

## **2.42 Amendment to Council Policy 5-6, Traffic Calming for Residential Neighborhoods.**

### **Recommendation:**

Adopt a resolution approving a revised Council Policy 5-6 entitled “Traffic Calming Policy for Residential Neighborhoods”.

CEQA: Not a Project, File No. PP17-008, General procedure and policy making resulting in no changes to the physical environment. (Transportation)



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** John Ristow

**SUBJECT: AMENDMENT TO COUNCIL  
POLICY 5-6, TRAFFIC CALMING  
FOR RESIDENTIAL  
NEIGHBORHOODS**

**DATE:** May 28, 2024

Approved

Date

6/6/24

## **RECOMMENDATION**

Adopt a resolution approving a revised Council Policy 5-6 entitled “Traffic Calming Policy for Residential Neighborhoods”.

## **SUMMARY AND OUTCOME**

The updated Council Policy 5-6 will enable more residential neighborhood streets to be eligible for comprehensive traffic calming measures. Specifically, the proposed revisions would lower the speed threshold criteria for speed reduction measures such as speed humps. The updated policy also includes revisions to the community support, petition, and outreach provisions; and expands the criteria for prioritization of eligible projects as well as the exemption criteria for residential streets that do not meet the policy thresholds for comprehensive traffic calming measures.

## **BACKGROUND**

Council Policy 5-6 was adopted by the City Council in April 2000 and was subsequently modified by the City Council in June 2001. The policy was developed with a goal to improve traffic conditions and livability within San José neighborhoods. Among other provisions, the policy outlines the guidelines and processes for the review of residential traffic concerns and implementation of various traffic calming measures.

In 2008, the Council Policy 5-6 was again modified by the City Council, after extensive community input through a series of 11 community meetings, resident surveys, benchmarking of traffic calming programs in other cities, and recommendations from a City Auditor’s review. Major revisions to the policy at that time included changes to the threshold criteria for streets to be considered eligible for comprehensive traffic calming measures, incorporating a process to

prioritize eligible projects based on the severity of traffic conditions, and included the ability for neighborhoods, schools, and businesses to donate funds for eligible projects. The policy also incorporated an exemption process for a street that does not meet the threshold criteria to be considered eligible for comprehensive traffic measures if there are unique or unusual conditions.

The Mayor's June Budget Message for 2023-2024 approved by the City Council on June 13, 2023 included direction for the City Manager to initiate policy work to decrease the 33 miles-per-hour (mph) threshold in Council Policy 5-6 to 31 mph. The reduced threshold would enable additional streets to be eligible for the installation of comprehensive traffic calming measures, such as speed humps. This direction was based on a budget document submitted May 25, 2023 by City Councilmember Jimenez.

## ANALYSIS

The traffic calming policy and services contained within the Council Policy 5-6 are primarily focused on responding to community concerns about traffic on lower speed, lower volume residential streets. It is important to note that the Department of Transportation plans, designs, implements, and maintains a wide variety of projects and programs to increase traffic safety and multi-modal travel. Many of these efforts are focused on improvements to the major roadway network where a majority of fatalities and severe injuries occur. In 2023, 42 (86%) of traffic fatalities occurred on major roadways with posted speed limits of 35 mph or higher. Other efforts to improve roadways are outlined below.

- *Vision Zero Action Plan*<sup>1</sup> - strategic use of data, safety redesign projects on high injury corridors, and outreach and community engagement to move towards a culture around roadway safety.
- *Better Bike Plan 2025*<sup>2</sup> - jointly with the Parks, Recreation, and Neighborhood Services Department, complete a 550-mile low-stress combined on-street bike and trail network.
- *Walk Safe San José* – a plan to address pedestrian safety citywide and to make recommendations using quick build material on project sites in City Council districts with the highest fatal and severe injury crashes involving pedestrians.
- *School Safety* - the established Walk n' Roll program educates school aged children on how to walk and bike safely and to promote multi-modal travel. Beginning this calendar year, staff have initiated a multi-year effort to enhance crosswalks and to conduct studies to improve traffic circulation in school zones throughout San José.

