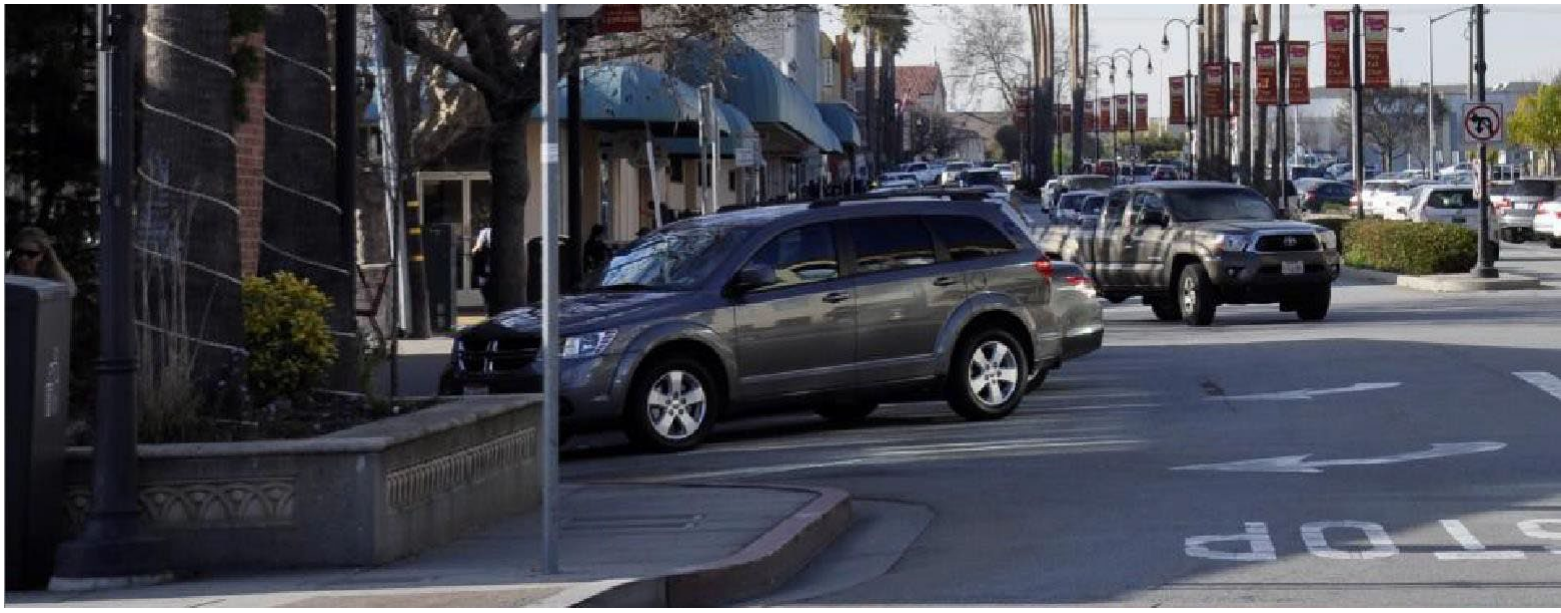
Strategies that involve community members to take initiative and have an active role in solving traffic related concerns in their own neighborhoods through various outreach efforts

3 ENFORCEMENT

Solutions involving appropriate level of enforcement of various traffic and parking regulations and minimizing recurring violations

4 ENGINEERING

Physical improvements along city streets and sidewalks that improve traffic safety (e.g. new signs and crosswalks)



TIER I

Low-cost improvements that require little or no engineering design and construction

TIER II

Improvements that require some engineering analysis, design, and construction

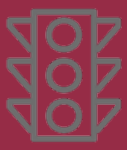
TIER III

Requires extensive analysis, design, community outreach and funding

DETAILED TRAFFIC CALMING MEASURES AND THEIR EVALUATION THRESHOLDS ARE PROVIDED IN THIS DOCUMENT STARTING FROM PAGE 7.

ROLES AND RESPONSIBILITIES

NTCP is a community-driven program, success of which hinges on the collaboration between City staff and the community. The chart below shows the roles that City staff and community members play in the planning and implementation of traffic calming solutions:

THE CITY		THE COMMUNITY
Provide Safe Access to all Travel Modes		Act as informant
Address traffic-related concerns		Share traffic-related concerns
Identify Funding		Participate in identifying traffic calming issues
Conduct field reviews, investigate and recieve feedback		Provide support through applications/petitions

IDENTIFICATION OF SOLUTIONS

To identify the solutions for a traffic safety concern, it is important to screen the problem to determine the type of strategies that are

available and would be implementable. After a complaint is received, the Public Works Department identifies all the potential solutions by filtering the problem by severity into one of the three available tiers of solutions (Tier I, Tier II or Tier III).

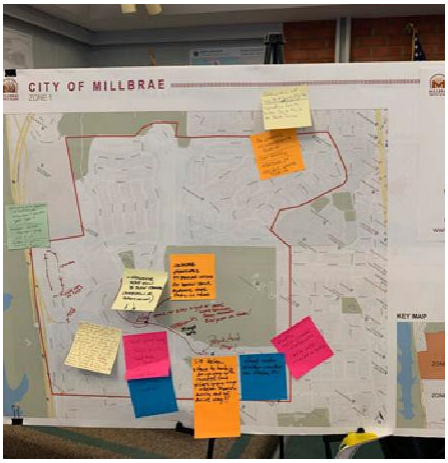
AFTER THE INITIAL SCREENING PROCESS, THE TOOLBOX IS USED TO IDENTIFY ALL POTENTIAL SOLUTIONS FROM THE 3 TIERS.

Tier I includes the low-cost, simple solutions that can be easily addressed and implemented. These solutions do not require extensive data collection, design, analysis, or community engagement. If Tier I solutions are not effective, Tier II and III strategies are explored. These approaches require higher staffing resources, funding and longer time for completion. They also require additional data collection, engineering analysis, community engagement and may require petitions. Most Tier II and III improvements require

