



AGENDA PUBLIC WORKS COMMITTEE MEETING Thursday

March 21, 2024
4:00 P.M.

City Council Chambers, City Hall
11111 Brookshire Avenue
Downey, CA 90241

I. CALL TO ORDER: THE REGULAR PUBLIC WORKS COMMITTEE MEETING – 4:00 P.M

FLAG SALUTE

ROLL CALL

Dania Janczak, Dist. 1	Machell Brookens, Dist. 1
Beth Gendreau, Dist. 2	Elvira Meraz, Dist. 2
Sue Saikaly, Dist. 3	Mia Vasquez, Dist. 3
Rodolfo Sandoval III, Dist. 4	John Wilhite, Dist. 4
Alfred Tovar, Dist. 5	Lissette Rivera, Dist. 5

II. PUBLIC COMMENT ON REGULAR MEETING AGENDA AND NON-AGENDA ITEMS

This portion provides an opportunity for the public to address the Public Works Committee on items within the jurisdiction of the Committee and either listed or not listed on the agenda. It is requested, but not required, that you state your name, address and subject matter upon which you wish to speak. Please limit your comments to no more than 3 minutes. Pursuant to the Brown Act, no discussion or action, other than a brief response, referral to City staff or schedule for a subsequent agenda, shall be taken by the Public Works Committee on any issue brought forth under this section.

III. CONSENT CALENDAR

1. Approval of Minutes for February 15, 2024

IV. OLD BUSINESS

None

V. NEW BUSINESS

1. Report regarding the City's traffic calming program.

VI. PUBLIC WORKS COMMITTEE COMMUNICATIONS

VII. STAFF COMMUNICATIONS

VIII. NEXT MEETING: April 18, 2024 – City Council Chambers, City Hall

In compliance with the Americans with Disabilities Act (ADA), if special assistance is needed to participate in this meeting, complete the City's Title II ADA Reasonable Accommodation Form located on the City's website and at City Hall - City Clerk's Department, 11111 Brookshire Avenue, Monday – Friday, 7:30 a.m. – 5:30 p.m., and submit to the City Clerk's Department or contact (562) 904-7280 or TTY 7-1-1, 48 business hours prior to the City Council meeting.

The City of Downey prohibits discrimination on the basis of disability in any of its program and services. For questions, concerns, complaints, or for additional information regarding the ADA, contact the City's ADA/Section 504 Coordinator at ADACoordinator@downeyca.org: Phone: (562) 299-6619; or TTY at 7-1-1.

In compliance with Title VI of the Civil Rights Act, the City of Downey prohibits discrimination of any person in any of its program and services. If written language translation of City agendas or minutes, or for oral language interpretation at a City meeting is needed, contact the City Clerk's Office at (562) 904-7280, or (562) 299-6619, **48 business hours prior to the meeting.**

En cumplimiento con el Título VI de la Ley de Derechos Civiles, la Ciudad de Downey prohíbe la discriminación de cualquier persona en todos sus programas y servicios. En caso de necesitar una traducción escrita de las órdenes del día o las actas de las reuniones de la ciudad, o para solicitar un intérprete oral para una reunión de la ciudad, comuníquese a la oficina de la Secretaria de la ciudad al (562) 904-7280, o al (562) 299-6619, en el horario de atención comercial, **48 horas antes de la reunión.**

I, Brianna Mendez, City of Downey, do hereby certify, under penalty of perjury under the laws of the State of California that the foregoing notice was posted pursuant to Government Code Section 54950 Et. Seq., at the following locations: Downey City Hall, Downey City Library, and Barbara J. Riley Senior Center.

Dated this 18th day of March 2024

Brianna Mendez
Engineering Division Secretary
Department of Public Works



TO: CHAIR AND MEMBERS OF THE PUBLIC WORKS COMMITTEE

FROM: OFFICE OF THE DIRECTOR OF PUBLIC WORKS
BY: MATTHEW BAUMGARDNER, P.E., DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

DATE: MARCH 21, 2024

SUBJECT: REPORT REGARDING THE CITY'S TRAFFIC CALMING PROGRAM

EXECUTIVE SUMMARY

The Public Works Committee will receive and file a report on the City's Traffic Calming Program and its effectiveness in addressing traffic-related requests and complaints received from residents.

RECOMMENDATION

That the Public Works Committee receive and file a report on the City's Traffic Calming Program.

