



CITY *of* CALABASAS

TRAFFIC AND TRANSPORTATION COMMISSION AGENDA REPORT

DATE: JULY 22, 2021

TO: TRAFFIC AND TRANSPORTATION COMMISSION

FROM: ROBERT YALDA, PE, TE, PUBLIC WORKS DIRECTOR/CITY ENGINEER
THOMAS MERICLE, TRAFFIC ENGINEERING SERVICES

SUBJECT: NEIGHBORHOOD TRAFFIC CALMING PROGRAM

MEETING DATE: NOVEMBER 23, 2021

BACKGROUND:

The City has implemented several traffic calming measures over the years. These have included placement of speed feedback signs, speed enforcement, posting of speed limit signs, and posting signs that restrict vehicular movements. Radar speed trailers and traffic enforcement are typically the first response from the City when asked by a resident to address concern about driver's speeds. However, ongoing targeted enforcement is sometimes necessary and speeding may resume in the long run without. The City has also implemented individual capital projects focused on neighborhood wide physical traffic calming measures such as speed humps or cushions, raised medians, curb extensions with marked crosswalks, flashing beacons, and neighborhood roundabouts. However, a comprehensive approach to provide residents with a programmatic way of addressing their concerns has never been adopted.

DISCUSSION:

Traffic calming is the combination of policies, education, and implementation measures that help mitigate the negative impacts to residential neighborhoods caused by motor vehicles. The overall objective of a traffic calming program is to utilize, where applicable, traffic calming measures to improve the quality of life in residential neighborhoods. These traffic calming measures range from speed enforcement to signing and striping and physical changes to the roadway.

An important component of affecting change is neighborhood ownership of the problem(s) and solution(s). This is done through a citizen education/participation component which encourages the neighborhood to take responsibility to work together and with the City.

Neighborhood Traffic Calming Policy

Attached to this report is a draft Neighborhood Traffic Calming Program (NTCP) to consider as a starting point for discussion by the Commission, staff, and City Council. The draft NTCP includes a three level process so that less impactful and less expensive measures can be explored first to maximize efficient use of City resources both during the program and long term maintenance. The three levels and traffic calming measures for each level are describe as follows:

- Level 1. Education and Enforcement
 - Police Enforcement
 - Temporary Speed Trailer Placement
- Level 2. Signing and Striping
 - Posting of Speed Limit Signs
 - Installing a Permanent Speed Display Sign
 - Striping narrower vehicle lanes
 - Turning movement and/or commercial vehicle restrictions
- Level 3. Physical Changes
 - Medians
 - Curb Extensions
 - Neighborhood Roundabouts
 - Speed Cushions

In order to be eligible for Level 2 or Level 3 measures certain criteria would need to be met. These criteria will ensure that that the measures are being placed along appropriate roadways and will not decrease safety. The recommended seven criteria that requests would need to all meet are:

1. The street shall be designated as a local street (not an arterial or collector street) by the City's General Plan and is primarily residential in nature.
2. The street shall have fronting residential buildings in a density that matches the California Vehicle Code local street designation and for setting speed limits (13 separate dwelling houses or business structures per ¼ mile on one side or 16 per ¼ mile on both sides).

3. Vehicular traffic volumes in both directions are equal to or exceed 800 vehicles per day.
4. Speeds measurements show that the 85% measured speed is at least 7 mph over the legally posted speed limit.
5. Street must have a grade of 8% or less to be considered for Level 3 speed cushions.
6. Any proposed changes in traffic flow are not expected to divert a significant amount of traffic to other local residential streets.
7. The LA County Sheriff and Fire Departments do not have significant evidence of any major public safety concerns regarding the proposed neighborhood traffic Calming measures.

Public Participation

In order to ensure that the public has a chance to participate and have a say in identifying and confirming the concerns and in the recommendations. The NTCP specifies three tools:

1. Neighborhood Action Request Form. This form would need to be filled out to be eligible for Level 2 measures. It provides a tool for neighbors to demonstrate a level of concurrence regarding their concerns by requiring seven or more residents to concur with the concern.
2. Petition. For the more impactful and permanent traffic calming measures in Level 3 a petition will need to be completed. The petition will demonstrate an area wide level of support of the property owners directly affected by the implementation of the recommended Level 3 measures.
3. City Survey. When implementing any Level 3 measure, if the petition process has been met, the City will install (to the extent possible) temporary measures to measure the affects and inform the public of the possible impacts. Following the temporary installation the City will conduct a survey to determine support for a permanent installation

Once a final recommendation has come through the process the recommendations from the community, and supported by City staff, will be brought to the Traffic and Transportation Commission and then to City Council for final approval.

Legal foundation

The State of California has preempted the field of traffic control (see section 21 of the Vehicle Code), and no local authority is allowed to enact or enforce any ordinance on the matters covered by the Vehicle Code unless expressly authorized by statute. This includes how enforceable speed limits are set to who can use a public street.