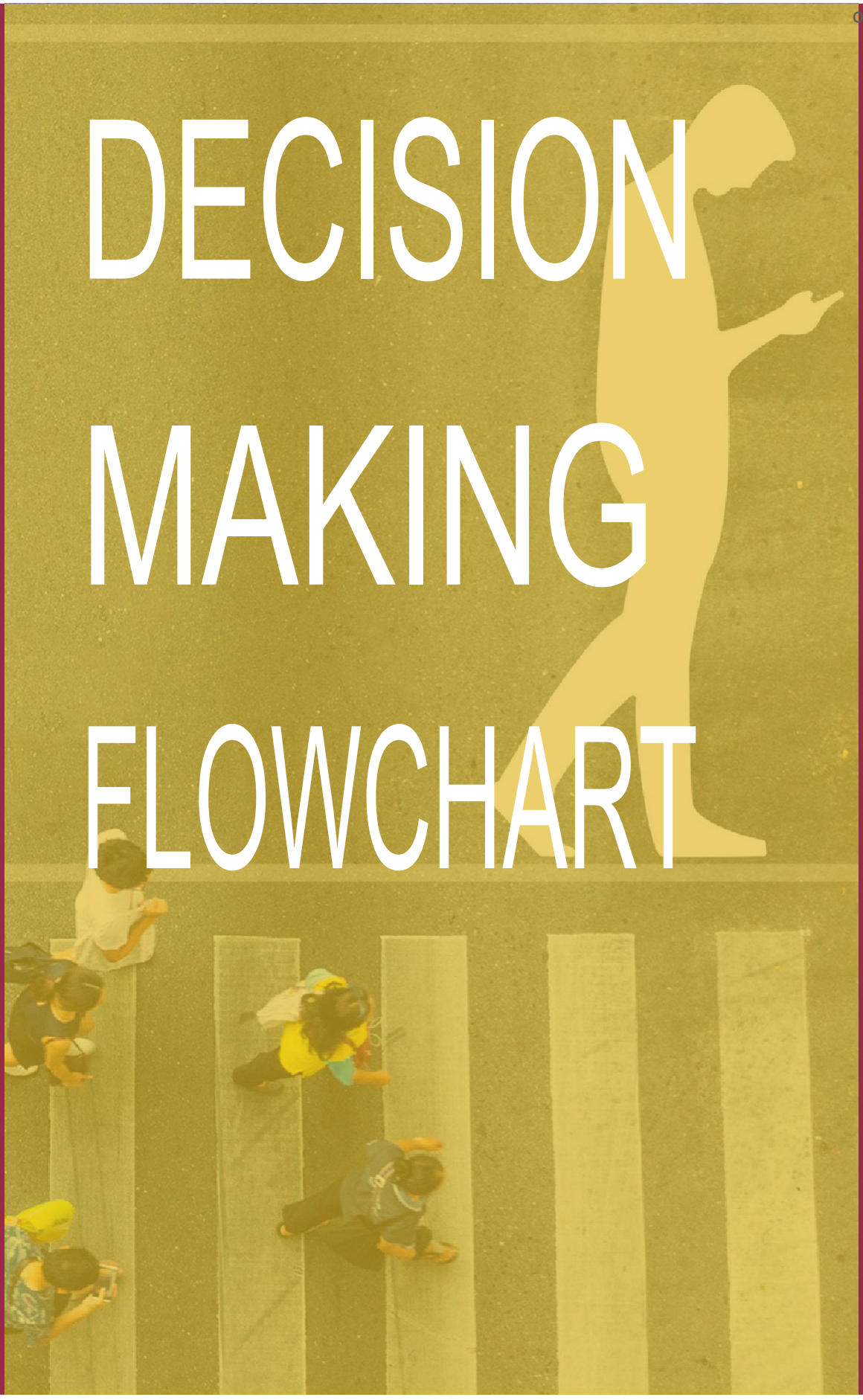
physical improvements and may also provide longer-term benefits than Tier I.

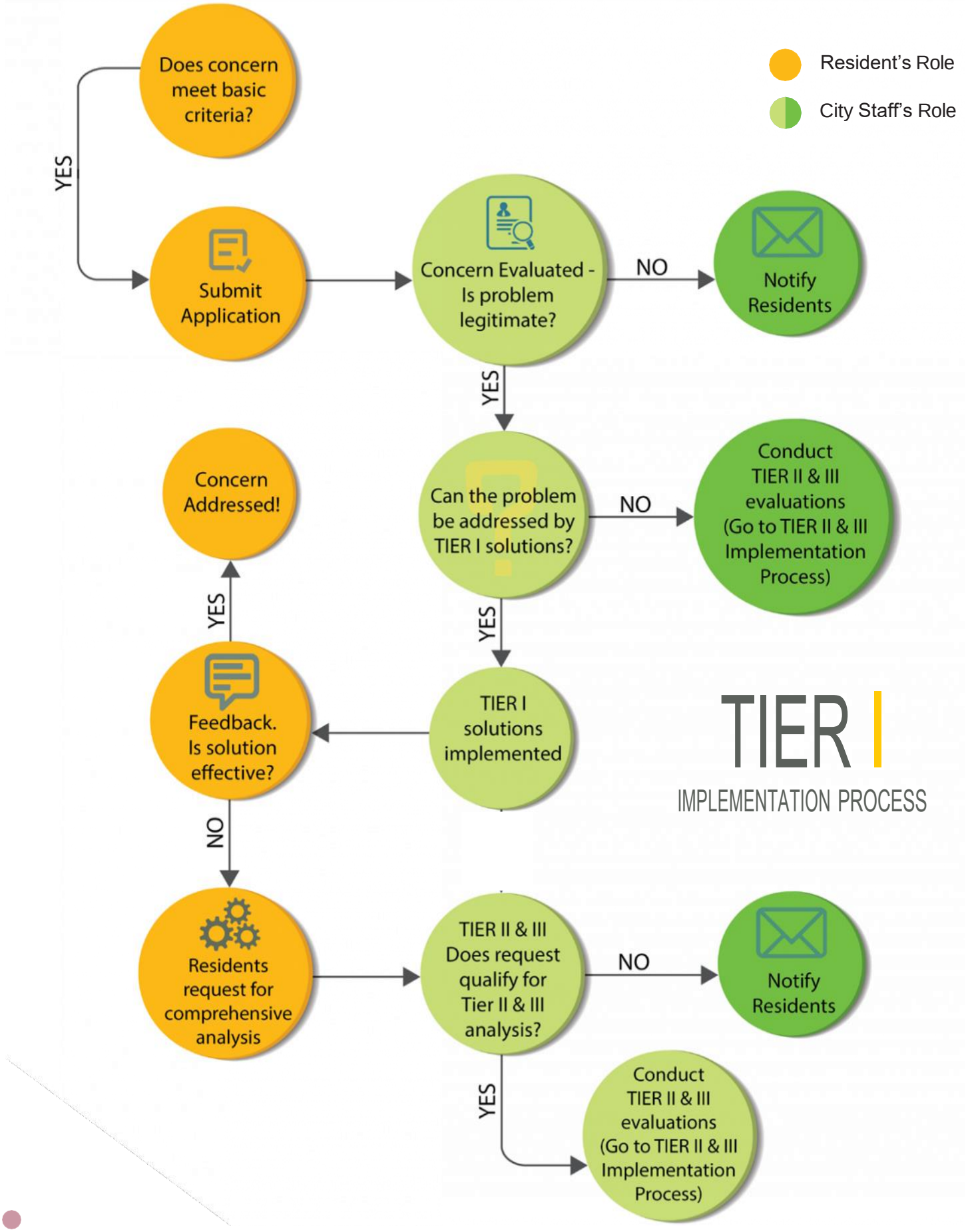
COMMUNITY ENGAGEMENT AND SUPPORT

City of Sonoma's Neighborhood Traffic Calming Program seeks community support and participation in two steps – Traffic Hazard Reporting Forms and Petition. Traffic Hazard Reporting Forms with Petitions assures that the problems and issues being addressed are not "perceived" by one individual but are common concerns shared