BACKGROUND

In 2010, the City adopted a Traffic Calming Program (see Attachment A) in response to the public interest of addressing neighborhood traffic intrusion, primarily consisting of excessive travel speeds and cut-through traffic occurring on residential streets. Traffic calming is defined by the Institute of Transportation Engineers as the "combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized users". The City expands this definition to include non-physical measures such as educational programs and enhanced enforcement. Neighborhood traffic calming measures are an attempt to enhance traffic and pedestrian safety as well as preserve neighborhood character and livability. The City's Traffic Calming Program includes several potential measures grouped into two stages for the purpose of addressing excessive travel speeds, cut-through traffic, increased volume, and safety. When properly implemented, the measures should be effective, self-enforcing, and also generate positive feedback and acceptance from the public. The Traffic Calming Program is a framework and, as such, the program may be modified over time to incorporate advancements in technology should they become available.

ANALYSIS

Traffic Calming Program

There are seven steps to the traffic calming process and are described by the following:

<u>Step</u>	<u>Description</u>
1	Traffic calming request is submitted to the City
2	Petition prepared and sent to requestor
3	Stage 1 traffic calming study performed
4	Stage 1 traffic calming measure(s) implemented as appropriate.
5	Follow-up evaluation
6	Conduct Stage 2 traffic calming study (if issue was not resolved)
7	City Council approval (if necessary) and implement Stage 2 traffic calming measure

Once a traffic calming request is received, a Stage 1 traffic calming study is initially performed. The traffic calming study consists of the collection of traffic volume and speed data on the given street and comparison of the data to the criteria in the Traffic Calming Program defining the minimum thresholds for the implementation of traffic calming measures as appropriate. Specifically, the criteria require a minimum daily traffic volume of 1,000 vehicles per day (VPD) and an 85th percentile speed of 35 miles per hour (MPH) or greater. An additional consideration is that if 40% or greater of the traffic volume on a given street block is cut-through as verified through a license plate study or other means, then the given street would also qualify for traffic calming. If the aforementioned criteria are met, the City will proceed with the implementation of Stage 1 Traffic Calming measure(s), which consist of the following:

- Neighborhood Watch Program
- Radar speed trailer deployment
- Enhanced Traffic enforcement actions by the Downey Police Department
- Signage and pavement markings
- Semi-permanent Vehicle Speed Feedback Sign deployment

Regardless of whether the criteria are met, staff automatically refers speeding complaints to the Downey Police Department. For focused enforcement against speed violators as well as the deployment of the speed awareness trailer at the given location as an interim measure. The Stage 1 traffic calming measures are considered easily and quickly implementable, and the majority of these measures are relatively inexpensive and do not require an elaborate consensus-building process. Following the implementation of the Stage 1 measure, an evaluation is conducted within six months to determine the effectiveness of the measure which typically consists of speed measurement, visual observations and/or discussions with residents. If the follow-up evaluation proves the measure is effective in terms of reducing speeds and/or cut-through traffic, the process will end. If the evaluation proves the Stage 1 measure was not effective in reducing speeding and/or cut-through traffic, the City will conduct a Stage 2 Traffic Calming study.

A Stage 2 Traffic Calming study includes verification that the residential street in question is subject to the statewide 25-MPH statutory speed limit and the street must be classified as a local road as defined by the California Vehicle Code (CVC). In addition, because some Stage 2 measures may have adverse impacts in terms of aesthetics and changes in traffic patterns, even for the residents themselves, it is at times perceived that these more extensive measures could lower property values. Therefore, a petition prepared by the City must be circulated among the residential properties on the block demonstrating that the majority (75%) of the occupants of the properties support the Stage 2 traffic calming measure and are aware of the aforementioned potential adverse effects that may result. The Downey Police and Fire Departments are then consulted to determine if the proposed traffic calming measure will adversely impact their respective operations. Other factors are also taken into consideration, such as the potential diversion of traffic to a parallel street, which may result following the implementation of some of the Stage 2 measures.