The State requires that all persons have an equal right to use public roadways, and local agencies may not determine which traffic shall and which shall not use these public roadways. Based on this a city may not restrict the right to travel upon one of its streets to its residents or to other exempted drivers. There are a few exceptions. Some examples in the Vehicle Code of such specific authority to regulate travel upon streets are:

- If the City Council determines the street is no longer needed for vehicular traffic [§ 21101(a)] and then no one can use it.
- If needed to implement the Circulation Element of a General Plan [§ 21101(f)]
- If due to criminal activity (§ 21101.4).
- If regulating or prohibiting processions or assemblages [§ 21100(a)], which would generally be public events such as parades.
- On streets dividing school grounds to protect students attending such school or school grounds. Typically this is done to either permanently close a road through a school or close it by time of day (school hours).

When a local agency decides to utilize the express delegation of such authority, the local agency may only utilize "official traffic control devices" authorized by the Vehicle Code Section 21400. Additionally, local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street.

Private Streets

Some streets in the City have been either initially built as privately owned or have been converted over to private. The City does not have ownership or control over these existing private streets for either enforcement, installation of traffic control devices, or placement of physical changes to the roadway surface or curb lines. Owners of a private street may install traffic calming devices on their private roads, without any need for City permission, as long as the project does not change the general circulation pattern, street location, or any access points to and from any property.

Next Steps

Staff is presenting this draft NTCP for Commission review and comment. Following the meeting staff will be incorporating Commission comments and suggestions into a revised draft NTCP. The revised draft document will then go through internal cross-departmental review (including LASD and LADFD) before being brought back to the Commission for final consideration and recommendation to City Council.

FISCAL IMPACTS:

Adoption of a NTCP will have increased costs associated with staff time, data collection, interim and final installations, and ongoing maintenance. If the program is supported by the Commission, staff, and City Council more detailed estimates will be developed for consideration prior to final adoption of a program and budget.

REQUESTED ACTION:

Staff recommends that the Traffic and Transportation Commission review the proposed NTCP program and provide comments to staff.

ATTACHMENTS: Draft Neighborhood Traffic Calming Policy



CITY *of* CALABASAS

NEIGHBORHOOD TRAFFIC CALMING

DRAFT

Prepared by:

Department of Public Works

November 2021

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RESIDENTIAL NEIGHBORHOOD TRAFFIC CALMING

One of the most persistent traffic concerns raised by residents is speeding on their local residential streets. Typically, the physical design of the street determines traffic speeds whether it is providing a wide clear area for vehicles to travel fast in, or narrow and winding encouraging lower speeds. Streets that are wide and have long straight, uninterrupted stretches provide an environment for speeding. In addition, a street with higher traffic volumes increases the number of vehicles speeding as well as increased noise. The modern car allows drivers to be more comfortable at higher speeds. This is due to better suspension and steering as well as improved safety measures such as anti-lock braking and (on newer cars) collision avoidance warnings. Traffic calming programs can empower citizens to address traffic calming issues on their street. Traffic calming can be defined as reducing vehicle impacts, by slowing and reducing traffic, while improving livability and increasing safety of pedestrians, bicyclist, and motorists.

These guidelines present a programmatic approach for residents and property owners to address traffic concerns to make their local residential neighborhood streets safer and more usable by a wider variety of non-motorized users. This is done by implementation of regulatory devices and installation of physical changes to the street that have shown to reduce traffic speeds and/or traffic volumes. The guidelines also ensure that there is buy-in from the community to support a common concern and common solution. Residents and property owners who utilize this approach will need to understand that they will individually, or as a group, put in some effort to gather support from their neighbors.

Traffic Calming for Livable Neighborhoods

Traffic calming is the combination of policies, education, and implementation measures that help mitigate the negative impacts to residential neighborhoods caused by motor vehicles. The overall objective is to utilize, where applicable, traffic calming to improve the quality of life in residential neighborhoods. Traffic calming measures have been developed to reduce speeding problems and heavy traffic flow on local residential streets. By making residential streets more "calm" it makes the neighborhood more livable. Although "livable" in terms of a neighborhood does not have a precise definition, a livable neighborhood can be described as having the following characteristics:

- Ability to feel safe and secure,
- Opportunity to interact with neighbors,
- Ability to enjoy a quiet environment in your home or yard.
- Ability to walk and ride a bicycle safely to local destinations,
- Ability to experience a sense of home and privacy, and
- A sense of community identification.

In essence, when a resident contacts the City regarding speeding traffic on their street, they are requesting the city make their street more livable. However, a stopgap approach such as installing a multi-way stop sign may often not be the most appropriate application and could potentially decrease safety and usability by all modes of travel. Stop signs are considered a traffic control device and not a traffic calming measure. They are intended to control the flow of traffic and assign right-of-way. That is why the guidelines bring a comprehensive approach to solve the concern over the long-term.

