

# CITY OF PEORIA TRAFFIC CALMING PROGRAM MANUAL

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## **Introduction**

The City of Peoria has approximately 975 lane miles of roads and the most frequent complaint from residents and neighborhood associations is speeding. Traffic calming can support the goal of making our streets safer for all roadway users. The Traffic Calming Program Manual replaces the Neighborhood Traffic Calming Policy. The manual describes the principles of traffic calming, the City's process, and a description of traffic calming measures available in the City. This manual will also provide our community members with a process for requesting solutions for traffic-related concerns in their streets and allow staff to set priorities for City resources.

## **Traffic Calming**

### What is Traffic Calming?

The Institute of Transportation Engineers defines traffic calming as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”

Public Works staff at the city of Peoria considers traffic calming to:

- involve education and enforcement.
- consider visual and physical measures to reduce the speed and/or volume of traffic to appropriate levels based on the functional class of a street and the nature of the adjoining properties.

### Goal of Traffic Calming

The goal of traffic calming is to improve safety for all roadway users: transit, bicyclists, pedestrians, and vehicles. Traffic calming measures, when implemented appropriately, can have a positive impact on travel speeds, traffic volumes, and roadway safety.

### Traffic Calming Partners

Neighborhoods – Property owners, residents, and neighborhood associations are instrumental in reducing speeding and increasing the safety of all roadway users. With this manual, the residents of an area can identify a problem and start the process of applying for traffic calming measures and/or requesting enforcement efforts. Residents can also educate each other on their traffic-related issues.

Police Department – The Police Department is responsible for enforcement of traffic laws to ensure accountability and safety of the roadway users.

Public Works Department – Public Works staff gathers and evaluates data, reviews the traffic calming applications, provides suggested traffic calming devices, as well as installs and maintains appropriate traffic calming measures.

## Traffic Calming Strategies - The 5 E's Approach

**Education and Awareness** - Residents need to be aware of the traffic issue and reminded of their importance in the solution. Vehicles, transit, cyclists, and pedestrians need to understand how they impact the system. Residents and motorists can also distribute educational materials to notify the other residents of traffic issues in that area.

**Encouragement** – It is integral that residents and motorists are part of the solution. They must drive in the manner that they want others to drive, which will encourage good driving behavior.

**Enforcement** - The Peoria Police Department is responsible for enforcing traffic laws.

**Engineering** – The Engineering department is responsible for collecting data and using industry standard guidelines, traffic calming designs, and best practices, to determine appropriate cost-effective solutions that fit each unique situation.

**Evaluation** – Data collected before the complaint and after the complaint will assist City staff in monitoring the effectiveness of the traffic calming measures to ensure the solutions are working.

## Traffic Calming Eligibility

Streets are eligible for the City of Peoria's traffic calming program if:

- The street in question is a City-owned street.
- The average violation rate of the statutory or posted speed limit is greater than 25 percent.
  - This assumes that the speed limit was determined by an engineering speed study.
- The 85th percentile speed for the study segment is greater than 5 MPH over the posted or statutory speed limit. (85<sup>th</sup> percentile speed is defined as the speed at or below which 85 percent of the drivers travel on a road segment)
  - This assumes that the speed limit was determined by an engineering speed study.
- The street segment (length of street) is greater than ¼ mile in length.
- The street segment (length of street) is not interrupted by at least one traffic control device (for example, stop sign or stop light).

Streets are NOT ELIGIBLE for the City's traffic calming program if:

- The streets are owned by IDOT, Peoria County, or Townships (I-74, War Memorial Drive, Knoxville Ave, Lincoln Ave, Howett St, etc.).
  - For IDOT streets contact IDOT at 1-800-452-4368 or visit the IDOT website <https://idot.illinois.gov/travel-information/report-a-problem/index>
  - For County Streets contact the County at 309-697-6400 ext. 142 or [pchighway@peoriacounty.org](mailto:pchighway@peoriacounty.org)
- The average violation rate of the statutory or posted speed limit is less than or equal to 25 percent.