Stage 2 traffic calming measures include permanent physical modifications to the street and, hence, are more expensive to implement. Stage 2 traffic calming measures include the following devices:

- Speed humps
- Speed tables
- Turn restrictions
- Mini roundabouts
- Curb extensions, chokers and chicanes
- Diverters
- Cul-de-sacs or street closure

Physical Stage 2 traffic calming devices should be located a minimum of 25 feet from driveways, manholes, drain inlets, water valves, street monuments, fire hydrants and other appurtenances and should not be installed where they will inhibit drainage, trash collection, street sweeping, street repair, access, visibility or otherwise negatively affect any existing characteristics of the street. Because the majority of the Stage 2 measures are costly to implement and budgets are limited, a prioritization system is included in the Traffic Calming Program should multiple requests be received concurrently. The following criteria are considered when assigning a priority to a given Stage 2 measure implementation:

- Speed
- Volume/cut-through traffic
- Crash history
- Pedestrian traffic
- Unique conditions

Traffic calming requests can be prioritized in other ways as well independently of the aforementioned criteria. For instance, all things being equal, a street with 27% of the vehicles traveling above 35 MPH would be prioritized above a street with only 18% of the vehicles traveling above the 35 MPH threshold.

The final step in the traffic calming process is approval by the City Council. This step is required primarily because of the formal bidding process which would typically apply to the Stage 2 traffic calming measures because of their construction cost. Once the construction cost is awarded by the City Council, the Stage 2 traffic calming measure is constructed. The implementation of Stage 2 measures may also be vetted through the Public Works Committee in order to gain acceptance if the proposed measure is subject to any potential controversy in the community.

Area Example

To demonstrate the implementation of the City's Traffic Calming Program, City will be focusing on the area generally bound by Suva Street, Paramount Boulevard, Gallatin Road and the Rio Hondo Channel. Th City has received several traffic-related requests/complaints and as such, a combination of engineering- and enforcement-related Stage 1 and 2 traffic calming measures have been implemented recently by the Public Works and Downey Police Departments to address traffic-related requests/complaints as described in the following sections:

Public Works Engineering Actions

Public Works Engineering measures implemented in this area in response to the complaints received include:

- Installation of vehicle speed feedback signs;
- Centerline striping;
- 25 MPH speed limit signs; and
- Supplementary pavement markings.

As an example of effectiveness in reducing speeds, vehicle feedback signs on Tweedy Lane and Horley Avenue have resulted in reductions of up to 18 percent. While the measures have been observed to be relatively effective in addressing the complaints received, a second traffic calming study was ordered along Guatemala and it was determined that speed humps on Guatemala Avenue between Suva Street and Lubic Street may be necessary to address speeding. This measure is currently under evaluation and the next step is the petition process. Public Works staff will prepare a petition and it will be circulated among the residents to gage support for the installation of speed humps before taking additional steps.

A summary of requests/complaints received by the Public Works Department within the aforementioned area over the past four years and measures taken to address the issues is provided in Attachment B and are shown on the location map in Attachment C.

Enforcement Actions

In addition to the engineering measures implemented by the Public Works Department, the Downey Police Department has been regularly enforcing traffic laws in this area. For instance, a total of 161 citations were issued within the past year for unsafe operation of the vehicle, as follows:

- 159 Stop Sign Violations
- 1 Unsafe Backing
- 1 Speeding

It should be noted that a proposed 33-unit townhome development is being proposed in the area, at 7360 Foster Bridge Boulevard. City staff is evaluating the project's traffic study, to determine if any other measures should be taken to address the additional traffic, beyond those already identified in the area. Those will be provided when the project is submitted to the Planning Commission for consideration. However, additional measures can be evaluated in the future as necessary through the City's Traffic Calming Program in response to requests received from the community if the traffic speeding and cut-through issues persist following the opening of the proposed residential development.

CITY COUNCIL PRIORITIES

Quality of Life, Safety & Infrastructure

FISCAL IMPACT

None.

ATTACHMENTS

Attachment A: City of Downey Traffic Calming Policy

Attachment B: Traffic-related request list

Attachment C: Locations of traffic-related requests received

**NEIGHBORHOOD
TRAFFIC CALMING
PROGRAM**



January 2010

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What is Traffic Calming?

Downey residents have expressed concern about speeding and cut-through traffic in residential neighborhoods. In response to public interest, the city has developed a Neighborhood Traffic Calming Program.

The Institute of Transportation Engineers defines “traffic calming” as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”

The City of Downey also expands this definition to include non-physical measures such as educational programs and enhanced enforcement.

What are Traffic Calming Measures?