Many different traffic calming measures have been developed over the years because neighborhoods and their streets are all a bit different. Measures that are allowed to be used are listed later in this document. However, other options may be considered for the Level 2 signing and striping options, but may require additional research, review, and approval by the City before being considered.

The overall objectives are:

- Improving neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- Promote a safe and pleasant condition for motorists, bicyclists, pedestrians and residents on neighborhood streets by slowing vehicle speeds and reducing traffic volumes.
- Encouraging citizen involvement in solving neighborhood traffic concerns.
- Making efficient use of City resources by prioritizing issues.

Effect on Emergency Vehicle Response Times

Any traffic calming technique that physically controls traffic may have a negative impact on some emergency vehicles. The City, as well as its residents and businesses, place a very high priority on minimizing emergency response times. However, installation of traffic calming measures such as roundabouts or speed cushions can increase emergency response time. This is especially true for fire apparatus and ambulances. Because of the heavy weight of fire engines and the delicate instruments and patients within ambulances, these vehicles must slow when they encounter a speed hump or bump, severe dip, or sharp curve. While these maneuvers will cause moderate discomfort and delay for normal passenger vehicles, they may cause a much greater concern for emergency response vehicles. Some studies have been done to confirm this effect of traffic calming devices on emergency response time. Those responsible for emergency response are concerned about the affect these devices have on response times which is why this program allows for initial review and support of all proposed changes involving some Level 2 and all Level 3 measures. This impact will be addressed for each project.

To address some of these concerns in advance, Public Works staff has worked with the LASD and LACFD for approval of a speed cushion design that minimizes the impacts to emergency vehicle response. These cushions use a grouping of speed cushions that allow wider wheelbase vehicles such as fire trucks to straddle the vertical deflection

portion of the cushion. These devices will be the only kind that is allowed in the City unless otherwise approved.

Loss of Parking

It is often necessary to prohibit on-street parking in the immediate vicinity of traffic calming measures. For instance, the approaches to a roundabout need to create a deflected path of travel therefore, parking will have to be removed just before the intersection to accommodate the realigned vehicle path and relocated pedestrian crossing. There are also on-street parking impacts from measures such as curb extensions, medians, and (in some cases) turning movement restrictions. Adjacent residents should be aware that a loss of on-street parking in front of their residence will occur, and the permanent installation will require their support.

Visual Impacts and Aesthetic Concerns

While some traffic calming measures can have favorable aesthetic impacts, others can be, by their nature, unsightly; particularly with temporary measures used to determine the effects of a permanent measure prior to installation. These temporary installations may include delineators, rubber curbing, and limited landscaping. Speed cushions pose no opportunity for the incorporation of aesthetics and can have negative visual impacts. Virtually all Level 2 and 3 traffic calming actions require reflective devices, signs and striping which may negatively affect the aesthetics of a neighborhood. In no instance will a permanent traffic calming measure be installed unless it meets minimum aesthetic design standards. These standards could consist of installing colored concrete pavers, landscaping where feasible, and raised curbing.

Private Streets

Consistent with State law, it is the general policy of the City to not allow temporary or permanent closure of any public street to vehicular traffic. However, some streets in the City have been either initially built as privately owned or have been converted over to private. The City does not have ownership or control over these existing private streets for either enforcement, installation of traffic control devices, or placement of physical changes to the roadway surface or curb lines. Owners of a private street may install traffic calming devices on their private roads, without any need for City permission, as long as the project does not change the general circulation pattern, street location, or any access points to and from any property. Any changes to the subdivision map would require City Public Works and City Planning review and approval.

Traffic Calming Standards

Traffic calming measures include all "official traffic control devices" authorized by the California Vehicle Code and detailed in the California Manual of Uniform Traffic Control Devices (CA MUTCD) such as signage, markings, and electronic devices. Some

measures such as medians, curbs, traffic barriers, speed cushions, or other roadway design features include a combination of traffic control devices and physical roadway changes. Physical roadway changes are not traffic control devices and their designs are covered by the City's roadway design policies and standards and consistent with Fire Department requirements.

TRAFFIC CALMING GUIDELINES

Requests for implementation of traffic calming measures will be considered for public roadways based on the criteria and procedures outlined in these guidelines on a first come, first served basis. The City will review each request to ensure that the proposed location and circumstances meet all the criteria and allowed by City Standards, City Municipal Code, and State law. The purpose of this document is to set forth the process and criteria by which implementation of traffic calming measures may be considered. The guidelines apply to requests initiated by residents or property owners. It does not apply to measures or programs initiated by the City Council or City staff to address specific traffic safety issues or to comply with State and Federal laws and City policies. These do not apply to temporary changes in traffic that are needed to stage special events, to conduct maintenance and construction activities, or address public emergencies. The goal is to enhance and protect the quality of life in the City's neighborhoods by making them safer for children, pedestrians, bicyclists, and residents living in these neighborhoods.

