RESOLUTION NO. 2018-154

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE ADOPTING AMENDED SPEED CONTROL PROGRAM GUIDELINES (CEQA EXEMPT)

WHEREAS, the City of Elk Grove (City) wishes to manage residential speeds with a systematic approach for the entire City; and

WHEREAS, the City has determined that changes to the existing Residential Speed Control Guidelines would allow the program to be managed more efficiently; and

WHEREAS, the City has developed new program guidelines for the Speed Control Program; and

WHEREAS, the adoption of the Amended Speed Control Guidelines will not have a significant effect on the environment; therefore, the approval of the Guidelines does not constitute the approval of a project under the California Environmental Quality Act ("CEQA"), and it is exempt from CEQA. (CEQA Guidelines §§ 15060(c),(2)(3); 15061(b)(3); 15064(d)(3); 15378(a)).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby adopts the attached Amended Speed Control Program Guidelines as presented in Exhibit A, attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 11th day of July 2018.

STEVE LY, MAYOR of the
CITY OF ELK GROVE

ATTEST:

JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:

JONATHAN P. HOBBS,
CITY ATTORNEY

EXHIBIT A

CITY OF ELK GROVE

SPEED CONTROL PROGRAM GUIDELINES

Revised July 11, 2018

Prepared by:

City of Elk Grove

1. INTRODUCTION

BACKGROUND

In 2002, the Public Works Department developed the Neighborhood Livability Program (NLP) in response to a multitude of citizen requests for neighborhood traffic calming. The NLP was modeled after successful programs in other cities that combine Education, Enforcement, and Engineering techniques, commonly referred to as the Three E's. The NLP conducted a series of pilot plans in three neighborhoods to educate residents on available traffic calming devices, assess policies and procedures set forth, and test the effectiveness of various traffic calming devices. The NLP is comprehensive in that it treats an entire neighborhood. This is beneficial in creating coordinated plans and minimizing the chances of pushing the problem from one street to another. However, treating an entire neighborhood takes substantial time and resources.

Since the adoption of the NLP program, Public Works staff has identified the need for a streamlined process that more quickly responds to resident's traffic calming requests. The "revised" Speed Control Program will reduce residents' wait time while efficiently using staff time to oversee the program. The program is anticipated to operate in lieu of the NLP.

GOAL

The Speed Control Program will provide City staff and residents with a streamlined program to address neighborhood speeding in established neighborhoods within funding availability.

OBJECTIVES

The Speed Control Program utilizes the best practices in traffic calming and lessons learned from the NLP to efficiently address neighborhood speeding. To truly be effective, the program will:

- Determine eligibility based on clearly defined and easily measured parameters
    - Level One Program includes non-vertical devices which may resolve concerns and can be readily implemented.
    - Level Two Program includes vertical devices and are for streets where level one calming has been implemented and traffic speeds are still well above the minimum thresholds.

Implementation of Level Two devices will occur on a first come, first serve basis based on the date the Public Works Department receives a petition requesting treatment that complies with the requirements of these Guidelines.

- Focus on localized traffic issues on individual streets
- Offer a limited number of traffic calming devices that require little design time, are effective at reducing speed, and yet cost effective

Through these objectives, the program is anticipated to reduce the timeframe from a resident's request for traffic calming to actual construction. However, this timeframe is dependent on competing demand, priority ranking, available funding and timing of construction.

FUNDING

The City of Elk Grove will fund the planning, design, and construction of speed control measures through this program. Funding for the Speed Control Program is anticipated to come from Gas Tax and/or Measure A and be reauthorized annually from the City approved Capital Improvement Program based on the amount of available funding city wide. The amount of annual funding will determine the number of speed control requests that can be implemented.

Residents or a group of residents whose street qualifies for speed control may elect to fund the devices. The resident or group of residents must enter into a memorandum of understanding (MOU) with the City of Elk Grove, wherein they

agree to pay for all costs associated with the installation of speed control devices on their street (construction, inspection, administration, etc.). Once a MOU is executed, the location to receive speed control shall be included in the next City construction project rather than competing against other requests. Private payment for speed control does not relieve a location from the public survey requirement (see Chapter 4) or any other criterion set forth in these guidelines.