- This assumes that the speed limit was determined by an engineering speed study.
- The 85th percentile speed for the study segment is less than 5 MPH over the posted or statutory speed limit. (85<sup>th</sup> percentile speed is defined as the speed at or below which 85 percent of the drivers travel on a road segment).
- The Street segment (length of street) is less than ¼ mile in length.
- The Street segment (length of street) is interrupted by at least one traffic control device (for example, stop sign or stop light).

**For traffic calming on roadways that are not eligible**, traffic calming shall be evaluated as part of planned City projects designed following the City of Peoria Complete Streets Policy and subject to the City's budget process.

### Traffic Calming Levels

Peoria has four levels of traffic calming. City staff will determine the best options for your street.

**Level 1: Education, Enforcement and Encouragement** can be used on most City-owned streets and have small costs.

**Level 2: Striping Modifications** can be used on many City-owned streets and have small costs.

**Level 3: Retrofit** can be used on many City-owned streets and have higher costs. Some of these measures may not be appropriate for your street.

**Level 4: Engineering Design** can be used on many City-owned streets and typically is used with full engineering design, traffic studies, and public involvement as part of a planned City project. Level 4 projects have significant costs.

## **Traffic Calming Measures**

There are ranges of tools available to control traffic speed and reduce volume, each with its associated costs, benefits, and rules for proper application. The following is a list of measures that may be considered in the development of a traffic calming solution.

### **Level 1: Education and Enforcement Measures**

#### **Education**

Educational materials about traffic concerns can be provided and distributed by Public Works through a variety of means, including newspapers, flyers, banners, doorhangers, electronic message boards, social media, NextDoor posting, and neighborhood meetings. Public Works will also create transportation-related educational materials on social media and the city's website [www.Peoriagov.org](http://www.Peoriagov.org).

#### **Police Enforcement**

Police enforcement consists of the presence of police to monitor speeds and other inappropriate driving behavior and it is used as an initial attempt to increase driver awareness and compliance on streets. Police can also issue citations, when necessary. Police enforcement is most applicable on streets with documented speeding problems or notable stop sign/red light violations that need quick mitigation. It can also be used during the learning period when new devices or restrictions are first implemented.

#### **Electronic Speed Monitoring Devices**

A mobile radar display trailer informs drivers of their speeds. A radar speed monitoring sign is a sign which captures a vehicle's speed and displays those digits like the radar trailer, however it is a sign which can be installed on a pole. A speed spy is an electronic box that collects data in a covert manner. This device blends in with a normal utility box and will collect speed data used to determine the best time for enforcement details. The radar trailer can be used on any city street where speeding is a problem and there is adequate roadside capacity to accommodate the trailer without creating a hazard. The Peoria Police Department has mobile radar displays, speed spies, and radar speed signs that can be requested by completing the issue identification form and requesting radar trailers.



#### **Applicability of Level 1 Measures**

Level 1 measures can be used on most streets within the city. City staff will determine the best options for your street.

## Level 2: Striping Modifications



### Bicycle Facilities

The addition of bicycle facilities, such as bike lanes and sharrows help utilize the right-of-way space and create narrower travel lanes. This gives the impression of a narrower street, which may help reduce traffic speeds. The need for bicycle facilities will be evaluated in accordance with the City's Bicycle Master Plan, available here: <https://www.peoriagov.org/850/Plans>.

### Marked Crosswalks

Marked crosswalks show the pedestrian where to identify a legal crosswalk. Proper signage may also be installed at these locations. Marked crosswalks are most appropriate and often used at controlled (stop sign or traffic signal) intersections, near schools, and other large pedestrian generators.



### Edge-line Striping

Edge-line striping is used to create narrow travel lanes which give the impression of a narrower street. This visual cue may help reduce overall speeds. Striping can be at curb end or midblock to create a median. Edge-line striping is most applicable on long, wide residential streets with speeding traffic. Edge-line striping may include defining the parking lane of a street.

### Parking Modifications

Adding or removing parking from roadways may sometimes be a solution to traffic concerns. The addition of parking on one or both sides reduces the width of travel lanes and may cause traffic speeds to slow down. Defined parking areas may also shorten pedestrian crossing lengths at intersections. The removal of parking is sometimes necessary for emergency access or for sight distance at intersections. Sight distance at an intersection is defined as the distance a driver can see cars approaching vehicles before their line of sight is blocked by an obstruction near the intersection.