Traffic calming measures work best when incorporated into a programmatic approach that includes a planning process, overall community participation, and public safety service support. By developing a programmatic approach, it encourages citizens to become actively involved throughout the process. In this way, the City and the neighborhood can work together to create a long-term solution.

Nothing in these procedures overrides the City Council's right to direct staff to implement safety or other improvements in the public right-of-way regardless of the support or non-support of any individual members of the community, City staff, or emergency service providers.

Traffic Calming Process

The City has a three-level process that goes from less restrictive measures like education and enforcement to more restrictive measures such as signing and striping changes to the most restrictive such as roundabouts and speed cushions. All requests must start at Level 1 and work their way through the process so that the least restrictive measure that is effective can be found.

Level 1

Level 1 is the first set of measures to initially address resident(s) concerns, is less restrictive or impactful on the physical environment, and can be relatively easily and quickly be implemented. Typically, this includes speed education devices such as placement of a speed radar display trailer and speed enforcement. This level does not require initial public outreach or demonstrated community support. The focus is on driver education and enforcement.

Level 1 Traffic Calming Steps – Education and Enforcement

Requests regarding traffic speeding or traffic volume concerns will be considered for all public streets for implementation of Level 1 measures before consideration of Level 2 measures. The Level 1 measures include, but are not limited to, non-physical or minor changes to the roadway environment. Typical measures for Level 1 are:

1. Enforcement of speeds, turning movements, and other moving or parking violations.
2. Temporary speed display radar trailer placement. May occur at one or more locations along the street or in the neighborhood.

The following are the steps to be followed:

Step 1a. Residents inform the City regarding a concern about speeding or cut-through traffic. This can be done through any currently available standard City staff contact methods.

Step 1b. Staff will review the location(s), which will include traffic speed and volume data collection, and make initial recommendation for Level 1 measures and discuss with residents.

Step 1c. Staff will implement the Level 1 measures in coordination with the LA County Sheriff Department.

Step 1c. After the Level 1 measures have been implemented and a minimum of sixty (60) days have passed, the City will conduct additional speed and volume data collection to evaluate the results. Results will be provided to residents who initiated the concern.

Qualifying Criteria for Level 2 and 3

Requests for the implementation of neighborhood traffic calming measures on public streets will be considered by the City only for those streets meeting **all** of the following criteria:

1. The street shall be designated as a local street (not an arterial or collector street) by the City's General Plan and is primarily residential in nature.
2. The street shall have fronting residential buildings in a density that matches the California Vehicle Code local street designation and for setting speed limits (13 separate dwelling houses or business structures per ¼ mile on one side or 16 per ¼ mile on both sides).
3. Vehicular traffic volumes in both directions are equal to or exceed 800 vehicles per day.

4. Speeds measurements show that the 85% measured speed is at least 7 mph over the legally posted speed limit.
5. Street must have a grade of 8% or less to be considered for Level 3 speed cushions.
6. Any proposed changes in traffic flow are not expected to divert a significant amount of traffic to other local residential streets.
7. The LA County Sheriff and LA County Fire Departments do not have significant evidence of any major public safety concerns regarding the proposed neighborhood traffic Calming measures.

Level 2

Level 2 is a group of mid-level measures that will be considered only after Level 1 has been completed and at least three (3) months have passed. These measures include minor physical changes such as posting of speed limit signs, striping narrower vehicle lanes, turning movement restrictions, or commercial vehicle restrictions. The focus is on relatively easy implementable and cost-effective solutions.

Level 2 measures include, but are not limited to, minor changes to the roadway environment. Typical measures for Level 2 are:

1. Posting of speed limit signs (in more frequent locations if already posted on non-prima facia 25 mph streets).
2. Installing a permanent speed display board.
3. Striping of narrower vehicle travel lanes.
4. Turning movement restrictions.
5. Enhancing existing signage or other traffic markings.
6. Posting of commercial vehicle restrictions.

Level 2 Traffic Calming Process – Signing and Striping

If residents are still concerned, about speeding or traffic volumes, the resident(s) may request that Level 2 measures be considered. Requests for Level 2 signing and striping measures will only be considered for streets that have already implemented Level 1 within the last twelve (12) months (and at least three (3) months has passed) **and** the qualifying criteria above are met.

Step 2a. Residents that express continuing concerns may request that the City evaluate the street or streets for Level 2 measures. City staff will perform an evaluation to determine if they have met Level 1 requirements and meet all of the criteria above. The City will provide the evaluation to the residents who initiated the concern and let them know if the streets are eligible. If they are not eligible, the streets are eligible for intermittent implementation of Level 1 enforcement and education measures.

Step 2b. If the streets meet all of the criteria above based on the City's evaluation and the residents are interested in pursuing Level 2 traffic calming measures, residents must collaborate with City staff to develop a Level 2 recommendation. City staff will prepare a Traffic Calming Request Form. The residents must then collect signatures on the Traffic Calming Request Form (template shown as Attachment 1) and submit it to the City for consideration. The Form will include a written description of the residents' concerns and recommended Level 2 measures, and requires signatures from at least seven separate residents on the impacted street or streets.