Neighborhood traffic calming measures are an attempt to enhance traffic and pedestrian safety and preserve neighborhood character and livability. In an effort to simplify this program, the City of Downey has presented those measures most likely to be recommended by staff for implementation in Downey. Many measures would be extremely difficult, if not impossible, to construct and in most cases come with an extremely high price tag. For simplicity, these measures have been left out of this policy.

Additional measures may be investigated as each specific concern is raised within a neighborhood. In addition, new ideas and the advancement of technology may make additional measures available in the future. This program is intended to be a guide for traffic calming in Downey and will be modified as needed in the future.

Measures included in this program are described in more detail later in this document, but can generally be used to address problems with speeding, cut-through traffic, increased volume, and safety. When traffic calming measures are properly implemented, the measures should be effective and self-enforcing and should also generate positive public feedback and acceptance.

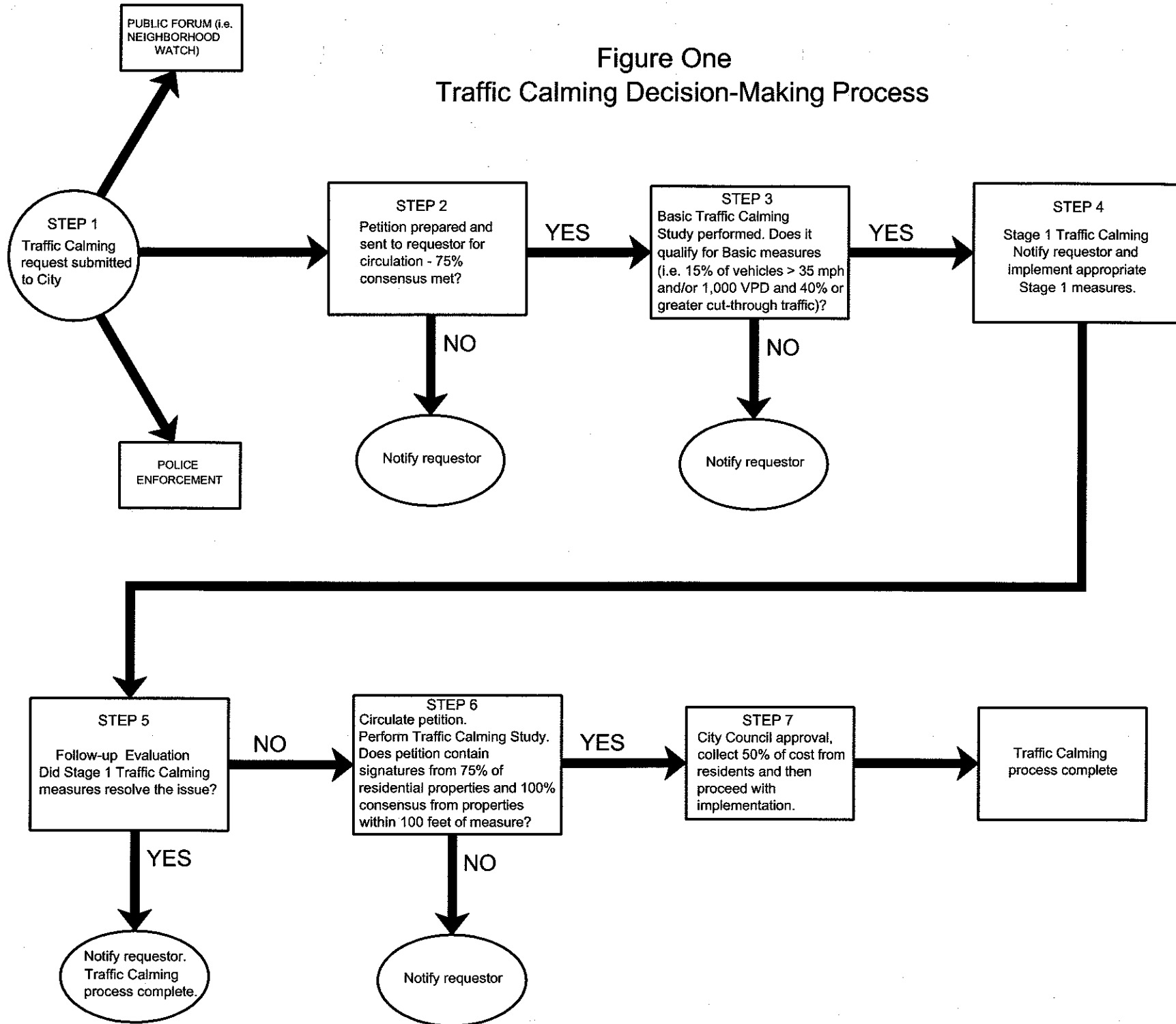
The Neighborhood Traffic Calming Process