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<sup>1</sup> <https://sanjose.legistar.com/View.ashx?M=F&ID=11915861&GUID=5E96023E-A9FD-402E-B560-32D66A109E40>

<sup>2</sup> <https://www.sanjoseca.gov/home/showpublisheddocument/68962/637477999451470000>

- *Technology* - speed safety cameras (a five-year pilot) and red-light running cameras are proven enforcement strategies that will reduce fatal and severe injuries on the City's roadways. These systems will be implemented in fiscal year 2024-2025.
- *Complete Streets* - strategic implementation of traffic safety and multi-modal improvements through a variety of efforts, including leveraging opportunities through pavement maintenance activities and aggressive pursuit of grant funds. For example, in 2023, the Department of Transportation was awarded over \$82.3 million in various state and federal grant funding sources for transportation safety projects that support walking, biking, and taking transit.

### **Residential Neighborhoods Traffic Safety Activities**

To improve safety, staff responds to over 1,200 traffic safety requests annually and implements a variety of safety measures to address speeding, pedestrian and bicyclist safety, crosswalk and stop sign requests, intersection visibility, and parking concerns. A majority of these requests are in residential neighborhoods. Staff also proactively conducts a comprehensive crosswalk assessment on residential streets as part of the annual paving program and implements improvements with the paving activities. A majority of staff activities are associated with basic traffic calming services that include the collection of data, field observations, installation of various traffic control signs and markings, parking compliance, forwarding traffic enforcement concerns to the Police Department, and traffic safety education, particularly at schools and senior center facilities.

### **Comprehensive Projects**

As described in Council Policy 5-6, a comprehensive traffic calming project involves the construction of a physical roadway feature or the installation of a dynamic sign or message system. The policy includes the following types of comprehensive measures.

*Level 1 projects:* to reduce vehicular speed or enhance pedestrian safety. Measures may include islands, curb extensions, chokers, traffic circles, speed humps, enhanced crosswalks, and radar speed display signs.

*Level 2 projects:* involves redirecting traffic to address excess volumes from cut-through traffic. Examples include traffic diversion islands, full or partial street closures, and changing the direction of travel on a street.

### **Traffic Calming Speed Threshold**

The current speed threshold in Council Policy 5-6 used to determine eligibility for comprehensive speed reduction projects is based on the 85<sup>th</sup> percentile speed. The 85<sup>th</sup> percentile, or prevailing speed, is the speed at which 85% of motorists are traveling at or below.

The current policy speed thresholds are summarized as follows:

- Local Streets: 33 mph or more on 25 mph posted streets
- Neighborhood Collector Streets: 33 mph or more on 25 mph posted streets  
37 mph or more on 30 mph posted streets

25 mph Residential Streets (Local and Neighborhood Collector)

Reducing the speed threshold on 25 mph residential streets from the current 33 mph will increase the number of residential streets that are eligible for Level 1 speed reduction measures. The below **Table** summarizes the eligibility of 25 mph residential streets based on traffic speed data collected over an approximate three-year period on 227 street segments. Traffic data was collected between fiscal year 2019-2020 and fiscal year 2023-2024 (to mid-January 2024). If the current threshold in Council Policy 5-6 is reduced to 32 mph, the number of eligible 25 mph residential streets increases 114%, (from 14 to 30 streets). If the threshold is reduced to 31 mph, the number of eligible streets increases 179%, (from 14 to 39 streets).

**TABLE: Eligibility of 25 mph Residential Streets for Comprehensive Traffic Calming Measures**

85 <sup>th</sup> Percentile Speed Threshold	Eligible Streets		Additional Eligible Streets vs. Existing 33 mph Threshold	
	#	% of total	#	% increase
33 mph	14	6.2 %	--	--
32 mph	30	13.2 %	17	114 %
31 mph	39	17.2 %	25	179 %

*Note: Traffic data was not collected beginning spring 2020 through fiscal year 2021-2022 due to the Covid-19 pandemic.*

30 mph Residential Streets (Neighborhood Collector)

For consistency with the reduced threshold on 25 mph streets, staff proposes that the speed threshold on 30 mph residential streets be reduced from the current 37 mph threshold to 35 mph. Over the same approximate three-year period referenced above, staff collected data on six 30 mph residential streets. With 85<sup>th</sup> percentile speeds between 33 – 34 mph, the proposed reduced threshold would not impact eligibility for these specific neighborhood collector streets.