Step 2c. After receiving a Traffic Calming Request Form that meets the form requirements, Level 2 measures will be implemented by the City following public outreach, which may include, public notice, direct mail, or a meeting.

Step 2d. After the Level 2 measures have been implemented and a minimum of sixty (60) days have passed, the City will conduct additional speed and volume data collection to evaluate the results. The results will be provided to residents who initiated the concern and any other resident who requests the results.

Step 2e. The City may, but is not required to, conduct a neighborhood workshop approximately six (6) months after implementation of Level 2 measures. This meeting is to be used to update the community on the effectiveness of implemented measures and may be used to discuss potential Level 3 measures. It is anticipated that, at a minimum, a representative from the City's Public Works and LA County Sheriff Departments will attend the workshop.

Level 3

Level 3 is the most aggressive level and includes more expensive and restrictive measures that make changes to the physical driving environment to discourage higher speeds and/or volumes. Typically, this includes medians, curb extensions, speed cushions, neighborhood roundabouts. This level will only be considered if Level 2 measures do not reduce traffic speeds below the qualifying criteria above. This level does require a higher level of demonstrated neighborhood support, work on the part of the local residents, and public outreach prior to the City considering installation.

Level 3 Traffic Calming Process – Physical Changes

Level 3 measures will be only considered for streets that have already implemented Level 2 technique(s) within the previous twenty four (24) months, the Level 2 and 3 criteria thresholds are still met, and residents are interested in considering a more physical improvement to address their continued concerns. In order to consider Level 3 measures, the community will need to go through a petition process for the City to consider Level 3 measures. Level 3 measures are physical changes to the roadway environment. Allowable measures for Level 3 are:

1. Placement of median(s).
2. Placement of curb extension(s).
3. Placement of speed cushions.
4. Placement of neighborhood roundabout(s).

Step 3a. Residents will circulate a petition as outlined further in this policy (see template in Attachment 1). If area wide support is demonstrated through the petition process, the City will implement temporary Level 3 measures using temporary materials for a trial period of at least six (6) months. This will require support from each of the property owners in the immediate vicinity of each measure.

Step 3b. After the Level 3 measures have been implemented and a minimum of ninety (90) days have passed, the City will conduct additional speed and volume data collection to evaluate the results.

Step 3c. At the end of the trial period, residents will advise the City through a City administered survey if the temporary Level 3 measures should be removed or made permanent.

Step 3d. The results of the evaluation and survey will be presented first to the Traffic and Transportation Commission for recommendation and then to the City Council for consideration. All final decisions related to permanent Level 3 traffic calming measures shall be approved by the City Council prior to design or construction of the permanent measures.

Step 3e. If the City Council does not approve the recommended measures, additional measures may be considered and the evaluation process restarted, or Level 2 measures may be re-considered by the residents for permanent installation and final disposition of the issue.

Petition Requirements

The following requirements must be followed for submitting a petition for Level 3 measures to the City:

1. Prior to circulation of the petition, the residents shall coordinate with City staff on a recommendation, which may include a staff analysis of the technical feasibility and anticipated impacts of the proposed traffic calming technique. This review will include items such as State law, the Circulation Element of the City's General Plan, the type of road or street involved, compliance with engineering regulations, existing traffic conditions, projected traffic conditions, discussions with emergency services, the potential for traffic diversion to adjacent streets, impacts to emergency vehicle response times and the increased liability exposure for the City or conflicts with future planned improvements.

2. The proposed neighborhood traffic calming measures will be referred to other City departments such as Community Development and to the City's emergency services providers for comments and concurrence. Comments will be discussed with residents and if needed, a new recommendation will be developed to address the comments. If LASD or LACFD do not concur with any of the recommended measures the project will not move forward.
3. The City Engineer, or designee, will determine the boundary of the "affected area" to be petitioned and balloted. The affected area will include those properties that front directly on the street traffic calming is being proposed, where the traffic calming street is the only path of travel, and/or properties which would be significantly impacted by traffic that is likely to divert to their street through implementation of traffic calming. The City will provide a map of the affected area and listing of all property addresses.
4. Signatures on the petition will be collected by the residents. The residents will coordinate with City staff and City staff will prepare the petition. The final version to be used shall only be what has been approved by the City Engineer, or designee, prior to circulation by the residents for signatures.

Residents circulating petitions must attempt to contact and obtain a signature from all affected parties. At a minimum, 90 percent of all property owners, or their designated representative, in the affected area must be contacted for the petition to be accepted by the City. This requirement will be satisfied by signatures on the petition from 90 percent of the affected property owners or their authorized representative, or by documentation on how and when they attempted to contact the property owner at least three times. The petition will include a way for all signatories to indicate support or non-support for the Level 3 traffic calming measures.