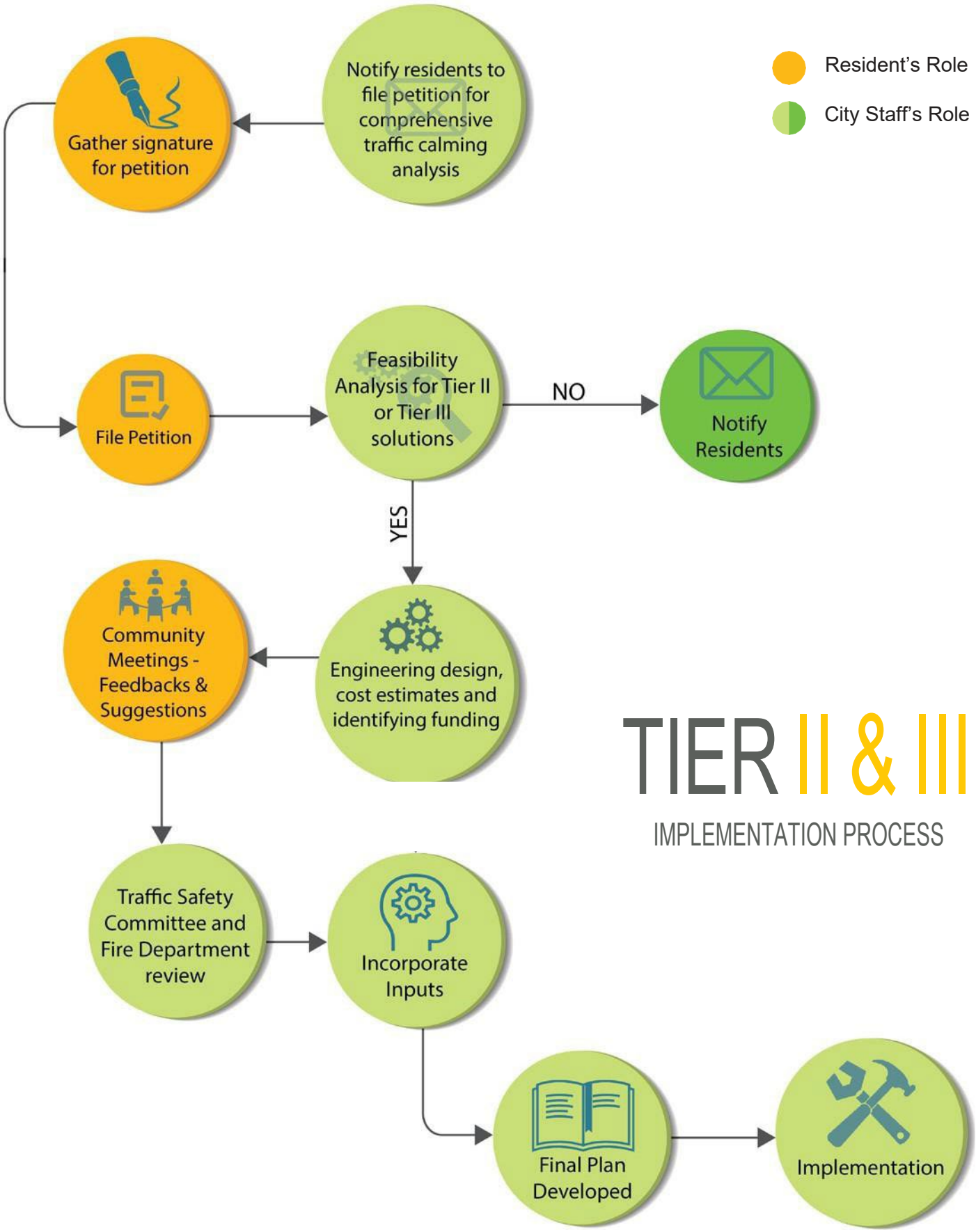


by a few residents. Thus, an initial Traffic Hazard Reporting Form will be reviewed prior to the beginning of any evaluation. This will result in a follow-up evaluation, studies and identification of solutions through community engagement. After the identification of the solutions, a formal petition process may be required for a Tier II or Tier III improvement. The following flow charts illustrate roles and actions to be taken if any concern is raised from the community. Traffic Hazard Reporting Forms are attached at the end of this document.


DECISION
MAKING
FLOWCHART


Resident's Role
City Staff's Role
Does concern meet basic criteria?
YES
Submit Application
Concern Evaluated - Is problem legitimate?
NO
Notify Residents
YES
Can the problem be addressed by TIER I solutions?
NO
Conduct TIER II & III evaluations (Go to TIER II & III Implementation Process)
YES
TIER I solutions implemented
Feedback. Is solution effective?
YES
Concern Addressed!
NO
Residents request for comprehensive analysis
TIER II & III Does request qualify for Tier II & III analysis?
NO
Notify Residents
YES
Conduct TIER II & III evaluations (Go to TIER II & III Implementation Process)
TIER I
IMPLEMENTATION PROCESS

City of Sonoma



TIER II & III

IMPLEMENTATION PROCESS

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LIST OF MEASURES & DETAILS

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CENTERLINE, EDGELINE, PARKING LANE STRIPING

Edgeline/Centerline striping creates narrowed roadways to slow vehicle speeds.

TIER I

Suitable for:
- Residential Streets
- Collector Streets

Not Suitable for:
- Arterial Streets

Road Classifications will be consistent with the City of Sonoma Roadway Classification

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph. • Street width greater than or equal to 15 feet.	$0.50 – $1.00 per linear foot of striping	City's discretion to approve, provided that criteria are met.

TARGETED SPEED ENFORCEMENT

A portable speed feedback sign setup on-street to alert drivers to vehicle speeds.