**Other Proposed Policy Updates**

In addition to lowering the speed threshold, the proposed changes to Council Policy 5-6 includes various updates that clarifies application of the policy, clarifies the outreach and community

support process, and incorporates equity and various land use or roadway features as considerations. The primary proposed changes include the following listed below.

- As the purpose of the policy is to respond to community concerns about traffic on lower speed, lower volume residential streets, clarify that the policy is not intended to apply to how the City implements adopted safety, mode shift, and climate smart goals and plans.
- Clarify that the speed and volume thresholds in the policy are to address speeding and “cut-through” traffic concerns.
- Update the priority ranking of eligible comprehensive projects to incorporate *senior centers, high-density housing, urban villages, and equity*. The consideration of equity will be based on the Metropolitan Transportation Commission’s Combined Equity Score. A *high crash rate* has been removed as a unique condition as the crash history on a street is separately considered in the prioritization process. It is important to note that this prioritization process would be used when funding is allocated for citywide traffic calming projects.
- Clarify that neighborhood involvement and documented support is not needed for all measures. For example, the Council Policy 5-6 requirements to establish a Traffic Committee and solicit documented feedback via a formal petition is not needed for small projects, such as installing a dynamic sign (speed radar), small median island, or a crosswalk to enhance pedestrian safety.
- For Level 1 corridor-long speed control comprehensive measures, enable the Department of Transportation to solicit input from households, schools, businesses, and property owners about the planned measures prior to determining if documenting support via a petition is needed.
- Expand the policy exemption criteria to incorporate consideration of equity and existing or planned bicycle facilities.

### **Projected Impacts**

As mentioned above, based on traffic data collected between fiscal year 2019-2020 and fiscal year 2023-2024 (to mid-January 2024), 39 residential streets would be eligible for Level 1 speed reduction measures if the policy speed threshold is reduced to 31 mph. Speed humps have already been installed or are planned to be installed on nine of the 14 streets eligible for these measures based on the current 33 mph threshold. This leaves a current backlog of 30 residential streets when eligible for speed reduction measures when applying the proposed threshold of 31 mph.

If speed data collection activities remain similar in the future, staff anticipates an additional 10 to 13 residential streets annually would become eligible for comprehensive speed reduction measures based on the proposed 31 mph speed threshold, resulting in a growing backlog. This

backlog would grow if policy exemptions are provided to some residential streets that do not fully meet the policy threshold criteria. Further, if speed humps are installed on a significant number of residential streets, this may result in additional interest and requests for traffic calming. Depending on the level of new requests, additional resources may be needed for data collection and analysis, or staff may need to develop a prioritization process for these efforts.

### **Traffic Calming Project Implementation**

Staff coordinates with each City Council Office to identify priority projects for residential streets that are balanced with priority projects on major roadways and near schools. Funding for these projects has been primarily through the \$2.3 million Safety – Pedestrian Safety Improvements annual funding allocation in the Traffic Capital program that has primarily been used for pedestrian safety projects, and through the annual Mayor’s Budget Messages. These funds are also used for safety investments on the major roadway network and near schools. Annually, two to four projects varying in scale have been constructed in each City Council District.

### **EVALUATION AND FOLLOW-UP**

No additional follow-up action with the City Council is expected at this time.

### **COST SUMMARY/IMPLICATIONS**

Traffic calming projects in residential neighborhoods have primarily been implemented through the approximate \$2.3 million Safety – Pedestrian Safety Improvements annual funding allocation in the Capital Improvement Program and through the annual Mayor’s Budget Messages.

### **COORDINATION**

This memorandum has been coordinated with the City Attorney’s Office, the City Manager’s Budget Office, and the Planning, Building, and Code Enforcement Department.