### Applicability of Level 2 Measures

Level 2 measures can be used on many city-owned streets. City staff will determine the best options for your street.

### Level 3: Retrofit Measures



#### Speed Feedback Signs (Radar Speed Display Signs)

Radar speed display signs, like the radar speed trailer, inform drivers of their speeds in relation to the posted speed limit. These signs, intended for longer term use, are generally intended for multi-lane streets with higher speed limits and moderate volumes. These signs can lose effectiveness after a while, so the City may install them for a period of time then move them to another location.

#### Flashing Beacons and Pedestrian Activated Rapid Flashing Beacons (RFB)

Flashing beacons can be placed at entrances to school zones (on streets with posted speed limit above 25 mph) or at uncontrolled (no stop signs or no traffic signals) crosswalks to enhance the visibility of the school zone or crosswalk. Flashing beacons for school zones are activated during the school's pick-up and drop-off times. Flashing beacons at uncontrolled locations with high vehicle and pedestrian volumes are generally activated by pedestrian push buttons.



#### Rectangular Rapid Flashing Beacons (RRFB)

Rectangular Rapid Flashing Beacons are pedestrian-actuated (activated) lights that, used along with warning signs, can improve safety at an uncontrolled (no stop signs or no traffic signals) marked crosswalk. These are most often used at locations with high pedestrian crossings but no traffic controls, often at mid-block and not at the intersection.

#### Speed Humps

Speed humps are areas of pavement raised three (3) inches in height over a minimum of 12 feet in length, designed to lower travel speeds through a roadway corridor. Speed humps have pavement markings, advisory signs, and advanced warning signs. Speed humps can be used on residential 2-lane local or minor neighborhood collector roadways, with a maximum posted speed limit of 30 mph to address speed problems. They also may be used to deter cut-through traffic.





### Raised Crosswalks/Speed Table

Raised crosswalks are speed humps placed at a crosswalk. They function as an extension of the sidewalk and allow the pedestrian to cross the street at a raised grade increasing their visibility and slowing vehicles.

### Speed Hump/Raised Crosswalk/Speed Table Applicability

Speed humps/raised crosswalks/speed tables create a vertical deflection in the roadway surface., There are certain locations where speed bumps/humps will not be considered based upon extensive national experience and best practices. For speed hump consideration, the road must meet all the traffic calming eligibility criteria defined in the Traffic Calming Eligibility section and the criteria listed below.



<b>Speed Humps Allowed</b>	<b>Speed Humps NOT Allowed</b>
Residential Streets	Arterial Streets
Minor neighborhood collector	Collector Streets
Maximum Speed limit 30 mph	Truck Routes
	Bus Routes
	Snow Routes
	Dead End Streets
	Alleys
	Roads within ¼ mile of Hospitals or Fire Stations

### Diverters

Diverters are physical barriers installed at intersections that restrict vehicle movements in selected directions. The diverters may be designed to prevent right- or left-hand turns, to block straight ahead travel and force turns to the right or left. Diverters can be considered on local streets where documented cut-through traffic is a major problem. These are not used very often because they disrupt the transportation network and force traffic onto adjacent streets.





### Medians

Medians are the area between opposing lanes of traffic used to separate traffic directions. Medians can be pavement markings or raised islands. Medians can be used on wide streets to narrow the travel lanes and ease pedestrian crossings.



### Pedestrian Refuge Island

A pedestrian refuge island is a median with a refuge area in the middle of the crossing to help protect pedestrians who are crossing a wider road. Pedestrian refuge islands are often used on mid-block crossings on multi-lane roads and may also be used with rapid flashing beacons, marked cross walks, and other measures.

### Traffic Circles

Traffic circles are raised circular medians that direct traffic counterclockwise within an intersection. Vehicles must change their direction of travel to maneuver around the circle, which slows vehicles through the intersection. Traffic circles can help manage speeds, reduce volume, and improve side street access.



### Applicability of Level 3 Measures

Level 3 measures can be used as a retrofit treatment or with full engineering design. Some of these traffic calming measures may not be appropriate for your street. City engineering staff will determine the best options for your street.