The Neighborhood Traffic Calming Program (Program) is not intended to replace on-going activities to reduce speeding on residential streets. The Program is an attempt to formalize current activities, in addition to providing a mechanism for residents to document their support for both existing and possible future efforts to reduce speeding and cut-through vehicles on their street.

This Program is a framework, and should advancements in technology become available, the Program may be modified to incorporate such advancements.

There are seven steps to the traffic calming process, as described in detail below. The traffic calming process is also illustrated through the flow chart in Figure One.

Figure One
Traffic Calming Decision-Making Process



STEP 1 — Report the Problem

If you feel as though you have a speeding or traffic problem on your residential street, the first step is to report the problem to City of Downey Traffic Engineering staff at (562) 904-7108 or by submitting an on-line service request at www.downeyca.org. City staff will note your complaint and provide a Traffic Calming Request Form. This form is also available at www.downeyca.org under 'Government' followed by 'Public Works'. Upon receipt of the Traffic Calming Request Form, City staff will evaluate the complaint to determine the nature of the problem, and make sure that the location meets the first traffic calming criteria as described in the following paragraph.

The City will not implement this Program on "arterial" or "residential collector" streets, unless the arterial or collector street is located within a residential area as defined by Section 515 of the California Vehicle Code (CVC). Otherwise, staff will refer concerns on these streets to the Police Department for traffic enforcement and/or will address these concerns as part of on-going efforts to improve traffic flow and vehicular safety throughout the community.

STEP 2 — Project Area and Neighborhood Consensus

After receiving the Traffic Calming Request Form, City staff will review the concern(s) and determine the proper project area. Based on the project area, a petition will be prepared and forwarded to the requestor. The requestor is responsible to circulate the petition and obtain signatures from 75% of the occupants of the properties within the project area, confirming the property occupants' consensus of the neighborhood speeding and/or intrusion issue.

After obtaining the required number of signatures, the petition must be returned to City staff within 90 days of issuance. Once returned, City staff will review and confirm adequate signatures have been submitted.

If the petition contains the required number of signatures, City staff will proceed with the preparation of a Basic Traffic Calming Study. If the petition requirement is not satisfied, the matter will still be referred to the Police Department for focused enforcement against speed violators.

STEP 3 — Basic Traffic Calming Study

Once City staff initiates the Basic Traffic Calming Study, staff will collect vehicle speed and vehicle volume data.

After collection, the data will be compared to established thresholds and prioritized based on severity of speeding or traffic volume. The intent of the Program is to address the worst problems throughout the community through a prioritization of the traffic

calming requests received in accordance with the table included under the “Priority” section below.

Thresholds may be adjusted to maintain responsiveness in addressing the worst problems within the community.

The following data will be collected through the Basic Traffic Calming Study:

Speeding Threshold:

If 15% of the vehicles driving on the roadway were traveling at speeds above 35 miles per hour, the street would be eligible for traffic calming.

Volume/Cut-through Problem Threshold:

In some cases, the reported problem relates to the volume of traffic on the residential street, instead of the speed. In general, if the given street has a daily traffic volume of at least 1,000 vehicles per day and more than 40% of the traffic volume on the given street block is verified as cut-through traffic through a license plate survey, then the street would be eligible for traffic calming.

Other Issues:

Some traffic problems cannot be categorized as either speeding or cut-through related problems. City staff will evaluate on a case-by-case basis if a unique issue warrants traffic calming.