2. INITIAL QUALIFYING CRITERIA

The Speed Control Program begins when a resident submits a Speed Control Program Petition Form requesting treatment. The Speed Control Program Petition Form is included with these Guidelines. The petition shall include the following:

- Street name
- Locations of concern (e.g., from A Street to C Street)
- Time of day when issue occurs (e.g., 4:00-6:00 PM)
- Name, address, phone number, and signatures from at least 75% of the households that front the road for which a device is being requested. Signatures must be from occupants legally residing at the property that are at least 18 years old. Only one signature per household will be counted in determining compliance with the 75% requirement.

Public Works staff will review a request and initiate a traffic investigation to determine whether the street in question satisfies the requirements listed below. These requirements are necessary to rule out more appropriate traffic engineering and maintenance solutions (e.g., signage changes or trimming vegetation to improve sight distance). In addition, vertical traffic calming measures are not appropriate on every street even when basic qualifying criteria are met. Signing, striping and traffic control options will be evaluated prior to the recommendation of vertical speed control devices. Staff reserves the right to approve or reject speed hump requests on a case by case basis.

The initial qualifying criteria are shown in Table 1.

TABLE 1: SPEED CONTROL PROGRAM INITIAL QUALIFYING CRITERIA

Criteria	Requirement
1. Street Classification	2-lane Local Residential Street
2. Posted Speed Limit	25 mph or less
3. Adjacent Land Use	≥ 75% Residential, Park or School
4. Fire Department Review	Eligible streets will be forwarded to the Fire Department for review, emergency response time impact analysis and comment.

Public Works staff will evaluate each request based on the initial qualifying criteria shown in Table 1 and in accordance with procedures set forth in Chapter 4. If a street satisfies the minimum requirements and is a candidate for the program, Public Works staff will notify the individual who submitted the request in writing. Staff will also notify applicants of non-qualifying streets and provide an explanation in writing as to why. If the street fails to meet the necessary requirements, the street may not be considered for the program for another two years. Based on the needs of the City and continued improvements to the program, the program is subject to change at any time. Streets, which may have qualified for the program previously, shall be reevaluated in accordance with the most current set of qualifying criteria and ranking system established in subsequent revisions to this document.

3. TOOLBOX

This chapter presents the "toolbox" of traffic calming devices available for use in City of Elk Grove's Speed Control Program. Speed control requests typically begin as a traffic investigation in response to a perceived traffic

issue. Public Works staff will perform routine investigations to assess if non-physical (i.e., signing, striping, sight distance improvements) will address the concern before recommending the Speed Control Program.

Traffic calming devices applicable to the City of Elk Grove are categorized as one of the following:

LEVEL ONE

- Non-Physical Measures - Any measure that does not require physical changes to the roadway. Non-physical devices are intended to increase drivers' awareness of surroundings and influence driver behavior without physical obstructions.

LEVEL TWO

- Vertical Deflection measures – Physical devices designed to create vertical deflection in order to slow vehicles. Vertical deflection devices such as speed humps or speed tables are the most effective at reducing vehicle speeds. These types of devices also pose the greatest potential to slow emergency response vehicles, buses, and delivery trucks.

4. IMPLEMENTATION PROCEDURES

PROJECT INITIATION

Speed Control Program Petition

The process is initiated after the Public Works Department has reviewed and determined that no level one calming tools would be effective, or if level one calming has been implemented and the 85th% speed is still greater than 25 mph. When a resident or group of residents express interest in addressing speeding on their street and obtain a petition from City staff, the applicant completes the petition which requires the signatures from 75% in favor on the subject street, indicating they perceive a significant problem and would support installation of vertical measures. If the minimum number of signatures cannot be obtained, then the process does not continue due to a lack support for action. The petition form is provided on the following two pages. Public Works will consider a speed control request without supporting signatures from only a school, church, park or other City Department.