### Level 4: Engineering Design Measures

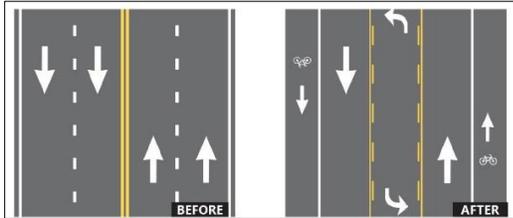


### Bump Outs

Bump outs extend the sidewalk or plaza space into the road, which narrows street width at intersections and creates better visibility between the pedestrian and the vehicle. Bump outs shorten the crossing distance for the pedestrian or cyclist, thus creating safer crossings while encouraging drivers to slow down.

## Road Diet

A road diet is a reconfiguration of a road section often reallocating the space in the right-of-way (ROW). Road diets typically consist of reducing the number of lanes or width of the road to improve safety. Road diets create a road section with fewer lanes and often increased pedestrian or bicycle accommodations. A four-lane roadway may go to a two-lane road with a center bi-directional turn lane. Road diets may also reduce the width of the travel lanes from 12 feet to 10 or 11 feet. Once the lanes have been reduced, the additional space in the ROW may be used to widen sidewalks or add or enhance bicycle accessibility.



**Before and after example of a Road Diet.** Source: FHWA

## Raised Intersection

Raised intersections, like speed humps and raised cross walks, include a vertical deflection in the road surface. The entire intersection is raised, not just at the cross walks. Pedestrians cross the street at a raised grade, thus increasing their visibility. Due to the cost and complex design, raised intersections are only applicable at some locations and require full engineering design.



## Roundabouts



The US Department of Transportation Federal Highway Administration says, *“The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an*

*environment where crashes that cause injury or fatality are substantially reduced.”* Due to the cost and complex design, roundabout intersections are applicable on some City reconstruction projects. These designs would include public involvement to get input and support.

### Road Closure

A full road closure of the street blocks both lanes of travel, resulting in the street becoming a dead end. Closures are infrequently used because of the disruption to the transportation network that forces traffic onto adjacent streets.



### Applicability of Level 4 Measures

Level 4 measures typically require full engineering design, traffic studies, and/or as part of a planned city road reconstruction project. These measures are often very expensive, require public input, and take more time than other measures.

### **Traffic Calming Device Removal Process**

Traffic calming improvements may be removed from a street segment by petition. For this to occur, this process requires approval of at least 90 percent of property owners within the original petition area. The removal process may not start until the improvements have been in place for at least a five-year period, unless waved by the Public Works Director.

## **Traffic Control and Traffic Management Measures**

### Traffic Signals

Traffic signals are used to provide an orderly movement of vehicles and pedestrians at an intersection. Traffic signals are placed at locations that meet warrants per the Manual on Uniform Traffic Control Devices (MUCTD).

### Stop Signs

Stop signs are intended to assign the right-of-way among motorists, pedestrians, and cyclists at an intersection. Although many citizens believe that stop signs help reduce speeds on their street, numerous studies have shown that speeds are as high or higher at mid-block than those locations without stop signs. Placing unnecessary signs can have the unintended effect of causing drivers to ignore all traffic regulation signs creating unsafe conditions.

The Manual on Uniform Traffic Control Devices (2B.04 -5) states that stop signs should not be used for speed control. Stop signs should be placed at locations that meet criteria per the MUCTD. This criteria includes crash history, conflicting vehicular traffic at the intersection, and proximity to schools or parks and any unusual conditions, such as the layout of the intersection. Stop signs are typically used on non-arterial streets and intersections.

If there is a problem with vehicles running a stop sign, Public Works will perform a visual inspection to see if there are obstructions like trees or vegetation that are blocking the sign that need to be removed. Public Works will also determine if providing other visibility enhancement measures such as spinners or flashing beacons could be effective. If visibility isn't an issue, then enforcement is needed to ensure that vehicles are stopping at the stop signs.

