

# CITY OF NORTHGLENN – TRAFFIC CALMING POLICY

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Last Revised: February 14, 2020

## **Traffic Calming Objectives**

Traffic calming is intended to influence motorist behavior and prevent undesirable driving practices. This can be achieved through a combination of physical and non-physical measures that reduce vehicle speeds, reduce traffic volumes, and discourage cut-through traffic.

This policy should be used to address traffic issues on residential streets (local streets or minor collector streets). Streets with higher functional classifications (i.e. major collectors, minor and major arterial roadways) should not be considered under this policy.

This policy will guide residents and City staff in an effort to address neighborhood traffic safety, preserve neighborhood character and livability, and educate and encourage residents through neighborhood involvement. The goals and objectives of this policy are:

- **Improve Neighborhood Traffic Safety** – Excessive traffic speeds within the City's neighborhoods greatly reduce the safety and security of those neighborhoods. Therefore, the first goal of this policy is to promote a safe and pleasant environment for residents, pedestrians, bicyclists, and motorists in the City's neighborhoods.
- **Preserve Neighborhood Character and Livability** – Traffic management plays a vital role in the character and livability of neighborhoods. Traffic calming is intended to reduce the negative effect that automobile use may have in residential areas and increase the livability of the City's neighborhoods.
- **Increase Neighborhood Involvement** – Actively involved residents in the decision-making process is essential to the successful implementation of traffic calming. Residents in the area must support the ultimate outcome. Through the process outlined in this policy, residents are strongly encouraged to participate in the assessment of the benefits and trade-offs of implementing projects within their own neighborhoods.

## **Temporary Traffic Calming**

Temporary traffic calming services include the installation of traffic control devices (such as speed humps, traffic circle, road diet, crosswalks, signing, bike lanes), speed radar trailers, traffic enforcement by Northglenn Police Department, and participation in "No Need For Speed Program". The application of temporary and permanent devices are subject to federal, state, and local policies and guidelines.

## **Permanent Traffic Calming**

Neighborhoods that are experiencing adverse traffic conditions that cannot be addressed using Basic traffic calming services may be eligible for a Comprehensive traffic calming project (these can include modifications such as signage, striping, road diet, speed humps, and raised crosswalks. If an adverse traffic condition cannot be addressed through temporary traffic calming services and the thresholds are met, a permanent traffic calming analysis can be initiated. The implementation of permanent traffic calming projects is limited to residential, 2-lane local or minor collector streets, with a maximum posted speed limit of 25 mph.

### **Threshold Criteria for Permanent Projects**

1. Functional classification = local street or minor collector street
2. Traffic volume less than 2,500 ADT
3. 85<sup>th</sup> percentile speed of 5 mph over posted speed limit

Locations that do not meet the threshold criteria may be eligible for traffic calming measures if the Engineering Division determines that a unique or unusual condition exists which results in negative traffic impacts caused by a high crash rate, vehicles traveling at excessive speeds, significant pedestrian activity or proximity to major traffic corridors or traffic generators that contribute to extraordinary changes to normal traffic conditions.

### **Evaluation of Eligible Comprehensive Projects**

Eligible Comprehensive traffic calming projects will be evaluated for implementation based upon the severity of the traffic conditions by taking into account the following cumulative traffic impacts: speeding, volume, crash history, proximity to pedestrian generators (i.e. schools, parks, community centers) and unique roadway conditions. Data collection:

- Speed is given the most important, since high speed usually affects safety and livability the most. It is also the condition that can be improved the most using traffic calming measures.
- Traffic volume is also considered because it contributes to the general traffic conditions on the street.
- Auto accident history gives an indication of existing safety problems with the street. A high level of auto accidents can be an indicator of limitations of the street design that may be difficult to quantify. In addition, reducing traffic speed and volumes has been shown to reduce auto accidents on residential streets.
- Roadway geometry (and pavement markings) is an important factor in traffic safety in neighborhoods. Roadway geometry features can restrict visibility; creating hazards for motorists and pedestrians.
- Other criteria such as the presence of sidewalks and pedestrian generators, bus routes, area population, and drainage information.

### **Funding of Comprehensive Projects**

Funding for projects that are eligible for comprehensive traffic calming must be appropriated by City Council and is subject to available funding. If a project is not selected in a given funding cycle, it will remain on the project list for consideration in the next funding cycle. As resources permit, projects may be reassessed to ensure that the priority ranking reflects any significant changes in land use, speed, volume, crash history, pedestrian activity or other conditions that may have occurred on any given roadway(s).

### **Community Support for Permanent Projects**

Substantial community support is required for the installation of physical roadway devices on either a trial or permanent basis. Generally community support is defined as neighborhood property owners or residents that reside within the affected area. Utilizing relevant data and community input, and based on the roadway network in the area, the Engineering Division will determine the scope and affected area for each location identified for traffic calming. The **applicant** will distribute a petition (which contains a map of the affected area) developed by the Engineering Division to all households, businesses, schools, and absentee property owners within the affected area. The petition must have five (5) signatures of affected households, businesses, or schools within the area for perusing trial or permanent installations. The City will discuss the findings of the study, traffic calming options, and the next steps in the process for design and funding. Roadway modifications incorporating proposed Traffic Calming projects will be designed by the Engineering Division or a Transportation Engineer.

### **Traffic Calming Comprehensive Project Application**

Residents of the City of Northglenn (City) may submit an application for traffic calming. Applications can be found at [www.northglenn.org/trafficcalming](http://www.northglenn.org/trafficcalming) or can be picked up at either City Hall or the City's Maintenance and Operations facility. **Also see Attachment #1.** Completed applications should be returned to the City's Engineering Division.

Mailing Address: City of Northglenn  
Attn: Engineering Division – Traffic Calming  
12301 Claude Ct  
Northglenn, CO 80241

Email Address: [trafficcalming@northglenn.org](mailto:trafficcalming@northglenn.org)

The Engineering Division will initiate a Traffic Operations Request (TOR) upon receipt of the Application and notify the applicant of status/category after the preliminary data collection has been completed and assessed.

All applications will be evaluated to determine if the location of concern falls under this traffic calming policy. Data will be collected for five (5) consecutive days, including a weekend, to complete an engineering traffic analysis. This analysis will use current traffic data to confirm whether or not the neighborhood roadway system meets the threshold criteria for traffic calming measures.

### **Definitions**

Minor Collector Street - designed to handle traffic volumes less than 7,000 vehicles per day. These streets handle traffic volumes loading from and onto local, other collector, and arterial roadways and are continuous for less than two (2) miles. See the *City of Northglenn Public Right-of-Way Standards and Specifications*.

Residential Street - designed to handle traffic volumes less than 2,500 vehicles per day. These streets handle traffic volumes primarily for residential purposes such as single-family, two-family, and multi-family units. See the *City of Northglenn Public Right-of-Way Standards and Specifications*.

**References**

American Association of State Highway and Transportation Officials (AASHTO)  
Institute of Transportation Engineers (ITE)  
Federal Highway Administration (FHWA)  
Manual on Uniform Traffic Control Devices (MUTCD)  
National Association of City Transportation Officials (NATCO)  
American Public Works Association (APWA)

**Attachments**

1. Traffic Calming Application
2. Traffic Calming Illustrations