TIER I

Suitable for:
- School zones
- Residential streets
- Collector streets
- Locations with speeding concerns
- High pedestrian activity areas

Not Suitable for:
- Intersections
- Significant roadway curvature

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic* Volumes below 10,000. • Speed limit below or equal to 35 mph.	$5,000 – $15,000	City's discretion to approve, provided that criteria are met.

*Average Daily Traffic Volumes (ADT) – volume of two-way traffic counted for some period of time less than a year, divided by the number of days it represents. Includes both weekdays and weekend traffic.

TIER I

SPEED LEGENDS

Speed legends are used to inform drivers of the current speed limit.

Suitable for:
- Residential streets
- Collector streets

Not Suitable for:
- Arterial streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$250 – $ 500	City's discretion to approve, provided that criteria are met.

TIER I

SIGNAGE

Signage improves awareness to speed limits, pedestrians, and other potential hazards.

Suitable for:
- School zones
- Residential streets
- Collector streets
- Locations with speeding concerns
- High pedestrian activity areas
- Significant roadway curvature

Not Suitable for:
- Intersections

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$250 – $ 500	City's discretion to approve, provided that criteria are met.

HIGH VISIBILITY CROSSWALKS

Ladder markings and defined crosswalk widths heighten awareness of pedestrian crossings.

TIER I

Suitable for:

- School zones
- Residential streets
- Collectorstreets
- Arterial streets
- Mid-block crossings
- Intersection crosswalks
- High pedestrian activity areas

Not Suitable for:

- Low pedestrian volume locations

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$3.00 – $4.50 per linear foot of striping	City's discretion to approve, provided that criteria are met.

BOTTS' DOTS/RAISED REFLECTORS

Botts' dots provide tactile feedback to drivers moving across travel lanes.

TIER I

Suitable for:

- School zones
- Residential streets
- Collector streets
- T-Intersections

Not Suitable for:

- Arterial streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$1,500 – $2,000	60% residents in the area need to approve

TIER II

ANGLED PARKING

Angled parking narrows travel lanes to slow vehicle speed and increases parking supply.

Suitable for:

- Downtown areas
- Commercial areas
- Mixed-Use areas
- Residential streets
- Collector streets

Not Suitable for:

- Arterial streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 3,000. • Speed limit below or equal to 35 mph. • Street width greater than or equal to 48 feet.	Varies	City's discretion to approve, provided that criteria are met.

TIER II

SPEED FEEDBACK SIGN

Speed feedback signs are permanently installed to alert drivers of their driving speeds.

Suitable for:

- School zones
- Residential streets
- Collector streets
- Arterial streets
- Locations with speeding concerns
- High pedestrian activity areas

Not Suitable for:

- Intersections
- Significant roadway curvature

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$5,000 – $15,000	City's discretion to approve, provided that criteria are met.

FLASHING BEACONS

Flashing beacons warn drivers of pedestrians at an uncontrolled crossing location.

TIER II

Suitable for:

- School Zones
- Mixed-use areas
- Residential streets
- Collector streets

Not Suitable for:

- Not applicable

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$15,000 – $25,000	City's discretion to approve, provided that criteria are met.

ROAD DIET (BIKE LANE, MEDIAN)

Road diet replace a number of travel lanes with other modal facilities and slow vehicle speeds.

TIER II

Suitable for:

- School Zones
- Collector streets
- Downtown areas
- Residential areas
- High bicycle/pedestrian traffic

Not Suitable for:

- Not Applicable

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Street width greater than or equal to 48 feet. • Speed limit below or equal to 35 mph.	$5,000 – $15,000	City's discretion to approve, provided that criteria are met.

TIER II

TEMPORARY SPEED BUMPS

Portable Speed Bumps slow driver speeds with vertical roadway deflections.

Suitable for:
- Residential streets
- Persistent speeding
- High cut-through volumes

Not Suitable for:
- Collector streets
- Arterial streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph.	$2,000 – $4,000	City's discretion to approve, provided that criteria are met.

TIER II

STRIPED BULBOUT WITH BOLLARDS

Bulbouts slow vehicle speeds with the impression of a narrowed roadway.

Suitable for:
- Downtown streets
- Residential streets
- Collector streets
- Arterial streets
- High pedestrian activity areas
- Long pedestrian crossing distances

Not Suitable for:
- Low pedestrian activity areas
- Narrow streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 1,000. • Speed limit below or equal to 35 mph.	$3,500 – $7,500 per intersection	City's discretion to approve, provided that criteria are met.

STRIPED CHICANE WITH BOLLARDS

Low cost alternative to permanent Chicanes require drivers to slowly maneuver through high speeding roadways.

TIER II

Suitable for:

- Wide residential streets
- Collector streets
- Downtown areas
- Significant roadway curvature
- Locations with speeding concerns

Not Suitable for:

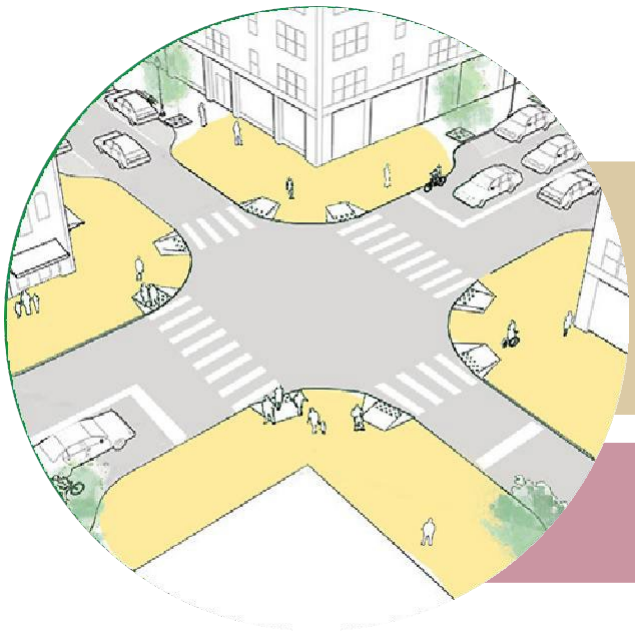
- Narrow roadways

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Street width greater than or equal to 48 feet. • Speed limit below or equal to 35 mph.	$5,000 – $15,000	City's discretion to approve, provided that criteria are met.

TIER III

FULL/DETACHED BULBOUTS

Bulbouts slow vehicle speeds with the impression of a narrowed roadway.