The petition must show support by having a minimum of 67 percent of the total number of property owners contacted sign in support of the traffic calming measures. The petition will include one line for each property on the affected area map.

5. At a minimum, petitions submitted to the City for review must include the following unless otherwise waived by the City Council:
 - a. The petition must follow the attached template format.
 - b. The petition language must clearly explain, and show on a drawing or plan, the location, and the nature of the proposed traffic calming measures and potential impacts. The plan will be provided by the City.
 - c. Only signatures from the property owner listed in the Assessor Parcel information will be accepted. In the case of entity or trust ownership, a representative of the entity or trust may sign the petition. If the property owner is not present, a current resident/tenant of the property may sign if

the City is provided a letter from the property owner delegating the authority to sign to that resident/tenant.

- d. A current address, phone number, and email for each property owner (or representative) who signs the petition.
- c. Only one signature per property will be accepted.
- e. The petition language and attached drawing must be reviewed and approved by the City Engineer, or designee, prior to circulation to ensure its accuracy and ability to be clearly understood.

Petition Review Process

The following process will be used by the City to review all petitions associated with proposed neighborhood traffic calming measures:

1. The City Engineer, or designee, will review any petition to verify compliance with all petition requirements set forth above. Any petition not complying with these requirements will be rejected. If the petition contains all of the required information, a sample phone call or email survey of those who signed the petition may be conducted by the City, requesting verification of their support or opposition to the proposed traffic calming measures. Verification will be confirmed if 90% of the sample verification phone calls match the individuals' position on the signed petition. The sample will consist of up to 20% of those who signed the petition.
2. If the petition contains all of the required information, meets the minimum number of signatures in favor of the proposed measures and is properly verified, the City will proceed with implementing temporary (to the extent possible) Level 3 measures. Notification will be provided prior to field installation.

City Survey Process

The following process will be used by the City to survey the affected area to determine support for making temporary traffic calming measures permanent:

1. The City Engineer, or designee, will prepare a before and after study of the temporary traffic calming measures and provide a summary of that information and a survey to those property owners in the affected area to determine support or non-support to make the temporary measures permanent or trying alternative temporary measures.
2. The survey will be administered by the City either electronically using the emails provided in the initial petition or using direct mailing to the property owner of record. The survey question(s) will ask about options and may include making the temporary

measures permanent, removing the temporary measures and trying another temporary measures, or removing the temporary measures and having no measures installed.

3. In order for the survey to be accepted, a minimum of 50 percent of the property owners must respond to the survey. In order to determine if the temporary measures will be made permanent, or another temporary measure will be tried, a minimum of 67% of the responded surveys must be in support of the measure.
4. The results of the survey will be presented to the Traffic and Transportation Commission and City Council as a recommendation.

ATTACHMENT 1
TRAFFIC CALMING REQUEST FORM TEMPLATE
AND
TRAFFIC CALMING PETITION TEMPLATE

TRAFFIC CALMING REQUEST FORM

We, the undersigned, believe our neighborhood traffic situation indicates that the City should considering implementing one or more of the following traffic calming measures to address traffic safety concerns (indicate which ones are preferred by priority):

MEASURE	PRIORITY
Posting of 25 mph speed limit signs.	_____
Installing a permanent speed display board.	_____
Striping of narrower vehicle travel lanes.	_____
Turning movement restrictions.	_____
Enhancing existing signage or other traffic markings.	_____
Posting of commercial vehicle restrictions.	_____
Other _____	_____

The following signatures represent residents at (at least) seven (7) different properties along the street indicating support for one or more of the Level 2 measures above to address traffic safety concerns. See attached map to provide location comments.

	<u>Name</u>	<u>Address</u>	<u>Email</u>	<u>Phone</u>
1.	_____	_____	_____	_____
2	_____	_____	_____	_____
3	_____	_____	_____	_____
4	_____	_____	_____	_____
5	_____	_____	_____	_____
6	_____	_____	_____	_____
7	_____	_____	_____	_____
8	_____	_____	_____	_____
9	_____	_____	_____	_____
10	_____	_____	_____	_____

Contact Name _____ Phone: _____

Email: _____ Date: _____

Address: _____

Thank you for taking the time to complete the Neighborhood Traffic Calming Request form. After completing the form, please return it to City Hall; Public Works

ATTACHMENT 2

**SUMMARY OF NEIGHBORHOOD TRAFFIC
CALMING MEASURES**

TYPICAL NEIGHBORHOOD TRAFFIC CALMING MEASURES

(Not in priority order)