Define Study Area

During the investigation, Public Works staff will define the limits of the study area. The study area may be limited to the segments(s) identified in the petition or enlarged to encompass the full length of the street. Public Works staff may find it reasonable to extend the study area on roadways that serve a higher number of vehicles or to combine two or more separate requests for the same street. Logical study areas are commonly defined by physical features such as an arterial roadway, creek, traffic control device (e.g., stop sign) or transition in land use. By defining an appropriate study area, the program will employ a more comprehensive approach than addressing requests on a limited segment by segment basis. It is important to look at the cumulative impact of installing a series of vertical deflection measures and the unintended consequence they may have on trip diversion and emergency response time.

Qualifying Criteria

Staff will initiate a traffic investigation to determine whether the street in question satisfies a series of requirements. These qualifying criteria are necessary to rule out more appropriate level one traffic engineering and maintenance solutions (e.g., signage changes or trimming vegetation to improve sight distance). In addition, vertical traffic calming measures are not appropriate on every street even when basic qualifying criteria are met. Staff reserves the right to approve or reject speed control requests on a case by case basis.

The initial qualifying criteria are listed in Table 1

Fire Department Review

The Cosumnes Fire Department (CFD) has a response time goal of 6 minutes or less, 90% of the time, as measured by the first arriving unit to the scene of the emergency. Fire apparatus are more sensitive to vertical and horizontal shifts than passenger vehicles. A reduction in travel speed equates to slower emergency response times. If the street is determined to be a primary fire response route, it could preclude the installation of speed control devices.

The following measures will be taken before installing traffic calming measures on a street as part of this program:

- Street must meet qualifying criteria
- Public Works will supply the CSD with an initial map that identifies the project limits.
- The CSD will analyze the proposal and consider the following factors in their evaluation:
  - Is the street a primary emergency response route for the area?
  - If so, are there alternate routes that could be taken without significantly negatively impacting response times?

Speed control devices that have a significant negative impact on emergency response times will not be permitted. In the event that response time goals are anticipated to be exceeded as a direct result of device placement, Public Works will prepare a report to the City Council outlining the information presented by the Cosumnes Fire Department.

Site Review

Public Works staff will review the street for other installation constraints and challenges. Engineering judgment will determine the suitability of traffic calming within horizontal curves or where sight distance may be compromised.

Response to Applicant

If a street satisfies the minimum requirements and is a candidate for the program, Public Works staff will notify the individual who submitted the request in writing. Staff will also notify applicants of non-qualifying streets and provide an explanation as to why the street was declined. If the street fails to meet any of the necessary requirements, the street may not be considered for the program for another 2 years.

PROJECT SUPPORT

Once it is determined that a road is a candidate for speed control, Public Works Staff will work with the residents to identify placement of speed humps or other traffic control devices. In order for a device to be installed, the residents that are adjacent to the identified location of the speed hump or other traffic control device must sign the attached statement indicating that they are willing to have the device installed in front of their house. If there are no residents willing to have the device installed in front of their house, then it will not be installed. In cases where the speed hump or other traffic control device is to be located on the property line, then all adjacent residents must sign.

After the draft implementation list is developed, Public Works staff will identify local support through a survey sent via regular mail or hand-delivered. Only properties with land adjacent to the subject street(s) will receive a survey. Current residents will receive the survey regardless if they are owners or tenants. Surveys will be sent far enough in advance to reach recipients at least two and one half (2 ½) weeks prior to the response deadline. The survey will include a description of the proposed project indicating the type and approximate location of device(s) being proposed.

A minimum response rate and support rate must be met for the project to move forward. For implementation to be considered, a minimum of 75 percent of all returned surveys must be in favor. If a street fails to receive the necessary 75 percent approval, the street may not be considered again for the program for five years at which time a new petition must be submitted. Apartments present a unique situation because residents may be less likely to respond. For this reason, surveys from apartment units are not counted toward the minimum response rate, but will be counted in favor or against the proposed plan.

Public Works will present City Council with a final implementation list consisting of surveyed, community- supported (three-fourths majority) streets for approval. Residents will be informed of the survey results, Council approval and construction schedule, if applicable, by mail.