Suitable for:

- Downtown streets
- Residential streets
- Collector streets
- Arterial streets
- High pedestrian activity areas
- Long pedestrian crossing distances

Not Suitable for:

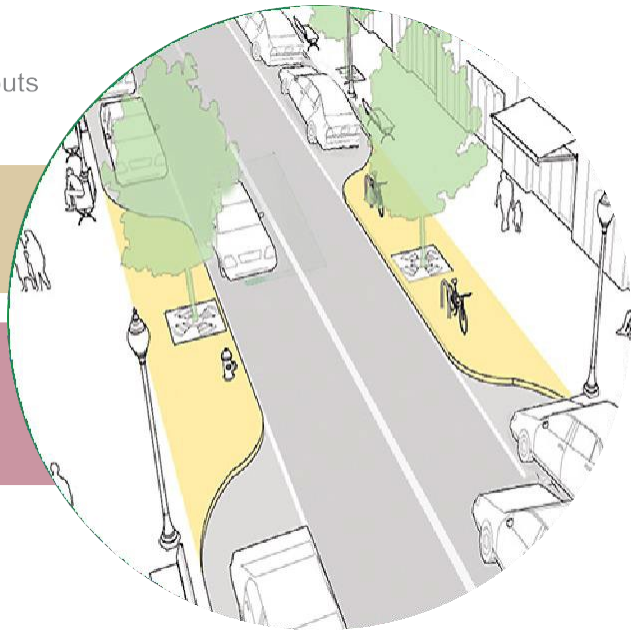
- Low pedestrian activity areas
- Narrow streets
- High truck volumes

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 1,000. • Speed limit below or equal to 35 mph.	≥ $50,000 per intersection	City's discretion to approve, provided that criteria are met.

TIER III

TWO LANE CHOKERS

Two lane chokers function similarly to bulbouts but at mid-block locations.



Suitable for:

- Wide streets
- High cut-through volumes

Not Suitable for:

- Emergency access routes
- High on-street parking demand
- High bicycle volumes

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 1,000. • Speed limit below or equal to 35 mph. • Street length greater than/equal to 1,500 feet.	$25,000 – $50,000	City's discretion to approve, provided that criteria are met.

TIER III

MEDIAN ISLAND/ PEDESTRIAN REFUGE

Pinchpoint in the center of the roadway that reduce travel lane width and pedestrian crossing distances.

Suitable for:

- Wide residential streets
- Collector streets
- Mid-block crossings
- Long crossing distances
- High pedestrian activity areas
- Locations with speeding concerns

Not Suitable for:

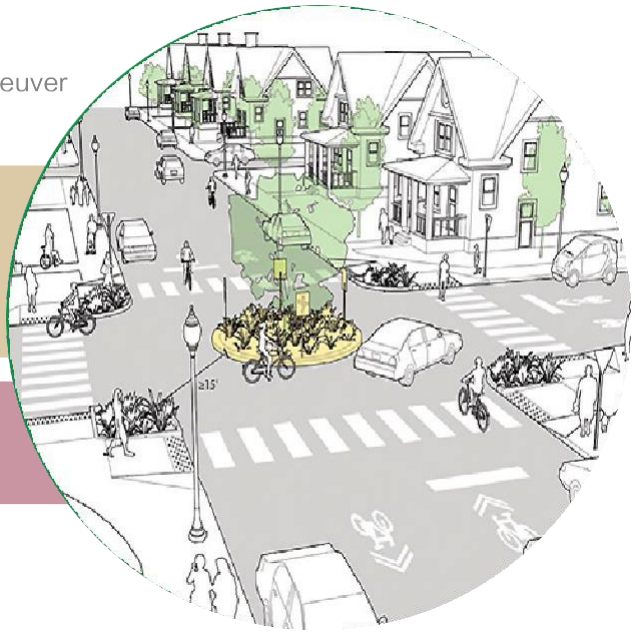
- Narrow roadways

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Speed limit below or equal to 35 mph.	Varies	City's discretion to approve, provided that criteria are met.

TIER III

TRAFFIC CIRCLES

Traffic Circles require drivers to slowly maneuver through an intersection.



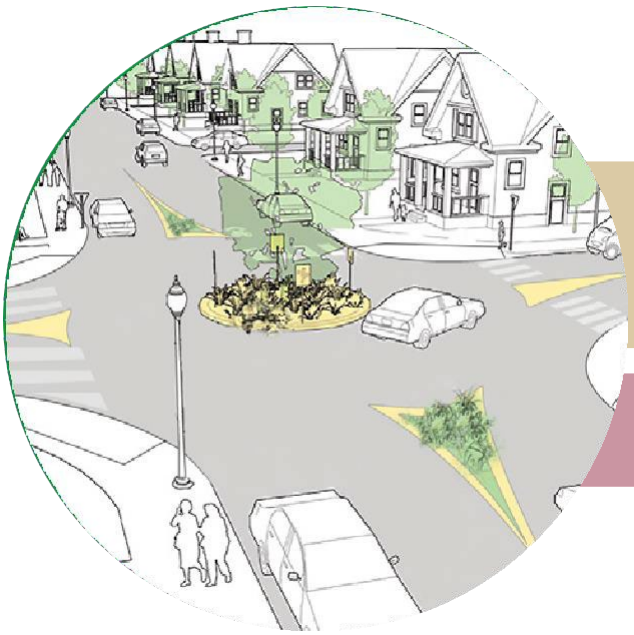
Suitable for:

- Residential streets
- Collector streets
- Locations with speeding concerns
- High accident rate

Not Suitable for:

- Horizontal curvature
- Vertical curvature

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Speed limit below or equal to 35 mph.	≥ $25,000	City's discretion to approve, provided that criteria are met.



ROUNDABOUTS

Roundabouts require drivers to slowly maneuver through an intersection operating with yield control.

TIER III

Suitable for:

- Collector streets
- Arterial streets
- Locations with speeding concerns
- High accident rate

Not Suitable for:

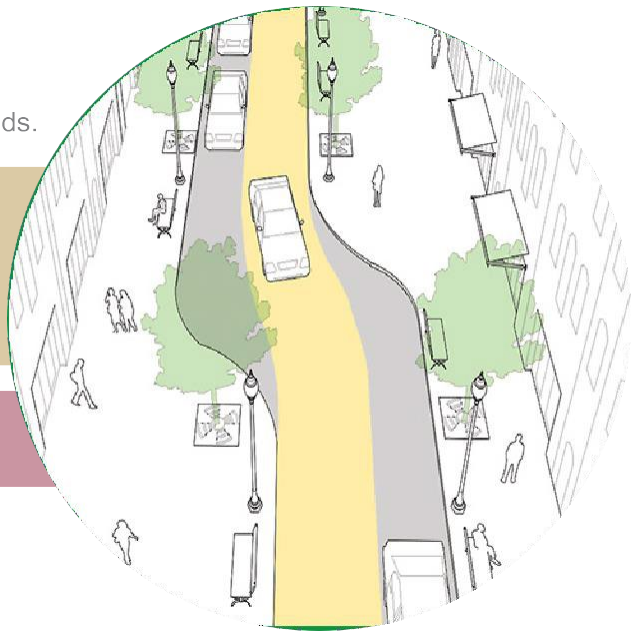
- Horizontal curvature
- Vertical curvature

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Speed limit below or equal to 35 mph.	≥ $50,000	City's discretion to approve, provided that criteria are met.