### **PUBLIC OUTREACH**

This memorandum will be posted on the City’s Council Agenda website for the June 18, 2024 City Council meeting.

### **COMMISSION RECOMMENDATION AND INPUT**

No commission recommendation or input is associated with this action.

HONORABLE MAYOR AND CITY COUNCIL

May 28, 2024

**Subject: Revisions to Council Policy 5-6, Traffic Calming for Residential Neighborhoods**

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**CEQA**

Not a project, File No. PP17-008, General procedure and policy making resulting in no changes to the physical environment.

**PUBLIC SUBSIDY REPORTING**

This item does not include a public subsidy defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/

JOHN RISTOW

Director of Transportation

For questions, please contact Lam Cruz, Division Manager with the Department of Transportation at [Lam.Cruz@sanjoseca.gov](mailto:Lam.Cruz@sanjoseca.gov).



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Councilmember Jimenez  
Councilmember Torres  
Councilmember Ortiz  
Councilmember Doan  
Councilmember Foley

**SUBJECT:** SEE BELOW

**DATE:** June 14, 2024

Approved

 Date: 6/14/2024

**SUBJECT: Amendment to Council Policy 5-6, Traffic Calming for Residential Neighborhoods**

## RECOMMENDATION

Adopt a resolution approving a revised Council Policy 5-6 entitled “Traffic Calming Policy for Residential Neighborhoods,” amending the final sentence in the “Purpose” section to the following:

“This policy shall only apply to requests for traffic calming submitted by residents or individual members of the Council and is not intended to dictate how the City implements adopted safety, mode shift, and climate smart goals and plans.”

## BACKGROUND

We are very grateful to staff for updating this policy to increase the number of streets eligible for traffic calming. We believe that the revised policy will greatly enhance our ability to improve traffic safety in neighborhoods throughout the City. Recognizing that the policy is intended to provide a framework for responding to concerns from the community, we recommend a simple amendment clarifying that adopted plans are not subject to this policy, which shall apply only to resident-initiated requests for traffic calming.

*The signers of this memorandum have not had, and will not have, any private conversation with any other member of the City Council, or that member’s staff, concerning any action discussed in the memorandum, and that each signer’s staff members have not had, and have been instructed not to have, any such conversation with any other member of the City Council or that member’s staff.*

RESOLUTION NO.

**A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN JOSE APPROVING A REVISED COUNCIL POLICY 5-  
6 ENTITLED “TRAFFIC CALMING POLICY FOR  
RESIDENTIAL NEIGHBORHOODS”**

**WHEREAS**, on April 25, 2000, the Council of the City of San José (“City”) adopted Policy No. 5-6, “Traffic Calming Policy for Residential Neighborhoods” (“Policy No. 5-6”) to establish a goal of traffic improving conditions and livability within San José neighborhoods; and

**WHEREAS**, on June 26, 2001, the City Council amended Policy No. 5-6 in accordance with the recommendations of the Traffic Calming Advisory Committee; and

**WHEREAS**, on June 17, 2008, the City Council further revised Policy No. 5-6 after extensive community input through a series of eleven community meetings, resident surveys, benchmarking of traffic calming programs in other cities, and recommendations from a City Auditor’s review; and

**WHEREAS**, the City Council desires to amend Policy No. 5-6 to lower the speed threshold criteria for residential streets to be eligible for comprehensive traffic calming projects; revise the community support, petition, and outreach provisions; expand the criteria for prioritization of eligible projects; and revise the exemption criteria for residential streets that do not meet the policy thresholds for comprehensive traffic calming measures;

**NOW, THEREFORE**, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

1. The above recitals are incorporated herein by reference.

2. The City Council Policy No. 5-6 entitled, "Traffic Calming Policy for Residential Neighborhoods," which policy is attached hereto as Exhibit A and incorporated herein by this reference as though fully set forth herein, is hereby approved and shall, as of the date and time of adoption of this Resolution, supersede City Council Policy 5-6, initially adopted on April 25, 2000 and most recently revised on June 17, 2008.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

