



Memorandum

TO: BUILDING BETTER
TRANSPORTATION COMMITTEE

FROM: James R. Helmer
Stephen M. Haase
Katy Allen

SUBJECT: TRAFFIC CALMING -
PRIVATE DEVELOPMENT
MONITORING REPORT

DATE: 07-26-04

Approved

Date

BACKGROUND

On April 25, 2000 the City Council approved the Traffic Calming Policy for Residential Neighborhoods. The overall purpose of the policy is to state the general processes, responsibilities, and outreach related to traffic calming so that interested parties can effectively access this City service. Included in the policy is a section that addressed new development and its relationship to traffic calming. DOT, other City Staff or consultants will be actively involved in the review of any proposed development that is determined by a study to create or increase an adverse traffic condition on an existing neighborhood. It is the intent of this involvement that the development will be designed or that traffic calming conditions will be placed upon the developer to eliminate or minimize the portion of the adverse impacts that are a result of the development.

On March 1, 2004, the BBT Committee reviewed a report on the status and accomplishments of the City's traffic calming programs. The Committee accepted the report and requested further information about efforts to include traffic calming measures as part of private development projects, and to report back to the Committee on a periodic basis

ANALYSIS

The Department of Transportation (DOT) keeps a monitoring report of all new development projects that are reviewed during the private development review process. The desired outcome of development review is for development projects to support the transportation CSA in creating viable transportation choices, safe and efficient operations, and preserve and improve the system. All development projects are reviewed for transportation requirements including access, arterial operations, conformance with county requirements, and improvements such as sidewalks, bicycle lanes, transit, and residential traffic calming. Examples of multimodal (non-auto) improvements include but are not limited to curb ramps, lighting, crosswalks, and street trees.

There are a significant number of minor projects (314 in the last 6 months), which require minimal or no review. There are fewer major projects (38 in the last six months) that require significant review and analysis and are required to construct public infrastructure as part of the permit process. As a rule projects that are large enough to create significant increases in traffic or projects near neighborhoods with existing needs and concerns will be required to contribute to the operational improvements or to traffic calming. It is not the intent of the City's policy on traffic calming to mitigate the pre-existing traffic problems, which are not caused by the development.

As part of the development review process all DOT comments, including traffic calming, are submitted to and coordinated with the Department of Public Works (DPW). DPW reviews all public infrastructure comments for new development and develops a comprehensive response. DPW works with the developer to develop a set of requirements to satisfy nexus requirements. Ultimately the Department of Planning, Building and Code Enforcement (PBCE) coordinates all comments and conditions for new development and finalizes the requirements.

The attached table shows recently approved private development projects that have traffic calming conditions of approval. In addition, all major projects are subject to frontage improvements that include such improvements as lighting, street trees, curb ramps, and crosswalks. There are also a significant number of projects that have either contributed to or constructed traffic signals that aid in vehicular flow but also allow for a better and more efficient system for other modes. All projects are designed to discourage cut through traffic through existing neighborhoods.

A new LOS Policy, previously reviewed by the BBT Committee, will result in alternative requirements for development contributions towards the transportation system. In neighborhood business districts, transit corridors, special planning areas and other locations where development traffic triggers additional traffic impacts the LOS policy will, subject to nexus requirements, require multimodal improvements that may also include traffic calming elements. The new LOS Policy and Environmental Impact report are scheduled for Council approval in December 2004.

COORDINATION

This report has been prepared jointly by the Departments of Transportation, Public Works, and Planning Building and Code Enforcement and reviewed by the City Attorneys Office.

JAMES R. HELMER
Director of Transportation

KATY ALLEN
Director of Public Works

STEPHEN M. HAASE
Director of Planning,
Building, Code Enforcement

Attachment

**Traffic Calming Private Development Monitoring Report
(Projects Approved by City Council from January 2004 to June 2004)**

<u>Project Description</u>	<u>Traffic Calming Conditions</u>
PDC 04-05 Corner of 12 th /Keyes 82 Housing Units	Provide road hump on Humbolt Street, bulb-outs on 12 th Streets. Provide \$100,000 towards traffic calming elements. The appropriate elements will be determined at a later date.
PDC 04-007 880 No. Eighth Street Associates 880 N. 8th St. 100 Housing Units	\$100,000 contribution neighborhood traffic calming. The appropriate traffic calming elements will be coordinated with the neighborhood.
PDC 03-056 Taylor St. Housing 302 E. Taylor St. 143 Housing Units	Provide Intersection bulb-outs at 7th/Taylor and diagonal parking
PDC 03-054 Long's Drugs 849 The Alameda 13,500 s.f. Commercial	Provide Traffic calming island along Rhodes Ct.
PDC 03-061 Saratoga/Graves 79 Housing Units	Provide \$70,000 contribution for neighborhood traffic calming. The appropriate traffic calming elements will be coordinated with the neighborhood.