



Slow Streets Program

Catrine Machi, Senior Transportation Planner

Agenda



- Background
- Program overview and process
- Complete Streets Commission Feedback
- Recommendation





Background

- 2004 – Neighborhood Traffic Management Program (NTMP) was established
- 2020 – Transportation Master Plan (TMP) recommendation to streamline
- 2020 – NTMP was paused
- 2022 – Complete Streets Commission provided feedback on NTMP in April
- 2023 – City Council Direction to update NTMP in September
- 2024 – Vision Zero Action Plan (VZAP) was adopted



Background – Why Update the NTMP?

- City Council Direction
 - Return with an update on the VZAP, followed by refinement of the NTMP process
 - Develop criteria and prioritization of sensitive populations
 - Focus on speed reduction and safety requests
 - Identify staff for evaluating requests and funding resources to implement project
- NTMP required neighborhood petition which did not provide equal access to all residents
- Multi-year timelines require more resources



Slow Streets Program Overview

- Successor to NTMP
- Neighborhood streets
 - Per General Plan: Neighborhood Connector, Bicycle Boulevard, and Local Access
- Objectives
 - Encourage safe speeds on neighborhood streets and maintain neighborhood circulation
 - Use data-driven and equitable approach to prioritize projects
- Key Changes
 - Removal of the petition requirement
 - Batched review process
 - Data-driven scoring



Program Process - Intake

- An online form will be available on the City's website
 - Public outreach would involve digests, website update, coordination with Safe Routes to School task force and Complete Streets Commission
- Upon submission of a safety concern by the public, staff will review and follow up as needed if more information or clarification is required to complete the intake process

Program Process – Eligibility Review

- Neighborhood streets
- Requests that are not eligible for the Program may be considered through other city processes
 - Higher Classification Roadways – TMP, Vision Zero, CIP
 - Parking Removal – Pursuant to Municipal Code 11.24
 - Other Service Requests – Maintenance services

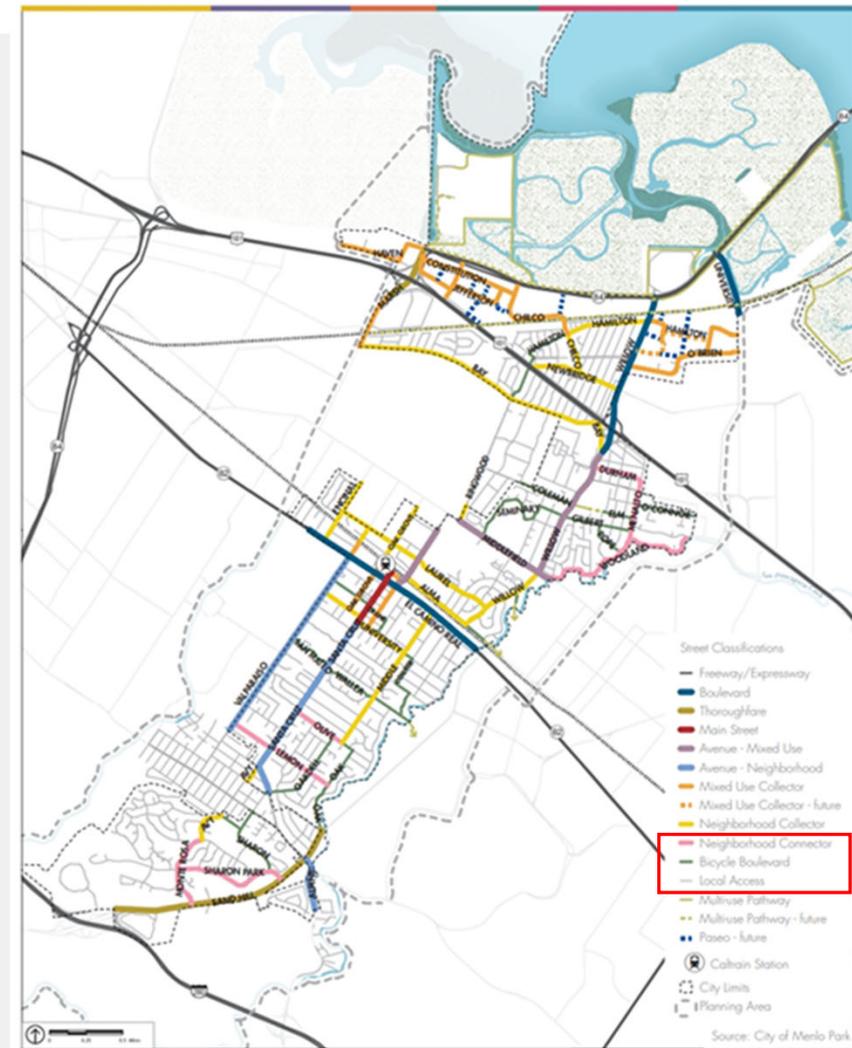


FIGURE 2: STREET CLASSIFICATIONS



Program Process – Evaluation and Prioritization

- Prioritized using a point-based system
- Focuses on the relative severity and frequency of safety concerns on each street segment
- Points are assigned to each project based on:
 - Speeds, injury collisions, and traffic volumes
 - Proximity to community activity centers such as schools, parks, and pedestrian/bicycle bridges or undercrossings
 - Located within an underserved community
- Speed and volume data is currently sourced from StreetLight data



