



# Residential Traffic Management Program

*October 7, 2024*

Presenting 6/24/24 admin report and review the Residential Traffic Management Program (RTMP) and recent developments.



- 10/14/19 – Council Approves Revisions RTMP
- 9/25/23 – Council Received Traffic Calming Measures Admin Report
- 11/6/23 – Council Received Traffic Calming Measures Presentation
- 6/24/24 – Council Received RTMP Admin Report



- Federal grant to develop a strategy to prevent roadway fatalities and serious injuries in our City.
- Consultant selected and kick-off identified for start of October.
- Includes peer review of traffic calming programs against our RTMP; Consultant will suggest revisions, including best industry practices.
- Includes the consultant reviewing and suggesting revision to the City's Code of Ordinances and UDO for opportunities to prioritize safety.
- Completion expected in the summer/fall of 2025.

# Recommendations

Staff recommends Council to postpone revising the RTMP until SS4A can provide recommendations for additional traffic calming measures and thresholds [Expected summer/fall of 2025].

While SS4A progresses, staff will review possible pilot speed cushion demonstration locations.



It was asked for more options besides speed bumps / humps.

- Staff concerns include funding, liability, complexity, and time

Can stop signs assist on neighborhood main roads to reduce speeding?

- City follows MUTCD which states “YIELD and STOP signs shall not be used for speed control.”

Can Bond funds be used for traffic calming measures?

- Yes, Bond funds can be used for traffic calming measures

What information is the presentation and RTMP based on?

- Admin report was based on national information; RTMP – regional

How do new developers decide where to put traffic controls and calming measures?

- Developer & industry knowledge
- City's Unified Development Ordinance (UDO) has requirements
- Staff review and propose/require revisions as-needed

Asked for more information on the RTMP due to unfamiliarity.

- Agenda includes speed hump RTMP & draft workflow summary

Complaint driven process; Approximately 80+ annual requests

<u>Road Requirement</u>	<u>Speed Hump</u>	<u>Multi-Way Stop</u>
Volume	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Length	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crash Pattern	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Support	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Non-Compliant Installation methods exists for speed hump(s)



1. Contact Person Requests Speed Hump(s)
2. City Staff Review Suitability of Road for Speed Hump(s)
- 3.\* City Staff Perform Speed Study & Notify Contact Person of Result
- 4.\*\* City Staff Determine Affected Area
5. Contact Person Collects Petition Signatures
6. City Installs Speed Hump(s)

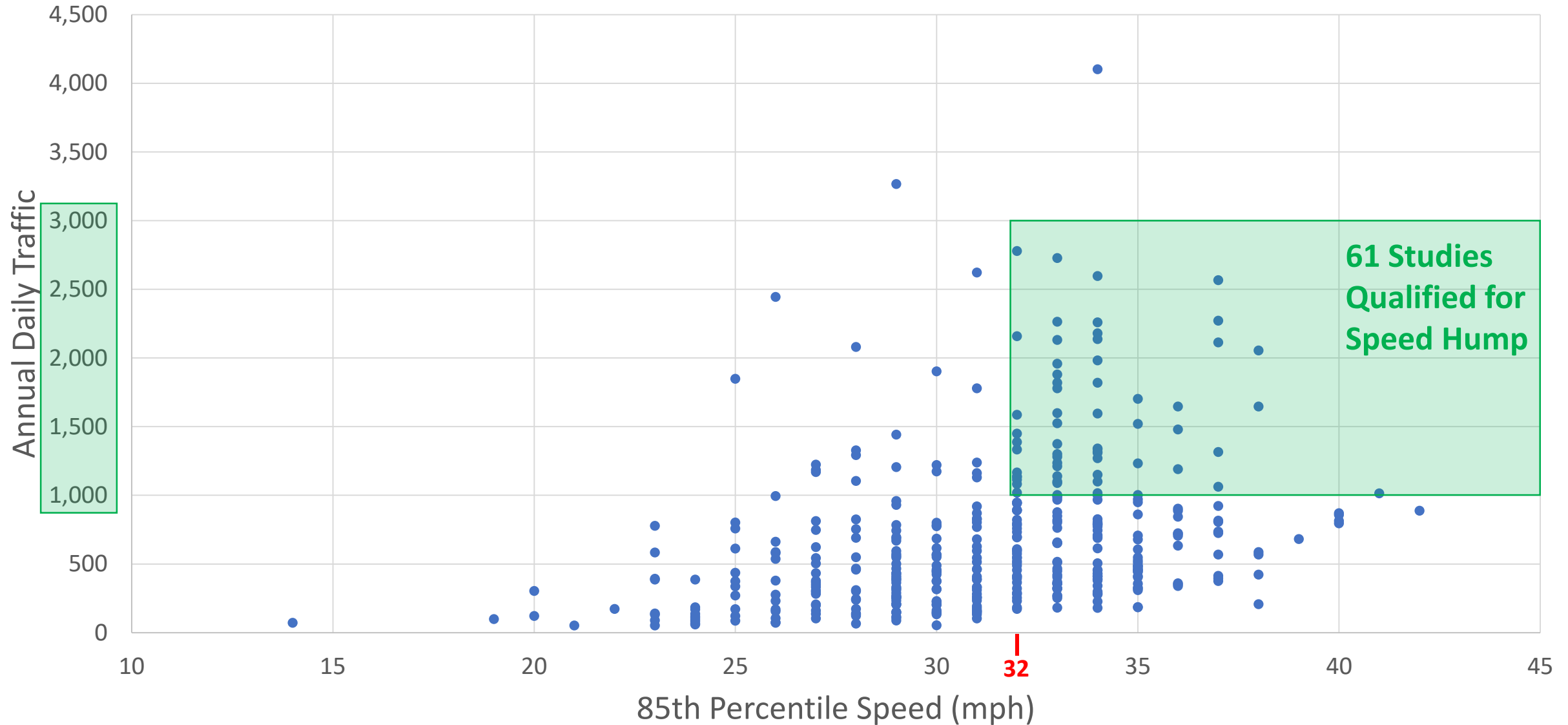
*\*Assumes road is suitable for speed hump(s)*

*\*\*Assumes road meets RTMP thresholds*



# Historic RTMP Requests

<u>Fiscal Year</u>	<u>Study Requests</u>	<u>Speed Humps Installed</u>
<b>Pre - 21</b>	Unavailable	85
<b>21</b>	81	4
<b>22</b>	106	7
<b>23</b>	83	9
<b>24</b>	57	16
<b>25 (To Date)</b>	9	0



- 4 studies currently being conducted as of 9/25/24.
- Petitions require either physical signature collected by Contact Person or signing of online petition at our traffic services website.
- The City has 34 open petitions for speed humps.
  - Oldest petitions are from September 2021 (Chilton Drive; Tiree Drive)



- Installation of speed hump is \$3,000 - \$5,000 and varies based on factors including roadway width and material prices.
  - Current Average is \$3,300
- FY24 Budget = \$75,000
- FY25 Budget = \$10,000



- Staff are researching possible pilot speed cushion implementation.
- Coordination with other departments is needed.
- Researching demonstration locations for speed cushions.



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