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MATT MAHAN  
Mayor

ATTEST:

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TONI TABER  
City Clerk

# Exhibit A

*City of San José, California*

## COUNCIL POLICY

<b>TITLE</b> TRAFFIC CALMING POLICY FOR RESIDENTIAL NEIGHBORHOODS	<b>PAGE</b> 1 of 7	<b>POLICY NUMBER</b> 5-6
<b>EFFECTIVE DATE</b> April 25, 2000	<b>REVISED DATE</b>	
<b>APPROVED BY COUNCIL ACTION</b> April 25, 2000, Item 9j, Resolution Nos. 69541 and 69542; June 26, 2001, Item 6.11, Resolution No. 70524, June 17, 2008, Item 6.2(a), Resolution No. 74443		

### **BACKGROUND**

High traffic speeds and volumes, as well as inappropriate behavior of motorists can adversely impact San Jose neighborhoods. Traffic can also have a negative effect on pedestrians and bicyclists, particularly near schools, community centers, parks, senior centers, and high-density housing. The City responds to these conditions by conducting traffic engineering studies which may result in the installation of traffic control devices, pedestrian and bicycle improvements, or physical roadway features. The Police and Transportation Departments may also deploy officers to enforce traffic and parking regulations, and provide traffic safety education to school children and adults. For the purpose of this policy, these efforts are referred to as *traffic calming*.

### **PURPOSE**

The purpose of this Council policy is to provide a framework for the general processes, responsibilities and outreach related to traffic calming so that interested parties can effectively access this City service. The services and performance measure goals contained in this policy are desirable, but subject to available City resources and the level of active community involvement. This policy is not intended to dictate how the City implements adopted safety, mode shift, and climate smart goals and plans.

### **POLICY**

It is the policy of San Jose to minimize the negative impacts associated with traffic on all streets, particularly within residential neighborhoods and near schools, by applying education, enforcement, and sound engineering solutions developed with strong community involvement as needed for some Level 1 projects, and Level 2 projects. Traffic calming solutions are categorized into two levels: basic and comprehensive.

*Basic traffic calming services* are those traffic control devices and programs that are implemented on a day-to-day basis to enhance traffic safety, and to regulate, warn, guide, enforce and educate motorists, pedestrians, and bicyclists; and generally apply to all streets. Residential neighborhoods with traffic impacts that cannot be addressed through basic traffic calming services may be eligible for additional traffic calming measures referred to as comprehensive traffic calming projects.

*Comprehensive traffic calming projects* are physical roadway design features or dynamic signage and warning-message systems which are intended to slow traffic within, or divert traffic from residential neighborhoods, or to enhance pedestrian safety.

All traffic calming services and projects are to be coordinated with other transportation policies and be consistent with the General Plan; and where possible, coordinated with other capital and private development projects. Traffic calming projects should be designed and implemented with the goal of not transferring negative traffic conditions from one neighborhood roadway to another. For the purpose of this policy, ‘cut-through’ traffic is defined as traffic that is using a local residential street to avoid arterial or major collector roadways and is not traffic that has an origin or destination within the immediate neighborhood.

## **BASIC TRAFFIC CALMING SERVICES**

### A. Request for Traffic Calming Services

Individuals or organizations with concerns about negative impacts of traffic impacts or traffic safety in their neighborhood should contact the City’s Department of Transportation (DOT) to request a traffic engineering analysis. If the concern regards the enforcement of traffic or parking regulations, the Traffic Enforcement Unit (TEU) of the Police Department, or the Parking Compliance Unit of DOT will be notified. If the concern regards the need for education, a traffic safety presentation will-may be scheduled.

### B. Services and Schedules

DOT performs a wide variety of traffic engineering studies. The appropriate study will be performed to address the requester’s particular concern and situation. If traffic control devices, such as signs or pavement markings are needed, DOT will coordinate the installation. The performance measure goal for evaluating a concern and installing an appropriate device is 35 calendar days from the date the request is received.