PROJECT IMPLEMENTATION

Public Works will prepare final construction documents for the approved implementation list and solicit bids for the annual project. Specific device location will be finalized in accordance with location selection guidelines presented below. Devices shall be constructed in accordance with device design standards and specifications set forth in the construction documents.

Location Selection Guidelines

To finalize the precise location for device installation, the following guidelines are recommended:

- Devices shall not be located over manholes, water valves and survey monuments.
- A minimum distance of 250 feet from a traffic signal or stop control should be maintained.
- Devices should be located a minimum distance of 100 feet from uncontrolled street intersections.
- Devices should be located at least ten feet away from driveways and 25 feet away from fire hydrants.
- Devices should be located near street lights to enhance night visibility.
- Installation near property lines is desirable to minimize impacts on a single parcel.
- Parking restrictions are not required at devices locations; however, drivers may prefer not to park on the raised device.
- Care should be taken when placing devices within horizontal or vertical curves and on roadways with grades greater than 5 percent. Adequate sight distance to device or advanced warning shall be maintained.
- Speed humps and lumps should be placed at a minimum interval of 300 feet and a maximum interval of 600 feet to maintain effective mid-block speed control. Speed tables should be used discriminately at a minimum interval of 500 feet. The number of devices placed on a street is determined by the street length, interval spacing, and engineering judgment.

5. PROCEDURES FOR DEVICE REMOVAL

In the event that residents desire removal of existing devices, a process similar to the installation process will be required. The following section provides guidance for the removal of devices once installed. The process for removal requires demonstrated resident support and may require funding by resident(s) if the devices have been in place for less than two years.

Device removal may be considered when all of the criteria listed below are met:

- A petition must be submitted identifying the location of speed humps (or similar device) to be removed and the motivation for removing them. The petition requires signatures from 75% of the residents on the subject street in favor of removal. If the minimum number of signatures cannot be obtained, then the process does not continue due to a lack support for action.
- Vertical measures are found to be ineffective at reducing speed based on a speed survey conducted over a 24-hour period. The mid-block speed must be less than 2 mph lower than the speed demonstrated prior to installation in order to be considered ineffective. In addition, the mid-block 85^{th} percentile speed should be within 5mph of the posted or prima-fascia speed.
- Devices were placed in a location conflicting with the adopted guidelines, and another location exists which does not conflict with the adopted guidelines.
- A community meeting is held to discuss device removal.

- A survey of residents on the affected street. A 75 percent response rate with 75 percent of respondents in support is required for removal.

Device removal is subject to City Council approval. Removals may be addressed simultaneously when Public Works staff presents the final implementation list for the annual construction project to City Council.

SPEED CONTROL PROGRAM PETITION FORM

CITY OF ELK GROVE

Resident Support

Signatures from 75% households in support of the Speed Control Program are required. Signatories must be legal residents 18 years and older living on the requested street. (Only 1 signature per household)

We, the undersigned residents of _____(street) between _____(street) and _____(street), do hereby request the City of Elk Grove, to install vertical measures on our street to attempt to slow speeding drivers. By signing below, we understand that a speed humps, lumps, tables, etc. with related signing and pavement markings may be installed in front of our property. We also understand that installing these vertical measures may produce some noise and slow emergency vehicle response time to our home.

	Signature	Printed Name	Address	Phone Number
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

SPEED CONTROL Location Support FORM

CITY OF ELK GROVE

Resident Support

I am the resident at _____ and support the placement of a speed hump in front of my residence as shown on the attached exhibit.

Signature: _____

Printed Name: _____

Address: _____

Phone Number: _____

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2018-154

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)

I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on July 11, 2018 by the following vote:

AYES:	*COUNCILMEMBERS:*	*Ly, Suen, Detrick, Hume, Nguyen*
NOES:	*COUNCILMEMBERS:*	*None*
ABSTAIN:	*COUNCILMEMBERS:*	*None*
ABSENT:	*COUNCILMEMBERS:*	*None*

Jason Lindgren, City Clerk
City of Elk Grove, California