### Reduced Speed Limits

Speed limits are set based on regulatory requirements or engineering studies. State law sets the speed on residential roads at 30 mph and 15 mph in an alley unless otherwise posted. School zones are posted at 20 mph. Drivers tend to drive the speed limit that they are comfortable with based on the conditions of the road, regardless of the posted speed limit. Signs with a reduced speed limit to attempt to prevent speeding are often ignored by the driver, which then creates a condition where drivers ignore all speed limit signs. Boulder, Colorado created a "Twenty is Plenty" program which reduced speed limits to 20 mph, however the results did not show a reduction in speed on those streets. Arbitrarily reducing speed limits typically does not impact drivers' behavior and can cause drivers to ignore all regulatory signs. The city of Peoria does not recommend adjusting speed limits without an engineering study to justify the speed limit change.

### Slow Children Playing Signs

Slow Children Playing signs are not approved as part of the Manual on Uniform Traffic Control Devices (MUTCD) and are not recommended by the Illinois Department of Transportation (IDOT). These signs are often ignored by drivers creating a false sense of security for families. This creates more dangerous conditions for the neighborhood. Drivers should assume there are

children in all residential areas. The city of Peoria does not install these signs.

### No Truck Traffic Restrictions

Occasionally, the City gets requests to restrict truck traffic. City Ordinance Section 28-467 Truck Traffic Prohibited lists the regulations for truck traffic restrictions. The city will evaluate truck restriction request and make a recommendation. If the restriction is recommended by staff, an ordinance will be taken to Council for approval. Once it is approved, the truck restriction signage will be installed.

### **Additional Resources**

Traffic Calming: State of the Practice Institute of Transportation Engineers (ITE)/Federal Highway Administration (FHWA)

<https://safety.fhwa.dot.gov/saferjourney1/library/pdf/toolsintro.pdf>

Federal Highway Administration (FHWA) Proven Safety Countermeasures

<https://highways.dot.gov/safety/proven-safety-countermeasures>

Institute of Transportation Engineers (ITE) Traffic Calming Resources

<https://www.ite.org/technical-resources/traffic-calming/>

Federal Highway Administration (FHWA) Traffic Calming ePrimer

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

Manual on Uniform Traffic Control Devices (MUTCD) <https://mutcd.fhwa.dot.gov/>

2009 Edition: Stop sign information: 2B.04 Guidance 05

Boulder, CO Twenty is Plenty results <https://boulderbeat.news/2022/03/11/20-is-plenty-speeds/#:~:text=Boulder's%20%20is%20Plenty%20push,a%20staff%20analysis%20has%20found.>