Priority:

Streets eligible for traffic calming will be prioritized for implementation based upon the severity of the traffic conditions, taking into consideration the following factors: speeding, volume, cut-through traffic, crash history, proximity to pedestrian generators (i.e., schools, parks, community centers) and unique roadway conditions. Priority points will be assigned per the following table:

Speed	2 points for each MPH difference between the 85 th percentile speed and the posted or prima facie speed limit
Volume/Cut-through traffic	1 point for each 500 vehicles over 1,000 vehicles per day; 5 points if 40-65% or more of the Average Daily Traffic (ADT) on the 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 past 3 years
Pedestrian Generators	5 points for each school, park or trail access, library or

(15 points max.)	community center along the street; 3 points if within 1 block; 2 points if within 2 blocks
Unique Conditions (15 points max.)	5 points for proximity to a neighborhood business district or existing/planned transit hub; 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; 5 points for a high crash rate

Traffic Calming requests may be prioritized in other ways as well, independently of the criteria in the above table. For instance, all things being equal, a street with 27% of the vehicles traveling above 35 mph would be prioritized above a street with only 18% of the vehicles traveling above the 35 mph threshold.

If the criteria are not met as a result of the Basic Traffic Calming Study, the matter will still be referred to the Police Department for focused enforcement against speed violators.

STEP 4 — Stage 1 Traffic Calming

If the location exceeds the thresholds identified above, city staff will first suggest possible solutions that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement based measures called Stage 1 Traffic Calming. These include:

Neighborhood Watch Program — Sometimes residents of a given neighborhood contribute significantly to a speeding problem. In this case, a grassroots citizen-driven awareness campaign can be very effective. Through a Neighborhood Watch Program, issues such as speeding and intrusion can be discussed among residents, particularly when local traffic is the source of the concern. Through this forum, such issues can be discussed on a regular basis. In addition, neighborhood residents may distribute fliers among the residents in the neighborhood to spread the word about driving appropriately through the particular neighborhood.

Radar Speed Trailer Deployment — This trailer is a temporary device that is primarily used to inform motorists that they may be exceeding the posted or prima facie speed limit, in an effort to educate motorists to drive in a more prudent manner.

Traffic Enforcement Actions — This is traditional enforcement activity on the part of the Police Department's traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

Traffic Signing and Pavement Markers — Traffic Engineering staff will review all of the traffic signing and pavement markings in the area. If necessary, staff will install additional signage (i.e., speed limit or advisory signs) or striping (i.e., centerlines or edge striping) and/or replace faded signs and markings. When appropriate, changes and additions will be reviewed with interested neighbors. Please note that "STOP" signs are intended to assign the right-of-way at an intersection and have been found to be ineffective as speed deterrents and, therefore, are not intended for use as traffic calming devices.

Semi-Permanent Radar Speed Sign Deployment — This is a semi-permanent device that is primarily used to inform motorists that they may be exceeding the posted or prima facie speed limit, in an effort to educate motorists to drive in a more prudent manner.

Report Offending Motorists to Traffic Engineering Section — If residents observe offending speeding motorists on a regular basis, the license plate number of the vehicle can be reported to the City's Traffic Engineering Section. A letter will then be issued by the City Traffic Engineer to the registered owner of the offending motorist, bringing the matter to the attention of the owner of the vehicle and to urge the owner to refrain from driving at excessive speeds.

STEP 5 — Follow-up Evaluation

After one or more Stage 1 traffic calming measures have been implemented, City staff will observe the area, generally between three to six months after the implementation. Based on these observations, discussion with residents, and follow-up data collection, when appropriate, staff will determine the effectiveness of the traffic calming measure. If the measures were deemed successful, and the thresholds identified in Step 3 are no longer exceeded the traffic calming process will end.

If the location continues to exceed the thresholds for speed and/or cut-through traffic, City staff will proceed to analyze possible Stage 2 traffic calming methods. In the meantime, the location will be referred to the Police Department for appropriate enforcement, if such enforcement is not already being conducted.

STEP 6 — Stage 2 Traffic Calming

If the Stage 1 measures are deemed unsuccessful, City staff will conduct a Stage 2 Traffic Calming Study to suggest possible solutions to the problem. The solutions could involve physical modifications of the street intended to control traffic speeds and/or volumes. These are called Stage 2 Traffic Calming methods.

Engineering experience and judgment, along with neighborhood involvement, will be a large part of the Stage 2 Traffic Calming Study process. The following criteria must be met before a Stage 2 Traffic Calming Study will be conducted and Stage 2 measures considered:

1. The street must have a posted or prima facie speed limit of 25 mph.
2. The street must be classified by FHWA as a local road as defined by Section 515 of CA Vehicle Code (CVC).