Some studies require extensive data collection and field observations, or are subject to independent policies and guidelines, such as those for adverse-speeding, stop signs, crosswalks, and-bike lanes, and road humps, and will require additional time. In addition, devices that require City Council approval, such as heavy truck restrictions and road closures, may require several months for analysis, public review, and implementation. The goal is to take the time and conduct an appropriate level of outreach to ensure sufficient community involvement and awareness of intended actions.

If traffic safety education is requested or recommended to address driver, pedestrian or bicyclist behavior, ~~the goal is to perform~~ a traffic safety education presentation may be scheduled and within eight weeks. ~~However, the presentation schedule~~ is often dependent on available resources and upon coordination of a desired timeframe with neighborhood or school representatives.

## **COMPREHENSIVE TRAFFIC CALMING PROJECTS**

### A. Initiation of Comprehensive Traffic Calming Projects

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. If an adverse traffic condition cannot be addressed through basic traffic calming services, DOT ~~will automatically~~ may initiate a comprehensive traffic calming analysis.

### B. Comprehensive Traffic Calming Projects

A comprehensive traffic calming project generally involves the construction of a physical roadway feature(s) or installation of ~~a dynamic~~ warning sign(s) or message system(s), and includes the following types of projects:

- ***Level 1 traffic calming projects*** are intended to reduce vehicular speed or enhance pedestrian safety. Level 1 projects may require neighborhood involvement and outreach as described in ~~Section F~~ the Community Support and Community Outreach sections Requirements. Examples of physical roadway features or dynamic signs or message systems ~~age~~ include, but are not limited to, median islands, chokers, traffic circles, road humps, enhanced crosswalks, and ~~school zone beacons or~~ radar speed display signs.
- ***Level 2 traffic calming projects*** involve the redirecting of traffic to address excessive volumes resulting from cut-through traffic. Level 2 projects typically require extensive neighborhood involvement and outreach as described in ~~Section F~~ the Community Support and Community Outreach sections Requirements, and ultimately, City Council approval. Examples of projects and features in this category include traffic diversion islands, full or partial street closures, and changing the direction of travel on a street.

Examples of roadway features, dynamic ~~warning~~ signs and message systems are contained in DOT's *Traffic Calming Toolkit*, ~~which is available for community use~~. The *Toolkit* can be viewed at [www.sanjoseca.gov/home/showpublisheddocument/2432/636631207594630000](http://www.sanjoseca.gov/home/showpublisheddocument/2432/636631207594630000) ~~www.sanjoseca.gov/transportation~~ and is intended to provide information regarding the various traffic calming services that are available.

### C. Eligible Roadways

The implementation of comprehensive traffic calming projects is limited to residential, two-lane local or minor neighborhood collector roadways, with a maximum posted speed limit of

30 mph. Streets designated as General Plan streets, transit routes, or used as emergency response routes are generally not eligible for comprehensive traffic calming measures, except for enhanced crosswalks, dynamic ~~speed~~-signs and ~~message~~ing systems. These roadways by their classification, or function, are intended to carry higher volumes of traffic and accommodate a large vehicle mix.

Threshold Criteria:

The following threshold criteria must be met for the implementation of comprehensive traffic calming projects to address speeding and 'cut-through' traffic concerns:

- Local Streets: (posted speed limit of 25 mph and 1,000-3,000 vehicles per day)
  - 85<sup>th</sup> percentile speed of 3~~1~~3 mph or more, or
  - 40% or more of the daily traffic is 'cut-through' traffic
  
- Neighborhood Collector Streets: (posted speed limit of 25 mph or 30 mph and 1,000 – 6,000 vehicles per day)
  - 85<sup>th</sup> percentile speed of 3~~1~~3 mph or more on 25 mph posted streets, or
  - 85<sup>th</sup> percentile speed of 3~~5~~7 mph or more on 30 mph posted streets

D. Prioritization of Comprehensive Projects

Eligible comprehensive traffic calming projects will be prioritized for implementation based upon the severity of the traffic conditions by taking into account the following cumulative traffic impacts: speeding, volume, cut-through traffic, crash history, proximity to pedestrian and bicyclist generators such as schools, parks and community centers, and unique roadway conditions. Priority points will be assigned as shown below.