Program Process – Point-Based System

Metric	Purpose	Threshold	Scoring
Speed - 85 th Percentile	Speeding is a primary contributor to safety	every mph over the speed limit	+1 point
Injury Collisions	Provides direct evidence of existing safety concerns	every collision on the segment based on most recent 3 years	+2 points
Volume – Annual Average Daily Traffic	Increases exposure to potential conflicts	every 500 above 750	+1 point
Community activity centers	Higher concentrations of pedestrians and bicyclists	Adjacent or not	+1 point
Underserved community	Supports equitable investment and resource allocation	In or Out	+1 point



Program Process – Sample Scoring

Location	85TH % Mon-Thurs	AADT Mon-Thurs	Collisions	85TH %	AADT	Activity Center	Underserved Community	Total Score
Street A	30	1,300	2	5	2	1	0	10
Street B	27	2,600	0	2	4	1	0	7
Street C	23	1,300	2	0	2	1	1	6
Street D	26	800	2	1	1	0	0	4
Street E	23	1,500	0	0	2	0	0	2 0

AADT: Annual Average Daily Traffic – the average number of vehicles on a roadway segment over a year.



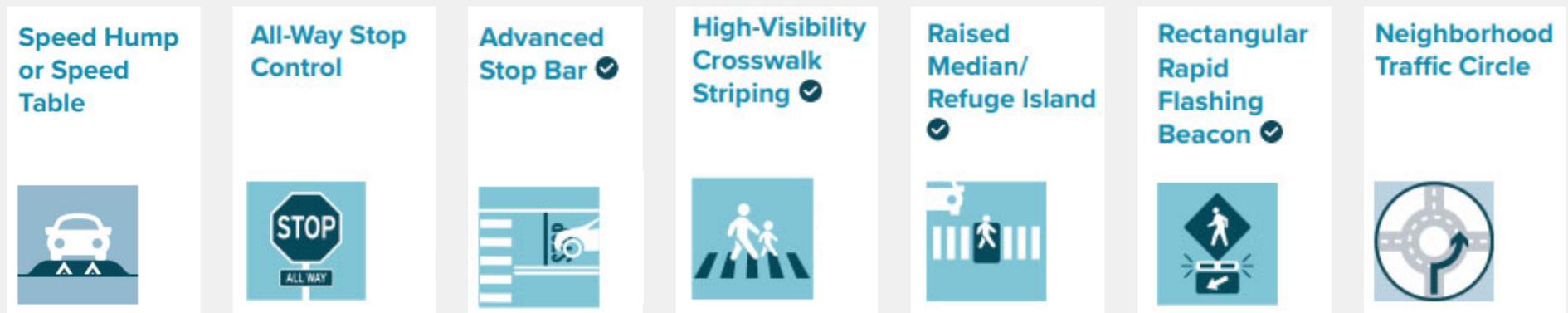
Program Process – Sample Scoring

- Projects with points for speed that are on an emergency route will require further study and coordination
- Projects with no points for speed or collisions will not be further evaluated or prioritized

Location	85TH % Mon-Thurs	AADT Mon-Thurs	Collisions	85TH %	AADT	Activity Center	Underserved Community	Total Score
Street on Emergency Route	26	800	2	1	1	0	0	4
Street With Low Speeds and No Collisions	23	1,500	0	0	2	0	0	2 0

Program Process – Design

- Selected project(s) will proceed to the conceptual design phase
- Conceptual designs will be presented to the CSC for feedback and community input



Images: Examples of traffic calming measures from the VZAP Toolbox



Program Process – Implementation

- Projects may be advanced through three delivery pathways, depending on project location, scale and available budget
 - Quick Build – Smaller-scale projects that can be implemented with limited design and resources and implemented within the fiscal year
 - Capital Improvement Plan – Added to the projects in the next 2-3 years (e.g., Street Maintenance Program)
 - Larger or more complex projects that may be incorporated into the City’s 5-Year CIP (e.g., Coleman Ave. Pilot)
- Following design finalization and resource allocation, approved projects proceed to construction or installation



Program Process – Implementation Authority

- Municipal Code Section 11.12.010 states that the City Council may, by ordinance or resolution, establish traffic control devices
 - Speed humps do not require City Council action
 - All other devices require City Council action
- Staff recommends an implementation process allowing city manager or designee to install traffic control devices



Program Process – Implementation Example

- Capital Improvement Plan – Street Maintenance Program
 - Top ranked segment
 - Opportunity to include in the planned resurfacing project
 - Recommended traffic calming design – two speed humps
 - Estimated cost is \$15,000 per speed hump, total of \$30,000



Complete Streets Commission (CSC) Feedback

- January 14 – CSC reviewed and recommended the Program to City Council with the following modifications:
 - Changing the scoring on vehicle speeds over the speed limit from linear to non-linear
 - Not incorporated
 - Include a scoring factor to reflect bicycle and pedestrian usage on neighborhood streets
 - Incorporated into Program



Recommendation

- Staff is seeking City Council direction on the Program and the proposed implementation process to support administrative efficiency
- Staff would return in April and recommend City Council's adoption of the Program as a consent item



Thank You