Safe Transportation for Every Pedestrian US FHWA

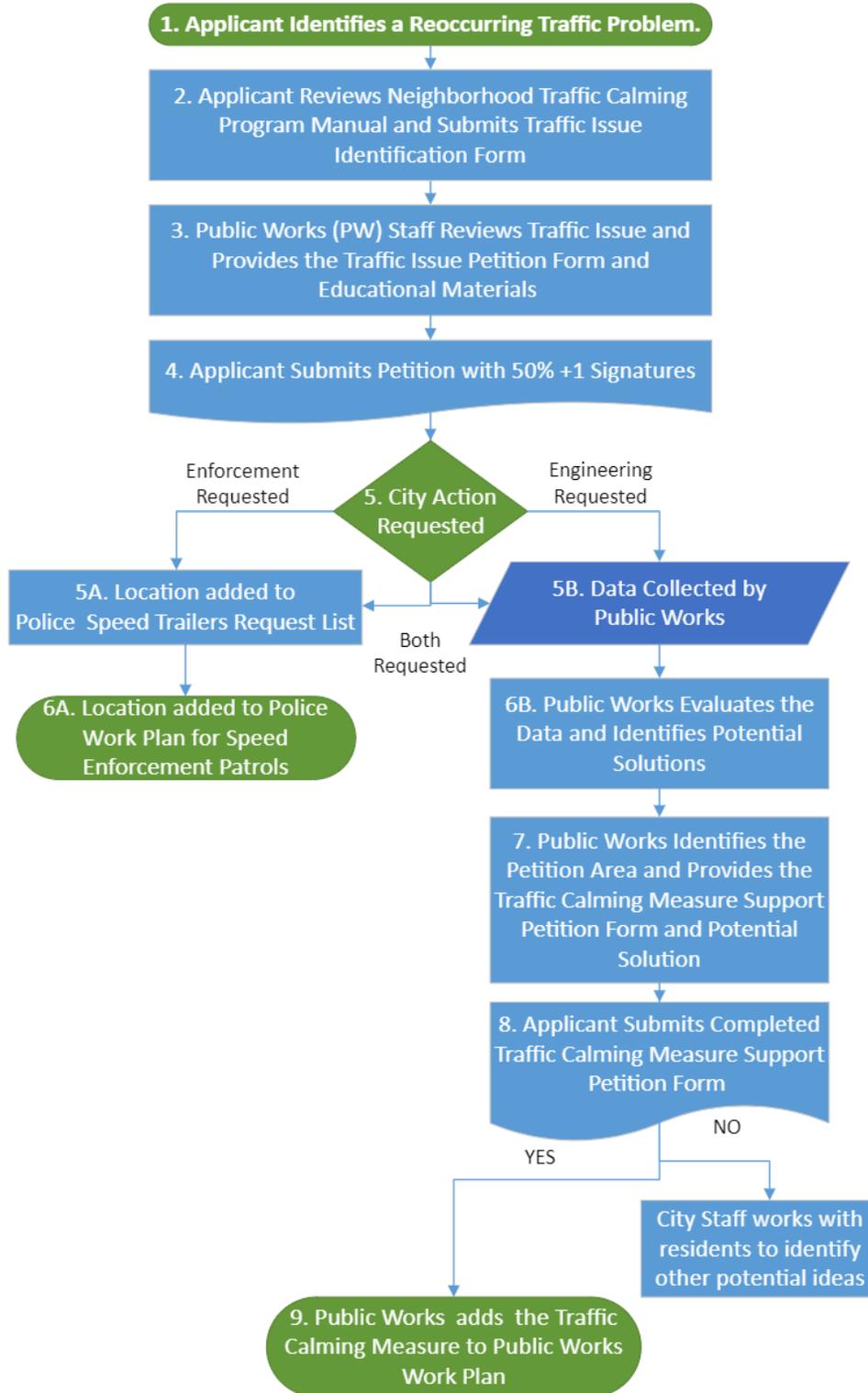
<https://highways.dot.gov/safety/pedestrian-bicyclist/step>

FHWA PEDSAFE

<http://www.pedbikesafe.org/PEDSAFE/>

# Traffic Calming Request Process

## Traffic Calming Request Flowchart



## Traffic Calming Program Request Process

### **Step 1.** Applicant Identifies a Reoccurring Traffic Problem

Applicants include community members, neighborhood associations, government officials, or other groups. Common traffic problems include complaints of reoccurring speeding, parking issues, signage, or other traffic-related problems.

### **Step 2.** Applicant Reviews Traffic Calming Program Manual and Submits Traffic Issue Identification Form

Applicants should review this Traffic Calming Program Manual to fully understand their responsibilities and the process prior to applying. The applicant will then complete the form which describes the problem, the frequency, the location, and any additional information on the problem. The applicant requests enforcement, engineering, or both. The applicant will use available map resources to determine the classification of the street, the traffic counts and other information defining the area. The form (available at the City of Peoria's website [www.peoriagov.org](http://www.peoriagov.org)) should be submitted to Public Works at the email address or mailing address identified on the form.

### **Step 3.** Public Works Staff Reviews Traffic Issue and Provides the Traffic Issue Petition Form and Educational Materials

Public Works reviews the Traffic Issue Identification form and the problem identified. Public Works will create the petition area based on the issue identified and send the petition, along with educational materials, to the applicant. The results of the petition will determine if this is a collective issue and what city involvement is requested by the residents. City staff will contact the applicant within approximately 30 days.

### **Step 4.** Applicant submits Signed Traffic Issue Identification Petition

Since education is a key component to making the neighbors aware of the traffic issue and their role in improving the situation The applicant will distribute educational materials in the petition area at the time of collecting signatures for the petition. Each property owner will identify the involvement they would like to see from the city: enforcement, engineering, or both. The petition requires 50% + 1 of properties identified by the City for the process to move forward. Once the appropriate number of signatures have been collected, the applicant will send the petition to Public Works.

