

## TRAFFIC MANAGEMENT POLICY

The City has developed Traffic Management Guidelines in an effort to provide residents with traffic concerns access to traffic management measures that may serve to alleviate their concerns. It is the intent of this policy to identify traffic calming measures; establish speed and volume thresholds for the implementation of measures and; define step-by-step procedures to address traffic concerns.

### *General*

The Goals of the Traffic Management Program are:

- A. Manage the speed of vehicles on residential streets with “demonstrated speeding concerns” (as defined in this Policy) to levels consistent with residential speed limits, or other posted speed limits as determined by the California Vehicle Code or the City of Newport Beach Municipal Code.
- B. Discourage the use of local residential streets by non-local (cut-through) traffic by making the streets less attractive as commuter routes.
- C. Develop and emphasize focused neighborhood educational programs that can address residential traffic concerns. This shall be accomplished by the preparation of a traffic calming pamphlet; holding neighborhood meetings; and public hearings before the City Council.
- D. Implementation of selective police enforcement actions to address traffic related concerns.
- E. Minimize impacts on emergency vehicle response times, which may potentially be caused by implementation of traffic calming measures.
- F. Limit the potential for shifting traffic from one residential street (or neighborhood) to another when implementing traffic calming measures.
- G. Reduce the speed of vehicles on primary and secondary arterial roadways, and in school zones, through the use of devices, including, but not limited to, radar speed feedback signs when appropriate.
- H. Respond to concerns or complaints in a timely manner.

## *Definitions*

Traffic management measures for residential streets (as defined herein) generally fall into three (3) categories:

- A. Level 1 Tools are comprised of actions and programs that are primarily educational and enforcement based. These tools include neighborhood meetings, police enforcement, signing, and the use of a temporary speed radar trailer.
- B. Level 2 Tools include the construction of physical improvements on residential streets to address documented speed concerns. These tools include road narrowing, striping modifications, chokers, raised medians, gateways, neighborhood traffic circles, landscaping, speed bumps, speed tables, speed cushions and intersection channelization.
- C. Level 3 Tools include the construction of physical improvements to reduce traffic volumes on a local residential street. These tools include neckdowns, turn restrictions, cul-de-sacs, diagonal diverters, half-closures.
- D. A “residential street” is a local, two-lane street with a posted (or prima facie) speed limit of twenty-five (25) miles per hour (“mph”) or thirty (30) mph and a maximum width of forty-four (44) feet from curb-to-curb.

Definitions for the various traffic calming tools are included in the City’s Traffic Management Guidelines document, or any subsequent successor document.

## *Criteria*

- A. The implementation of Level 2 Tools on residential streets shall be considered for those public streets meeting **all** of the following criteria:
  - 1. The street segment shall be at least 800 feet in length, and have no intermediate STOP signs.
  - 2. The two-way volume of traffic on the street shall be between 500 and 4000 vehicles per day.
  - 3. A speed survey must demonstrate that the eighty-five (85) percentile speed is equal to or greater than thirty-two (32) mph on a posted (or prima facie) twenty-five (25) mph street, or equal to or greater than thirty-seven (37) mph on a posted thirty (30) mph street. Speeds above these thresholds indicate a “demonstrated speed concern.”

4. The street must have a sustained longitudinal grade of six percent (6%) or less. The street must have a horizontal and vertical alignment such that there is adequate sight distance, as determined by the City Traffic Engineer.
  5. Level 2 measures shall not be installed if, in the opinion of the City Traffic Engineer, they shall result in excessive diversion of traffic to parallel local residential streets.
  6. Proposed Level 2 measures shall be reviewed by the Police and Fire Departments for potential impacts to public safety response times.
- B. The implementation of Level 3 Tools shall be considered for those residential streets meeting criteria 1, 5, and 6 , as noted above, and as required by Level 2 Tools. In addition the following criteria must be met:
1. The volume of traffic on the street shall be greater than 4000 vehicles per day.

### *Process*

The following step-by-step procedures shall be used by the City to address traffic concerns on residential streets:

- A. A resident shall inform the City of a potential problem area. Any traffic calming request is required to include a petition signed by at least five (5) residents within the immediate vicinity of the problem area.
- B. The City shall review the roadway conditions and collect the appropriate traffic speed and volume data. If it is determined that an immediate safety issue exists, staff shall initiate a project to address the situation. Otherwise, staff shall initiate the appropriate Level 1 traffic calming measures.
- C. The Level 1 measures shall be in place for a minimum of three (3) months. If the Level 1 measures do not address the resident's concerns, the City shall review the traffic data that has been collected, discuss the issues with the Police and Fire Departments, and determine if the street qualifies for Level 2 or Level 3 measures. The residents shall be informed of the results of the traffic analysis.
- D. If the traffic data indicates that the residential street(s) may qualify for Level 2 or Level 3 measures, a letter shall be mailed out to the neighborhood asking residents to identify specific concerns. After responses to the letter are received, a neighborhood meeting shall be held. This meeting may be used to develop

recommended Level 2 or Level 3 implementation measures. A representative of the Public Works Department and the Police Department shall attend the meeting.