LATERAL SHIFTS

Lateral shifts force drivers to make slight maneuvers, resulting in slower vehicle speeds.

TIER III



Suitable for:

- Residential streets
- Collector streets
- Arterial Streets
- Locations with speeding concerns

Not Suitable for:

- High vehicle volumes

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 10,000. • Speed limit below or equal to 35 mph. • Street width greater than or equal to 15 feet.	Varies	City's discretion to approve, provided that criteria are met.

TIER III

CHICANES

Chicanes function similarly to lateral shifts and require less roadway reconfigurations.

Suitable For:

- Wide residential streets
- Wide collector streets

Not suitable for:

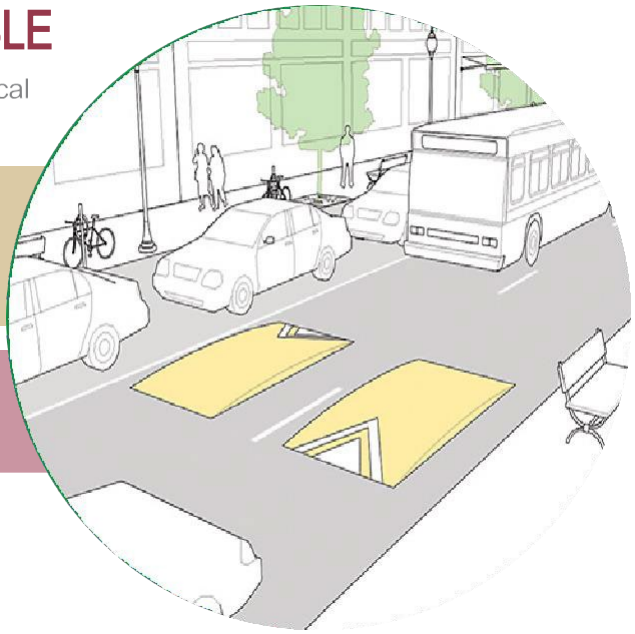
- Arterial Streets
- Emergency access routes
- High on-street parking demand
- High bicycle traffic

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Speed limit below or equal to 35 mph. • Street length greater than / equal to 1,500 feet. • Street width greater than or equal to 15 feet.	$25,000 – $50,000	60% residents need to approve + City's discretion to approve, provided that criteria are met.

TIER III

SPEED BUMPS / SPEED TABLE

Speed bumps slow driver speeds with vertical roadway deflections.



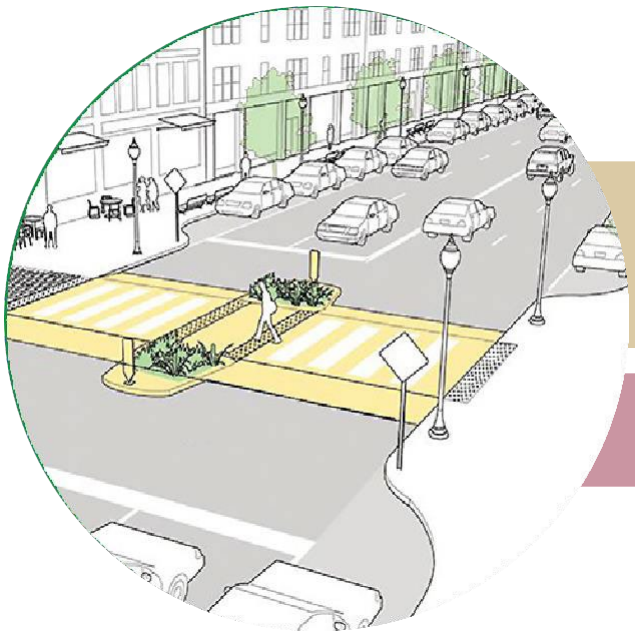
Suitable for:

- Residential streets
- Persistent speeding
- High cut-through volumes

Not Suitable for:

- Collector streets
- Arterial streets

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 3,000. • Speed limit below or equal to 30 mph. • Not suitable for emergency access routes.	$7,000 – $10,000 per location	60% residents need to approve + City's discretion to approve, provided that criteria are met.



RAISED CROSSWALKS

Raised crosswalks slow driver speeds with vertical deflections and emphasis of pedestrian right-of-way.

Suitable for:

- School zones
- Residential streets
- Mid-block crossings
- High pedestrian activity areas

Not Suitable for:

- Arterial streets
- Intersections

TIER III

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Speed limit below or equal to 35 mph. • Grade below or equal to 8 percent. • Not suitable for emergency access routes.	$10,000 – $20,000	City's discretion to approve, provided that criteria are met.

TIER III

DIAGONAL DIVERTERS

Diagonal diverters reduce traffic entering neighborhoods by permanently detouring certain routes.

Suitable for:

- Residential streets
- Locations with speeding concerns
- Limited access desired

Not Suitable for:

- Arterial streets
- Collector streets if significant traffic diversion anticipated

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 5,000. • Greater than 25% non-local traffic.	$25,000	City's discretion to approve, provided that criteria are met.

TIER III

PARTIAL CLOSURES

Partial closures reduce traffic in neighborhoods by restricting one direction of traffic.

Suitable for:

- Residential streets
- Locations with speeding concerns
- Limited access desired

Not Suitable for:

- Arterial streets
- Collector streets if significant traffic diversion anticipated

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 500. • Greater than 25% non-local traffic.	≥ $25,000	60% residents need to approve + City's discretion to approve, provided that criteria are met.

TIER III

FULL CLOSURES

Full closures reduce traffic entering neighborhoods by restricting vehicular access.

Suitable for:

- Residential streets
- Locations with speeding concerns
- Limited access desired

Not Suitable for:

- Arterial streets
- Collector streets if significant traffic diversion anticipated

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 500. • Greater than 25% non-local traffic.	≥ $25,000	60% residents need to approve + City's discretion to approve, provided that criteria are met.

TIER III

FORCED TURN ISLANDS

Raised concrete islands separate turning traffic from through traffic at an intersection.

Suitable for:

- Residential streets
- Collector streets
- Locations with speeding concerns
- Limited access desired

Not Suitable for:

- Not applicable

Implementation Threshold	Approx. Cost	Approval
• Average Daily Traffic Volumes below 500. • Greater than 25% non-local traffic.	$25,000	City's discretion to approve, provided that criteria are met.