### **Step 5.** City Action Requested (Enforcement (5A), Engineering (5B), or Enforcement and Engineering (5C))

#### **Step 5A.** Enforcement Requested- Location Added to Police Speed Trailer Request List

If the signed petition requests enforcement, Public Works will send the petition and information to the Police Department. Police will review the request and add the location to the request list for the device. The Traffic Unit will assess the location to determine which device will be used. The Peoria Police Department may use electronic speed monitoring signs, speed trailers, speed spies, or other electronic speed monitoring devices. The device will remain in the requested area for a minimum of one week, to collect necessary data.

### **Step 5B.** Engineering Requested- Data Collected by Public Works

If the signed petition requests engineering, Public Works staff will review existing records for the area (collisions, speed and volume, and roadway geometry). Depending on the request and type of data needed, Public Works may install a traffic and speed counting device. Public Works has a limited number of these devices, and the devices are typically installed on a first-come, first-serve basis. The device will be placed in your area for approximately one week. The speed counting devices cannot be used during cold temperatures due to the sensitivity of the electronics. They are typically used between April through October. The typical wait time to get the devices installed is approximately 30-60 days, not including the break over the winter, but varies depending on the number of requests.

### **Step 5C.** Enforcement and Engineering Requested

For application requesting both enforcement and engineering, Public Works will send the application to the Police Department and will investigate the issue. Steps 5A and 5B will be followed.

### **Step 6A.** Enforcement Requested - Location Added for Police Enforcement Patrols

The data collected by the Peoria Police from the speed devices will help identify when enforcement details should be conducted. The Traffic Unit will use handheld or vehicle mounted radar systems to monitor speed in the requested area and take enforcement action.

### **Step 6B.** Engineering Requested - Public Works Staff Evaluates the Data and Identifies Potential Solutions

The following criteria are used in the initial staff review of traffic calming requests and validation of "significant issues." The roadway in question must meet at least one of the following:

- A documentable collision pattern (bike, pedestrian, motor vehicle).
- The 85th percentile speed profile is greater than 5 mph over the posted or statutory speed limit. ((85<sup>th</sup> percentile speed is defined as the speed at or below which 85 percent of the drivers travel on a road segment)
  - This assumes that the speed limit was set based on statutory requirements or an engineering study.
- Average violation rate of the statutory or posted speed limit is greater than 25 percent.
  - This assumes that the speed limit was set based on statutory requirements or an engineering study.
- A documentable problem of an inappropriate number of "through" motor vehicles on the street or in the area, not related to neighborhood generated traffic. This is not considered a common problem since the transportation system is considered a network of connected roads. Publicly owned streets are open to the public for use.

If the data identifies a traffic problem, Public Works staff will identify possible traffic calming solutions. See section Traffic Calming Measures for potential solutions.

**Step 6C.** Location added to Police Enforcement Patrols and Public Works Identifies Potential Solutions

For application requesting both enforcement and engineering, Public Works will send the application to the Police Department and will investigate the issue. Steps 6A and 6B will be followed.

**Step 7.** Public Works Staff Identifies the Petition Area and Provides the Traffic Calming Support Petition and Potential Solution

City will identify the petition area for signatures to be collected by the applicant. The petition will include the recommended traffic calming measure and the location it will be placed. The petition will be forwarded to the contact person listed on the application along with the potential solutions. Typical wait time after the data has been received for City staff to identify the solution and send the petition area is approximately 30 days.

**Step 8.** Applicant Submits Completed Traffic Calming Support Petition

The applicant will collect signatures from the study area that show support from at least 75 percent of the properties (one signature per property) within the defined petition area. This lets the residents of the area know what traffic calming measure is recommended and the proposed location. If 75 percent of the residents support the measure, the project will move to Step 9. Requests that do not have a minimum of 75 percent support will not be eligible for Traffic Calming. However, it may be possible for City staff to identify other potential traffic calming measures.

**Step 9.** Public Works Staff adds the Traffic Calming Measures to the Public Works Work Plan

Engineering staff will finalize the design and add the project to the Work Plan. The Work Plan is a list of traffic calming projects. Construction of traffic calming improvements will typically be done in the order in which they are approved, however, staff recommendations may change the order. The City budgets approximately \$100,000 per year in engineering for traffic calming measures. Once that budget is spent, the project stays on the list until funding is available in the future. Typical wait time for the traffic calming measures to be installed depends on the list or projects ahead of your request.