- E. Based upon resident input and staff analysis, a draft improvement plan shall be prepared and submitted to the residents together with an approved petition for signatures.
- F. A neighborhood representative shall be responsible for circulation of the petition and draft improvement plan. The petition shall be prepared by City staff together with the neighborhood representative, and shall be approved by the City Traffic Engineer prior to circulation. The City shall provide a map of the affected area and/or a listing of all affected addresses to the designated neighborhood representative. The petition should include only residences or businesses within the affected area. Person(s) circulating the petition shall attempt to obtain signatures from all affected residences or businesses that are either an owner or tenant and at least eighteen (18) years old. The petition must include the current address, printed name, and signature for person signing the petition. The petition requesting Level 2 or Level 3 traffic management measures must be supported by seventy percent (70%) of the total number of residential units/businesses. In the event that a traffic calming tool may increase traffic noise, one resident for each residence immediately adjacent to a proposed location of such traffic calming tool must sign the petition in favor of the draft improvement plan.
- G. If neighborhood support is demonstrated through the petition process, the project shall be forwarded to City Council for approval. All Level 2 or Level 3 measures on residential streets shall be approved by City Council prior to final design or construction. If the petition process is unsuccessful, City staff shall continue undertaking the appropriate Level 1 actions.

### *Priority*

Requests for the installation of traffic calming measures on residential streets using City funds shall be prioritized by the City Traffic Engineer considering the following factors:

- A. Date of petition submittal.
- B. Volume of traffic using the street.
- C. Percentage of traffic exceeding the threshold speed limit.
- D. Other factors including, but not limited to, number of houses, presence of parks or schools, street width, and number of residential driveways.

The City shall also take into account any letters of interest from the residents (or Homeowners Associations) to provide funding for all or part of the costs of the design and construction of the improvements.

*Guidelines for the Use and Installation of Fixed Radar Speed Feedback Signs*

Radar speed feedback signs are installed to provide a real-time dynamic display of a driver's vehicular speed at a particular location. In locations where traffic-calming features such as speed humps or chokers are not appropriate for the roadway, radar speed feedback signs can be an effective installation. This policy applies to signs in fixed locations, as opposed to radar speed feedback signs on trailers. A radar speed feedback sign shall be considered for use when all of the following minimum thresholds are met:

- A. The roadway under consideration is designated on the Master Plan of Streets and Highways as a primary or secondary arterial road.
- B. The average daily traffic (ADT) volume for the roadway segment is greater than 10,000 vehicles per day.
- C. The posted speed limit is thirty-five (35) mph or greater; or
- D. Within a school zone area, after review and recommendation of the City Traffic Engineer and Public Works Director.

Staff has developed a point system using the factors listed below. This point system can be used to establish a priority ranking for future fixed location sign installations on primary or secondary arterial roads that meet the minimum thresholds. To address resident or Newport-Mesa Unified School District requests for a radar speed feedback sign in a school zone, factors # 3 through # 7 shall be used during the review process.

			Points
A. Daily Traffic Volume	10,000 - 15,000		1
	15,000 - 20,000		2
	20,000 - 25,000		3
	25,000 +		2
Posted Speed Limit	35 mph		1
	40 mph		2
	45 mph		3
	50 mph		1

C.	85% speed over limit	0 mph – 2 mph over posted speed	1
		2 mph – 4 mph over posted speed	3
		4 mph – 6 mph over posted speed	5
D.	Speed related accidents	0 accidents in previous 3 years	0
		1-2 accidents in previous 3 years	1
		3-5 accidents in previous 3 years	2
		6-8 accidents in previous 3 years	3
		9 + accidents in previous 3 years	4
E.	Near School	Greater than 1/2 mile	1
		Between 1/4 to 1/2 mile	2
		Within 1/4 mile	3
F.	Percent grade	0% - 4%	1
		5% - 9%	2
		10% +	3
G.	Street Conditions	Sidewalks both sides	0
		Sidewalks one side	1
		No pedestrian facility	3
		Curves with advisory signing	3
H.	Bicycle Facility	Next to Designated Bicycle Sidewalk	1
		Next to Existing/Planned Bike Route	2
		Next to Existing/Planned On-street Bike Lane	3

Priority should always be given to those roadways where the number of speed related accidents is relatively high. In addition, the severity of the accident history should be strongly considered in the review of all locations.

Radar speed feedback signs shall only be placed where they improve safety and do not create objections from residents. All residents near a proposed sign location shall be contacted. Any sign to be placed in front of a home should receive support from the property owner. Any signs to be placed in school zones should be activated only for two (2) hours at the start and at the end of the school day.

### *History*

(1990, 05/29) – L-13 – Adopted (Road Bumps)

(1991, 10/28) – L-13 – Amended

(2006, 09/12) – L-26 – Adopted – incorporating L-13 & L-26)

(2015, 05/12) - L-26 - Amended  
(2018, 08/14) - L-26 - Amended