PRIORITIZATION

The limited funds available to address the vast number of requests received by the City staff, surpass what can effectively be funded in a year. Thus, it is imperative to establish a project priority list to allocate resources and funds more effectively. The NTCP includes a formal and consistent process that places emphasis on speeds, accidents, volumes, schools, and pedestrian generators pertinent to traffic calming. This process will assist the City and the Sonoma community to identify safety concerns, develop solutions and prioritize implementation based on funding availability. The proposed process and scoring criteria are summarized in the table below.

Criteria		Point Definitions	Points Available
Primary	85th percentile speed	2 points for every 1 MPH above the posted speed limit (85th percentile speed must be at least 5 MPH over the posted speed limit to be considered for traffic calming)	30
	Crash History	2 points for each preventable crash within the last three years	20
Secondary	Vicinity to Schools	7.5 points per school if street fronts or provides access to a school, or if street is a designated Safe Route to School	15
	Pedestrian Generators	10 points if location is within 1,000 feet of a major transit access point or a civic facility; or peak hour pedestrian volume at any adjacent intersections exceeds 100	10
	Traffic Volumes	1 point for every 500 average daily traffic or portion thereof till 2000 average daily traffic; 5 points for > 2,000 average daily traffic	10
	Cut-through Traffic	2 points if at least 25% of traffic volume is cut-through; 1 points for each additional 5% (Up to 40% max)	10
	Additional Concerns	1 point if visibility restrictions result from roadway geometry; 1 point if segment is a designated Bike Route or pedestrian corridor; 1 point if street has no sidewalks; 1 point if segment is > 1,000 feet in length; 1 point if segment is > 40 feet in width	5
Total			**100**

Teir	Types of Measures	Type of Problem					Residential			Non-Residential		Roadway Classification		Bus or Emergency Response Route	Other Considerations
		Speeding	Traffic Volume	Vehicle Accidents	Pedestrian Safety	Noise	Midblock	Intersection	Boundary of Area	Midblock	Intersection	Local Streets	Collectors		
I	1.1 Centerline, Edgeline, Parking Lane, Median Striping	●	○	○	○	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph; Street width ≥ 15 feet	ADT < 50,000; Speed Limit ≤ 35 mph; Street width ≥ 15 feet	●	None
	1.2 Targeted Speed Enforcement	●	○	●	●	●	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.3 Speed Legends	●	○	○	○	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.4 Signage	●	○	○	○	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.5 High Visibility Crosswalks	●	○	○	●	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.6 Botts Dots / Raised Reflectors	○	○	●	●	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.7 Lawn Signs	●	○	○	●	○	○	○	●	○	○	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.8 Increased Patrol and Warnings/Citations	●	○	●	●	●	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.9 Decorative Resurfacing	●	○	○	●	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	1.10 Pop-Up Traffic Calming Demonstration	●	○	○	●	●	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
II	2.1 Angled Parking	●	●	○	○	○	●	●	●	●	●	ADT < 2,000; Width; ≥ 48 feet; Speed Limit ≤ 35 mph	ADT < 2,000; Width; ≥ 48 feet; Speed Limit ≤ 35 mph	●	Not with bike lanes
	2.2 Speed Feedback Signs	●	○	○	○	○	○	○	○	○	○	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	2.3 Flashing Beacons	●	○	○	●	○	●	●	○	●	●	ADT < 10,000; Speed Limit ≤ 35 mph	ADT < 50,000; Speed Limit ≤ 35 mph	●	None
	2.4 Road Diet	●	●	○	●	○	●	●	●	●	●	ADT < 10,000; Width ≥ 48 feet; Speed Limit ≤ 35 mph	ADT < 50,000; Width ≥ 48 feet; Speed Limit ≤ 35 mph	●	None
	2.5 Temporary Speed Bumps	●	●	●	●	●	●	●	●	●	●	ADT < 2,000; Speed Limit ≤ 30 mph;	ADT < 2,000; Speed Limit ≤ 30 mph;	●	Grade ≤ 8%
	2.6 Striped Bulbouts with Bollards	●	●	●	●	○	●	●	●	●	●	ADT < 1,000; Speed Limit ≤ 35 mph	ADT < 1,000; Speed Limit ≤ 35 mph	●	None
	2.7 Temporary Traffic Circle	●	●	●	●	○	●	●	○	●	○	ADT < 5,000; Speed Limit ≤ 35 mph	ADT < 5,000; Speed Limit ≤ 35 mph	●	Grade ≤ 8%
	2.8 Striped Chicanes with Bollards	●	●	○	○	○	●	●	●	●	●	ADT < 5,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet; Street width ≥ 15 feet	ADT < 5,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet; Street width ≥ 15 feet	●	Grade ≤ 8%
III	3.1 Street Smart Program	●	○	○	●	○	●	●	●	●	●	Petition Process	Petition Process	●	None
	3.2 Pace Car Program	●	○	○	●	○	●	●	●	●	●	Petition Process	Petition Process	●	None
	3.3 Bulbouts	●	●	○	●	○	●	●	●	●	●	ADT < 1,000; Speed Limit ≤ 35 mph	ADT < 1,000; Speed Limit ≤ 35 mph	●	None
	3.4 Two-Lane Chokers	●	●	○	○	○	●	●	●	●	●	ADT < 1,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet	ADT < 1,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet	●	None
	3.5 Median Island/Pedestrian Refuges	●	●	●	●	○	●	●	●	●	●	ADT < 1,000; Speed Limit ≤ 35 mph	ADT < 1,000; Speed Limit ≤ 35 mph	●	None
	3.6 Traffic Circles	●	●	●	●	○	●	●	○	●	○	ADT < 5,000; Speed Limit ≤ 35 mph	ADT < 5,000; Speed Limit ≤ 35 mph	●	Grade ≤ 8%
	3.7 Roundabouts (Single-Lane)	●	●	●	●	●	●	○	○	●	●	ADT < 5,000; Speed Limit ≤ 35 mph	ADT < 5,000; Speed Limit ≤ 35 mph	●	Grade ≤ 6%
	3.8 Lateral Shifts	●	●	○	○	○	●	●	●	●	●	ADT < 10,000; Speed Limit ≤ 35 mph; Street width ≥ 15 feet	ADT < 50,000; Speed Limit ≤ 35 mph; Street width ≥ 15 feet	●	Grade ≤ 10%
	3.9 Chicanes	●	●	○	○	○	●	●	●	●	●	ADT < 5,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet; Street width ≥ 15 feet	ADT < 5,000; Speed Limit ≤ 35 mph; Length ≥ 1,500 feet; Street width ≥ 15 feet	●	Grade ≤ 8%
	3.10 Speed Bumps/Speed Table	●	●	●	●	●	●	●	●	●	●	ADT < 2,000; Speed Limit ≤ 30 mph;	ADT < 2,000; Speed Limit ≤ 30 mph;	●	Grade ≤ 8%
	3.11 Raised Crosswalks	●	●	●	●	●	●	○	○	○	●	ADT < 5,000; Speed Limit ≤ 35 mph	ADT < 5,000; Speed Limit ≤ 35 mph	●	Grade ≤ 8%
	3.12 Raised Intersections	●	●	●	●	●	●	●	●	●	●	ADT < 5,000; Speed Limit ≤ 35 mph	ADT < 5,000; Speed Limit ≤ 35 mph	●	Grade ≤ 8%
	3.13 Diagonal Diverters	●	●	○	○	○	●	●	●	●	●	ADT < 5,000; > 25% non-local traffic	●	●	None
	3.14 Partial Closures	●	●	○	○	○	●	●	●	●	●	ADT < 500; > 25% non-local traffic	●	●	None
	3.15 Full Closures	●	●	○	○	○	●	●	●	●	●	ADT < 500; > 25% non-local traffic	●	●	None
	3.16 Forced Turn Islands	○	●	●	○	○	●	○	●	●	●	ADT < 500; > 25% non-local traffic	●	●	None