In addition, the installation of any of the below Stage 2 Traffic Calming measures will require the circulation of a petition. If the Traffic Calming Study suggests the installation of any of the below Stage 2 measures, a petition will be prepared and forwarded to the requestor. The requestor is responsible for circulating the petition in the project area and obtaining signatures from 75% of the residential properties within the project area. The petition shall also demonstrate that 100% of the occupants of the properties located within 100 feet of the proposed traffic calming device support its installation. After obtaining the required number of signatures, the petition must be returned to City staff within 90 days of issuance. Once returned, City staff will review and confirm the adequate number of signatures have been submitted.

Possible Stage 2 measures include:

- Speed Humps – Speed humps are approximately 12 feet in width and vary from 2.5 to 4 inches in height. This raised pavement serves to physically force motorists to reduce their speed. In order to be effective, speed humps should be placed no further than 300 feet apart.
- Speed Tables – These are similar to speed humps with 4 to 6 foot flat sections along the top. Speed tables are generally used at crosswalk locations. In order to make their presence known to motorists and other roadway users, both speed humps and speed tables require the installation of signage and roadway markings.
- Mini-Roundabouts – This device is a raised circular island in the middle of a residential neighborhood intersection. Direct straight-through movements are obstructed by the raised island causing traffic to move to the right (counter clockwise) and around the circle. Yield signs that serve to alert motorists to the need to slow their speed entering the intersection normally control the intersection approaches. These devices are not advisable where high pedestrian activity is expected.
- Curb Extensions, Chokers, and Chicanes – These measures narrow the roadway by extending raised curbs into the street. These can be done at street entries and exits as well as mid-block locations. The narrower street generally results in

reduced traffic speeds and provides pedestrians with shorter crossing distances. These devices are currently in place on Downey Avenue at its intersections with 2nd, 3rd, 4th, and 5th Streets. These devices may hinder drainage and may result in very expensive installations, including the relocation of drainage inlet structures.

- Street Closures and Cul-de-sacs – This is the complete barricade or termination of a street.
- Diverters – These devices are raised areas placed across a four-way intersection that prohibit through movements and force turns at approaches. Diverters can be considered on residential neighborhood streets where excessive/cut-through traffic is occurring on a regular basis.
- Other measures – As a result of new technologies, urban planning, or other advancements in traffic calming policies and measures, additional measures may be developed in the future. If included in a Traffic Calming Study, these measures will be fully discussed and evaluated within the proposed study.

IMPLEMENTATION REQUIREMENTS FOR STAGE 2 MEASURES

The following general criteria must be met to consider the installation of any Stage 2 traffic calming measure:

- Installation must not result in traffic diversion to other neighborhood streets.
- At least 75% of all dwelling units and 100% of the dwelling units within 100 feet of the proposed device shall support the installation through the aforementioned petition process.
- Devices shall be located a minimum of 25 feet from driveways, manholes, drain inlets, water valves, street monuments, fire hydrants, and other appurtenances.
- Devices shall not be installed where they will inhibit drainage, trash collection, street sweeping, street repair, access, visibility, or otherwise negatively affect existing circumstances.
- Downey Police and Fire Departments must approve the plan to assure that the possible affect on emergency response and/or access are balanced by the positive impact the measure will have on traffic and pedestrian safety.

STEP 7 — City Council Approval

Once City staff and the neighborhood agree on an appropriate solution(s) as detailed in the Stage 2 Traffic Calming Study, the Study and proposed solution(s) will be presented to the City Council for final approval. This process will include a formal Public Hearing.

Funding

Along with the Stage 2 Study, the City Council will be presented with funding options for the project. 50% of the cost for the installation of any Stage 2 Traffic Calming measure will be the responsibility of the affected residents within the project area, with the remaining 50% to be funded by the City. In addition, the City will bear the responsibility of the permanent maintenance cost of the measures.

Funding for the other aspects of the Program will come from general and grant funds and will be included in existing operating budgets. Current budgets are anticipated to cover the initial implementation of the Program.

In future years, increased funding for traffic studies, enforcement activities, and other Program costs will be included in annual budget requests from impacted departments. As described above, residential assessments will be required to fund 50% of Stage 2 Traffic Calming measures.

Prioritization

For the most part, City staff will evaluate project areas, initiate petitions, conduct traffic studies, implement Stage 1 measures, evaluate Stage 1 measures, and complete and present Traffic Calming Studies to the City Council on an on-going basis.