LEVEL	TRAFFIC CALMING TECHNIQUE	SPEED REDUCTION	VOLUME REDUCTION/ TRAFFIC DIVISION	NOISE POLLUTION	LOSS OF ON-STREET PARKING	ACCESS RESTRICTION	EMERGENCY VEHICLE RESPONSE IMPACTS	INCREASE IN MAINTENANCE
1	Police Enforcement	Yes	Possible	No Change	None	None	None	No
1	Radar Trailer Temp or Permanent	Yes	No	No Change	None	None	None	Minor
2	Speed Feedback Sign	Yes	No	No Change	None	None	None	Yes
2	Posting 25 MPH Speed Limits	Possible	No	No Change	None	None	None	Minor
2	Striping Narrower Lanes	Yes	Possible	No Change	None	None	None	Yes
2	Turning Movement Restrictions	No	Yes	Decrease	Maybe	Yes	Yes	Minor
2	Commercial Vehicle Restrictions	Possible	Yes	Yes	None	Yes	None	Minor
3	Curb Extensions and/or Center Medians	Yes	Yes	Decrease	Yes	Minor	None	No
3	Neighborhood Roundabouts	Yes	Possible	No Change	Yes	None	Minor	Yes
3	Speed Cushions	Yes	Possible	Increase	None	None	Minor	Yes

ATTACHMENT 3

**DESCRIPTION OF NEIGHBORHOOD TRAFFIC CALMING
MEASURES**

LEVEL 1 Measures

Police Enforcement

Description: The LASD deploys traffic officers to perform radar enforcement on residential streets on a targeted basis.

Positive Aspects:

- Visible enforcement would reduce speed.
- Driver awareness about speeding on residential streets and safety is increased.
- Program is flexible and can be tailored to suit the citizens' needs.
- Response can be quick and effective.
- Can be used along all roadway classifications.
- Can be applied on roadways that don't meet minimum criteria

Negative Aspects:

- Benefits of speed reduction are not sustained over the long-term and regular periodic enforcement is needed.
- Police may have limited resources for traffic calming concerns

Speed Radar Trailer

Description: A temporary and portable device capable of measuring vehicle speed graphically and displaying the speed of the motorist.

Positive Aspects:

- Speeds may be reduced where the radar is located.
- An effective public relations and educational tool.
- Can be displayed quickly and easily throughout a neighborhood.
- Can function as an educational tool to help inform residents of actual vehicle travel speeds, not perceived travel speeds.

Negative Aspects:

- Only works as an educational tool, not an enforcement tool.
- . (see speed feedback signs)
- Does not function as a long term solution; loses effectiveness over time with motorists who frequent the streets

LEVEL 2 MEASURES

Speed Feedback Signs



Description: A permanent device which displays approaching vehicle's speed on an electronic sign that flashes when vehicle speeds exceed posted speed limit.

Positive Aspects:

- Improves safety for vehicles and pedestrians
- Effective in reducing vehicle speeds

Negative Aspects:

- Only effective for one direction of travel
- May lose effectiveness over time with repeat drivers
- Subject to vandalism
- Requires specialized maintenance

Posting 25 mph Signs



Description: This option involves posting 25 mph speed limit signs on the street to remind drivers of the legal speed limit. Signage may help to increase motorist's awareness of restrictions and help to deter unsafe behavior

Positive Aspects:

- Inexpensive and easy installation that are popular with residents.
- Reduces traffic speeds if backed up with regular enforcement.
- Minimal impact to vehicle access

Negative Aspects:

- High potential for violation when not enforced.
- Increases cost of sign maintenance.

Narrowing Lanes (Centerline/Edgeline Striping)

Description: Lane striping can serve to visibly narrow travel lanes. This gives drivers the feel of a narrow street and encourage lower vehicle speeds.

Positive Aspects:

- Changes can be relatively easily implemented.
- The striping can be easily modified if paint is used.
- Higher end speeds may decrease and safety is improved through the provision of positive guidance to drivers.
- Inexpensive option to narrow wide roads
- Can be used as a temporary measure before more effective and costly improvements

Negative Aspects:

- Would increase regular maintenance.
- Residents do not always perceive striping is an effective tool for speed reduction.
- Cost of resurfacing residential streets will increase.

Turning Movement Restrictions



Description: Turning movement restrictions utilize signs to prevent undesired turning movements without the use of physical device. These signs could be installed to reduce vehicle movements by time of day or all day to address specific issues for cut-through traffic concerns. May require City Council approval of resolution for posting of restrictions.

Positive Aspects:

- Restricts vehicles using the street.
- Reduces traffic noise and volumes.
- May reduce traffic speeds if speeding is from cut-through traffic.
- Inexpensive to install

Negative Aspects:

- Requires additional maintenance of signs.
- Even local residents will have to obey restrictions.
- Requires enforcement to be effective.

Commercial Vehicle Restrictions



Description: Post commercial vehicle restrictions if commercial vehicles are the specific issue for speed or cut-through traffic concerns. May require City Council approval of resolution for posting of restrictions.

Positive Aspects:

- Restricts commercial vehicles using the street.
- Reduces traffic noise and volumes.

Negative Aspects:

- Requires additional maintenance of signs.
- Requires enforcement to be effective.
- May restrict legitimate commercial vehicle movement (including local residents who drive commercial vehicles).