**Priority Ranking**

Speed	2 points for each mph difference between the 85 <sup>th</sup> percentile speed and the posted or prima facie speed limit
Volume	1 point for each 500 vehicles over 1,000 vehicles per day 5 points if 40-65% or more ADT on local street is cut-through traffic between arterials or major roadways, 10 points if higher than 65%
Crash History	5 points for each speed related crash in the last 3 years
Pedestrian/ <del>Bicyclist</del> Generators (15 points max.)	5 points for each school, park or trail access, library, <del>or</del> community center, <u>senior center, or high-density housing</u> along roadway, 3 points if within 1 block, 2 points within 2 blocks
<u>MTC Combined Equity Score</u> (5 points max.)	<u>1 point for each point the Combined Equity Score is greater than an equity score of 5.</u>
Unique Conditions (15 points max.)	5 points for <del>designation as a bike route or as a General Plan pedestrian corridor, or for</del> proximity to a neighborhood business district, <u>urban village, or</u> existing/-planned transit <u>facility, or existing/planned bike facility.</u> 5 points for evidence of crashes or speeding, such as long skid marks or broken glass 5 points for missing sidewalk section 5 points for unique roadway geometry that substantially restricts visibility <del>5 points for high crash rate</del>

\*ADT – average daily traffic  
\*\*MTC – Metropolitan Transportation Commission

At the close of each funding cycle (fiscal year), the highest ranked projects will be considered for construction in the following fiscal year, depending upon funding allocated for Citywide traffic calming projects, resource availability and community support. However, adjustments in schedules of traffic calming projects may be made based upon coordination with scheduled capital improvement or private development projects, or availability of funding specific to the project.

E. Reassessment of Warranted Comprehensive Projects

Projects not selected in a given funding cycle will remain on the priority list for consideration in the next funding cycle during which funding has been allocated for traffic calming projects and prioritized along with newly eligible projects. As resources permit, projects may be reassessed to ensure that the priority ranking reflects significant changes in land use, speed, volume, crash history, pedestrian and bicyclist activity, or other conditions that may have occurred on any given roadway(s).

#### F. Community Support for Selected Comprehensive Projects

Substantial community support ~~is~~ may be required for the installation of some physical roadway devices on either a trial or permanent basis, including the active involvement of a neighborhood traffic committee. For example, a traffic committee and community support via a petition is generally not needed for the installation of enhanced crosswalks, dynamic signs and message systems, or small median islands and chokers. Physical roadway devices that require substantial support include Level 1 corridor-long speed control measures such as road humps and Level 2 traffic calming projects. Generally, committee members must own property or reside within the affected project area. If the project area falls within a recognized Neighborhood Association, then the traffic committee should also include a member from that Neighborhood Association. Utilizing relevant data and community input, DOT and the traffic committee will develop a proposed traffic calming plan. Based upon potential impacts of the proposed plan, DOT will determine the affected project area and determine if a petition is needed. For Level 1 corridor-long speed control measures, DOT will notify each household, business, school, and absentee property owner(s) within the project area about the planned measures and provide these individuals and groups the opportunity to provide feedback. DOT will use this feedback to determine if a petition is needed.

If a petition is needed, ~~T~~the traffic committee will distribute a petition developed by DOT to all households, businesses, schools, and absentee property owners within the project area. Some physical devices impact adjacent property owners more than others; and have specific installation guidelines and criteria that must also be met.

Trial Installations: If a trial installation is needed, the petition must have 50% + 1 support of all affected households, businesses, ~~and~~ schools, and absentee property owners within the project area before a trial installation is implemented (some Level 1 projects) or presented to City Council (Level 2 projects) for authorization to proceed.

Permanent Installations: The petition must have 50% + 1 support of all affected households, businesses, ~~and~~ schools, and absentee property owners within the project area for implementation of the final plan (Level 1 projects) or to be scheduled for presentation to City Council (Level 2 projects) for approval.

