



## Public Works Engineering and Transportation Traffic Calming Policy

When traffic calming requests are received, they will be evaluated using the following process. To truly be effective, the program will determine eligibility based on clearly defined and easily measured parameters and focus on localized traffic issues on individual streets.

The program is anticipated to reduce the timeframe from a resident's request for speed control to actual construction. However, this timeframe is dependent on competing demand, project ranking and, available funding.

- 1. Request submitted:** Residents submit a request to the City as a petition in a format determined by City staff. Signatures of a majority of neighborhood residences whose property line is immediately adjacent to the subject street must accompany the request to be considered. One vote per household is permitted.

In some cases, staff might initiate a traffic calming request along a specific road. This will be most common when there is an opportunity to add traffic calming elements to another project.

- 2. Initial Assessment:** Requests are reviewed and screened to determine if the locations are eligible for the Traffic Calming Program. In order for a location to be eligible it must meet the following criteria:
  - The street must have a posted speed limit of 25 MPH or qualify as a residential street based on the criteria set in the California Vehicle Code. Arterials are prohibited from having speed humps installed.
  - The street must have a minimum length of 500 feet between curves.
  - The street can only be two vehicular travel lanes wide.
  - City staff can determine that the benefits of the hump request does not pose a safety risk to roadway users or a reduction of emergency vehicle response times.
  - The street must have a minimum score of 35 points from the project ranking recommendations (attached).

Once a determination is made, staff will inform the residents whether their street is eligible or not for traffic calming by letter or e-mail.

- 3. Project Prioritization:** Annually, staff will review and score the projects as described in the Traffic Calming Project Ranking below, and then rank the requests based on

the score they received. Ranked projects are then brought to the BTSSC for a determination of what streets to proceed with as part of the annual traffic calming project. This will include an evaluation of available funding and if sufficient funding is not available for all of the eligible streets then the locations that were not selected will be delayed until funding becomes available.

4. **Project Design:** This program is designed to install speed humps and tables as the typical treatment. Speed humps and tables are low cost tools that reduce speeds in a neighborhood and can be installed quicker than other alternatives due to the minimum design effort required prior to their installation. In some cases, alternative treatments might be considered for the program if there are circumstances on the street that make speed humps undesirable or another treatment more effective.

If a project is selected to move forward, and in consultation with relevant City of Davis advisory committees/commissions, City Departments, and other governmental agencies as appropriate, City staff will develop a project proposal showing the locations of the humps for review by the residents and property owners in the survey area. Speed humps or tables cannot be located at the following locations:

- In front of a driveway
- Over a manhole or other survey or utility cover
- Within 50 feet of an uncontrolled intersection approach
- Within 150 feet from a stop-controlled intersection approach

Additionally, devices should be located near street lights to enhance nighttime visibility.

5. **Neighborhood Approval:** Based on the project proposal above, The City will survey both the residents and property owners to gauge support for the proposed solution with surveys being sent to both the street address and mailing address for the property. If a residence is owner occupied then the property owner would be eligible to submit two survey responses. In order for the hump installation to move forward, at least 50% of the surveys must be returned and over 50% of returned surveys must support installation of the humps. Once the survey is complete, a letter and/or e-mail will be sent to the residents/property owners informing them of the survey results.

If a survey is not successful then the street cannot be resurveyed for at least 2 years.

6. **Implementation:** If approved, the project will be included as part of the annual speed hump contract. If sufficient funding is not available for all of the approved hump locations then the locations with the lowest scores will be delayed until funding becomes available.

**7. Removal of humps:** If there is a desire by the residents to remove a hump it must have been installed for at least 2 years and the city needs to receive a request to remove the hump accompanied by a petition showing that over 50% of the residents in the original survey area want to have the hump removed. Once the petition is received Staff will survey the property owners and if at least 50% of surveys are returned and over 50% of returned surveys support removal of the humps the humps will be scheduled for removal.

If at any time the Traffic Engineer determines that an installed hump presents a safety risk to the residents or users of the street then the hump will be removed by the City. The residents along the street will be notified by mail why the hump was removed.

Example of time line for process

Step	Description	Cut-Off
1	Request submitted	March 1st
2	Initial Assessment	March – May
3	Project Prioritization	July
4	Project Design	July - August
5	Neighborhood approval	September
6	Implementation	October- November
7	Contract out to bid	January
8	Construction	March or April start depending on weather

# Traffic Calming Project Ranking

## Criteria

1. Vehicle Speeds (20 point maximum):
  - prevailing speed 3-5 mph over speed limit 10 points
  - 5.1-7 mph over speed limit 15 points
  - 7.1 mph or more than speed limit 20 points
2. Collision History (15 point maximum) Number of reported collisions that are speed related over last 5 years.
  - 1-2 collisions 5 points
  - 3-4 collisions 10 points
  - 5 collisions or more 15 points
3. Segment is on a Suggested Route To School or a suggested route to school crosses the street at an uncontrolled crossing (10 points).  
Link: <https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/bike-map-and-suggested-routes-to-school-maps>
4. Class I-III bicycle facility or buffered bike lane on the street, marked pedestrian or trail crossing within segment (5 points)
5. Park, Hospital/Clinic, Senior Facility, Neighborhood Shopping Centers and Community Center within study area (5 points)
6. Daily Vehicle and Bicycle Volume (5 points maximum)
  - 301-500 1 point
  - 501-700 2 points
  - 701-900 3 points
  - 901-1100 4 points
  - > 1100 5 points
7. Other Considerations as determined by the Traffic Engineer. (5 points)
  - Sight line obstructions
  - Street width
  - Intersection size