● Appropriate
● May Be Considered
● Not Appropriate
○ Not Applicable

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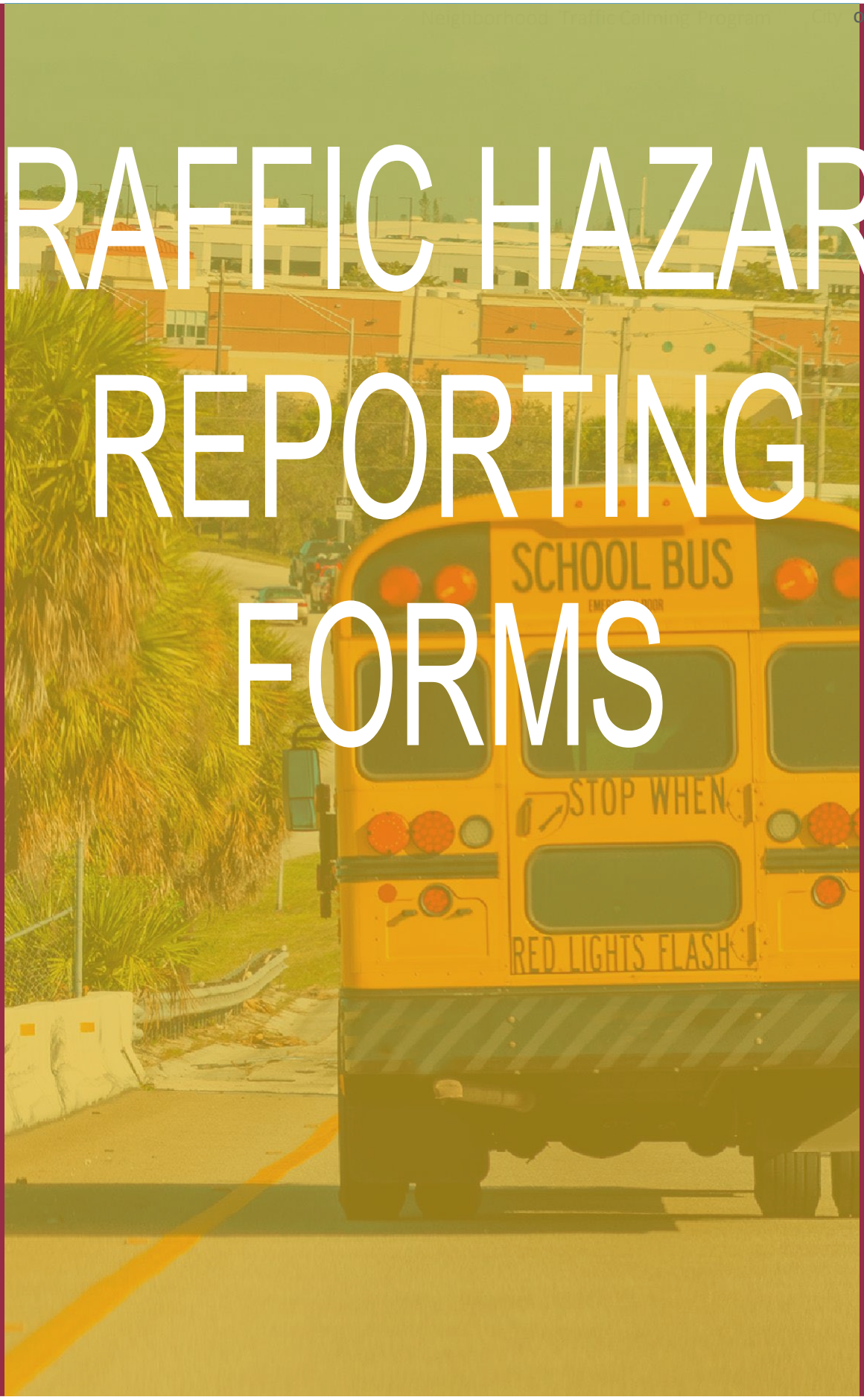
TRAFFIC HAZARD REPORTING FORMS



CITY OF SONOMA
TRAFFIC HAZARD REPORTING FORM

The purpose of this form is to enable residents of Sonoma to report a hazardous traffic condition for a particular street or streets within a neighborhood. The form must be filled out in its entirety and returned to:

City of Sonoma
Attn: Traffic Engineering and Safety Team
#1 The Plaza
Sonoma, CA 95476
or email: publicworks@sonomacity.org

Today's date: _____

2. Please describe any traffic or safety issues that concern residents in your neighborhood. Use the backside of this sheet or attach additional sheets if necessary.

_____

_____

_____

3. Please describe the location of concern, as well as the limits of your neighborhood. Feel free to provide a sketch of any concerns on the backside of this sheet or on an additional sheet.

_____

_____

_____

4. Please provide the names and signatures of residents who are likely impacted by the above concerns and who would like the neighborhood to be considered for a traffic calming treatment. Also, please identify the name of the main contact person for this effort. Use an additional sheet of paper if necessary.

Printed Name	Address	Phone	Email Address

5. Would the neighborhood be willing to contribute to the cost of providing traffic calming measures?

For more information:

Log on to www.SonomaCity.Org

Contact Us:

No.1 The Plaza, Sonoma, CA 95467

Phone - (707) 938-3332