#### G. Comprehensive Project Schedule

~~Most~~ Some comprehensive projects will require a trial installation, which will generally occur within ~~four~~ six months from the date the plan is finalized and supported by the community or approved by City Council. The duration of the trial will normally be six to twelve months, during which time City staff will evaluate the effectiveness of the installation. During the trial, minor adjustments may be made to the plan based upon review by City staff and input from the community. Based on all relevant data and community input, DOT, in coordination with the traffic committee, will develop a proposed plan and schedule for

permanent installation of the comprehensive project that will be presented to the community for approval.

Level 1 projects supported by the community will be programmed for implementation. Community supported Level 2 projects will be presented to City Council for consideration, and, if approved, programmed for implementation. Installation of final comprehensive projects will be dependent upon the complexity of the project and available resources for construction and ongoing maintenance of installed devices.

#### H. Reapplication for Comprehensive Traffic Calming Project

Neighborhoods that do not qualify for a comprehensive traffic calming project may reapply in two years from the date of DOT's final consideration. The two-year time period may be waived by the City Traffic Engineer if significant land use changes or other significant change has occurred.

### **COMMUNITY FUNDING FOR COMPREHENSIVE TRAFFIC CALMING PROJECTS**

The City may accept donations from residents, neighborhoods, community groups, schools and/or businesses for the implementation and ongoing maintenance of comprehensive traffic calming projects that are eligible for installation under the provisions of this policy. Donations will need to comply with all provisions of City Council Policy 1-17, which can be viewed at <https://www.sanjoseca.gov/home/showpublisheddocument/12873/636669975473570000>.  
~~<https://www.sanjoseca.gov/your-government/appointees/city-clerk/council-policy-manual>~~~~[www.sanjoseca.gov/clerk](https://www.sanjoseca.gov/clerk)~~

### **COMMUNITY OUTREACH REQUIREMENTS**

Residents, businesses, ~~and schools,~~ ~~and absentee property owners within the comprehensive traffic calming project area that may be affected by the outcome of a comprehensive traffic calming project,~~ will be notified in writing of any planned actions and schedule for Level 1 corridor-long projects and Level II projects. Comprehensive projects that involve the installation of physical roadway features will normally may require at least one (1) community meeting with households, businesses and schools in the project area. Notices for any community meeting will be distributed at least ten (10) calendar days in advance. Notices will be provided to all properties within the project area as defined in Section F. ~~The methods of notification will be consistent with those contained in Council Policy 6-30.~~ Projects will also be coordinated with providers of emergency response services, transit services, utilities and related services as needed.

### **POLICY EXEMPTIONS**

Local residential streets and neighborhood collectors that do not meet the threshold criteria in Section C may be eligible for comprehensive traffic calming measures if the City Traffic Engineer determines that a unique or unusual condition exists which results in negative traffic impacts caused by a high number or rate of crashes, vehicles traveling at excessive speeds, significant

pedestrian activity; or proximity to existing or planned bike facility, major traffic corridors or traffic generators that contribute to extraordinary changes to normal traffic conditions. The combined equity score developed by the Metropolitan Transportation Commission for Equity Priority Communities will also be considered as part of the policy exemption process. These roadways will be prioritized along with the roadways that meet the threshold criteria based upon the ranking methodology in Section D.

General Plan streets, transit routes, and emergency response routes, may be eligible for enhanced crosswalks, quick build improvements, dynamic ~~warning~~ signs or messaging systems if substantial levels of speeding are present as determined by DOT through an engineering traffic study or pedestrian safety enhancements are needed, and funding is available for their installation and ongoing maintenance.

### **DEVELOPMENT IMPACTS IN EXISTING NEIGHBORHOODS**

All proposed private and public development projects will be reviewed for potential traffic calming or pedestrian safety issues and a study will be required when necessary as determined through the City's development review process. DOT, Public Works, and other City staff or consultants will be actively involved in the review of any proposed development that is determined to potentially create or significantly increase an adverse traffic condition in an existing neighborhood. It is the intent of this involvement that the development will be designed or that traffic calming or pedestrian or bicycle conditions will be placed on the developer to eliminate or minimize the portion of the adverse impacts that are a result of the development.