LEVEL 3 MEASURES

Curb Extensions



Description: A raised addition of sidewalk that extends the curb to effectively narrow the street at an intersection in order to reduce width of the traveled-way. Curb extensions can provide identity to a neighborhood by creating a gateway. They improve pedestrian comfort and safety by providing a better line of sight between the motorist and the pedestrian. The exact configuration of the treatment will depend upon the location and can be combined with a median.

Positive Aspects:

- Creates an identity to a neighborhood.
- May be aesthetically pleasing, if landscaped.
- Landscaping can be used for stormwater improvements.
- Good for pedestrians due to shorter crossing.
- Can discourage truck entry.

Negative Aspects:

- Can impede legitimate truck movements.
- Increased maintenance costs.

Median



Description: A raised barrier which can narrow the driving lanes, eliminate turning movements, and eliminate straight-through traffic depending on the specific design. A median can take many forms to address the specific solution.

Positive Aspects:

- Provides location for aesthetic improvements
- Acts as a travel way narrowing to slow speeds.
- Increases intersection safety by reducing the number of conflicting movements.
- Reduces local street volumes.
- May eliminate the need for a traffic signal (which may induce traffic volumes and speeds)

Negative Aspects:

- May shift traffic to other locations where turning movement opportunities exist.
- May get hit and require a high level of maintenance.
- This tool may inconvenience local residents who will be forced to drive longer more circuitous paths to reach their destination.
- Potential loss of on street parking

Neighborhood Roundabout



Description: A raised circular island placed in the center of an existing local street intersection, thus creating a roundabout. A roundabout allows for more efficient right-of-way allocation at higher volume intersections and typically found on collector streets in place of a traffic signal. Both roundabouts and traffic circles force drivers to meander around the raised island which prevents speeding through the intersection.

Positive Aspects:

- A noticeable reduction in speeds; particularly in the vicinity of the roundabout.
- Reduces serious collision potential.
- Under certain conditions capacity can be increased.
- Can be used instead of stop signs or traffic signal
- Forces vehicles to slow down while navigating through roundabout.
- Less expensive to operate than a traffic signal

Negative Aspects:

- Required safety signage may detract from its aesthetic quality.
- Pedestrians and bicyclist must adjust to less traditional crossing patterns.
- Parking will be lost to accommodate vehicles' deflected paths.
- May increase minor collisions until drivers become accustomed to change.
- Potential loss of on street parking
- May require major reconstruction of an intersection

Speed Cushions



Description: Series of small parabolic shaped pillows of raised paving material or recycled rubber placed across a roadway for the purpose of causing motorists to reduce their operating speed while driving over the cushion. Cushions are 3 to 4 inches high with a length of 12-feet with a width of 6-feet and have a design speed of 15 to 20 MPH. They are constructed with a taper on each side and allow unimpeded drainage between the cushion and curb. Speed cushions can only be used on local roadways with a grade less than or equal to 8%.

Positive Aspects:

- Reduces speed.
- Can cause some traffic to shift and no longer cut through the neighborhood.

Negative Aspects:

- Can cause traffic to shift to other neighborhood streets.
- May increase emergency response time.
- Contents of vehicles can be jarred.
- Increase in noise adjacent to cushion due to suspension, deceleration, and acceleration.
- Parking on cushion will leave vehicle at an angle.
- Increased cost when street is resurfaced.



CITY of CALABASAS

TRAFFIC AND TRANSPORTATION COMMISSION AGENDA REPORT

DATE: NOVEMBER 19, 2021

TO: TRAFFIC AND TRANSPORTATION COMMISSION

**FROM: ROBERT YALDA, PE, TE, PUBLIC WORKS DIRECTOR/CITY ENGINEER
THOMAS MERICLE, CONTRACT TRAFFIC ENGINEERING SERVICES**

SUBJECT: LOCAL ROADWAY SAFETY PLAN

MEETING DATE: NOVEMBER 23, 2021

BACKGROUND:

The City received grant funds to prepare a Local Roadway Safety Plan (LRSP). The Local Roadway Safety Plan will focus on identifying opportunities to improve traffic safety on roadways in the City using solutions from the development of an engineering, education, enforcement, and emergency services toolbox. The project also includes assistance to prepare safety grant applications.

DISCUSSION:

Earlier this year the City, following a proposal selection process, selected KOA Corporation to prepare the plan. Since beginning the project in July KOA has performed the following work efforts:

- State of the System Review
- Crash History assessment and Roadway Data Analysis

KOA is attending the meeting to present the findings of their review, assessment, and analysis and confirm with the Commission their findings as well as discuss potential countermeasure tools to address the safety issues.

FISCAL IMPACTS:

The project is funded by a \$45,000 grant specifically for the purpose of preparing a Local Roadway Safety Plan for the City.

REQUESTED ACTION:

Staff recommends that the Traffic and Transportation Commission receive the presentation and provide feedback.