Should several requests be submitted at the same time, City staff will prioritize requests based on the severity of the problem. As mentioned above, with all things being equal, a street with 27% of the vehicles traveling above 35 mph would be prioritized above a street with only 18% of the vehicles traveling above the 35 mph threshold.

In addition, City staff may consider accident history, proximity to schools or parks, pedestrian traffic, and other related circumstances when prioritizing requests.

As discussed previously, this Program does not replace existing activities and will not limit staff from initiating enforcement or other activities in response to public safety concerns raised by residents.

General Pros and Cons of Stage 2 Traffic Calming

Before the City decides to consider pursuing Stage 2 Traffic Calming actions, it is important that the benefits and disadvantages be carefully considered. While Stage 2 actions can be successful, they can also result in problems more significant than the original concern. This section will describe the general pros and cons of the Stage 2 Traffic Calming tools described previously. In most cases, the benefits are predictable, while the disadvantages can be much more unexpected.

Consequently, a greater emphasis has been placed on the potential problems so that decisions can be made in a fully informed manner.

Benefits

Traffic Calming Measures Often Achieve the Desired Result

Physical actions such as the installation of speed humps, mini roundabouts, street closures, etc. are often times successful in forcing traffic to behave in an intended fashion. In certain situations, they can achieve the desired result by utilizing a one-time capital expenditure and generally low ongoing maintenance costs.

Permanence

Stage 2 traffic calming actions are generally viewed as much more permanent solutions than Stage 1 actions. In most instances, the alternative approach to the desired result involves repetitive and costly ongoing Stage 1 traffic calming actions. There are significant potential benefits to utilizing Stage 2 traffic calming actions, which is why several neighboring communities have implemented Stage 2 actions, with other communities exploring their possible use.

Accident and Crash Reduction

One of the goals of traffic calming is the reduction in the severity and number of vehicular crashes and vehicular and pedestrian/bicycle crashes. Safety can be enhanced through increased driver awareness of other street users and reductions in volumes, speeds, and vehicle, pedestrian, or bike conflicts.

Increased Neighborhood Property Values

There is potential that a well-designed traffic-calming project can increase neighborhood property values.

Disadvantages

Impacts on Emergency Response Vehicles and Response Times

Emergency vehicles will be impacted when certain Stage 2 mitigation measures are installed. The same reason the City would install Stage 2 measures, to slow traffic, is the same reason not to install them, delays to emergency vehicles. As mentioned above, these impacts will be fully investigated and discussed before a proposed Traffic Calming Study recommendation is presented to the City Council.

Diverting the “Problem” Traffic to Another Neighborhood Street

Another concern has been the realization that in many instances, implementing traffic calming tools would be likely to move the problem rather than solve the problem. In virtually all instances, the traffic being controlled by physical traffic calming tools will not disappear or make major changes in its travel patterns. In most instances, the placing of impediments on a particular neighborhood street will merely divert some or all of that traffic to other neighborhood streets.

Everyone is Inconvenienced

Enforcement and education efforts, aimed at controlling speeds or influencing driver behavior, impact primarily the irresponsible drivers - usually a relatively small percentage of the driving population. On the other hand, physical traffic calming measures create delay and inconvenience for all drivers using the particular street.

Benefits Sometimes Very Localized

While speed humps are generally very effective in reducing speed in the immediate vicinity of the humps, they often result in higher speeds between the humps as drivers try to “make up” for the delay at the humps. Consequently, while using the speed humps to lower the average speed, it is likely that the top speeds on the street will increase. This result has been clearly documented in many studies regarding the use of speed humps or non-warranted stop signs for speed control.

Maintenance Impacts for Heavy Vehicles

Speed humps can significantly increase the cost of maintaining heavy vehicles. While not readily quantifiable, this is an important consideration related to the maintenance cost for fire engines, refuse trucks, street sweepers, etc. This is an especially serious concern for vehicles that will be subject to the traffic calming actions on a continual or repeated basis.

Impacts on Other Road Users

All measures are designed to be acceptably safe for all users, assuming that these users are attentive as they proceed down the street. Speed humps and mini roundabouts are two of the most popular traffic calming measures. Bicyclists can traverse speed humps at typical cycling speeds without slowing down. However, if the bicyclist is careless (e.g., riding with no hands, not watching the road, no lights at night, etc.), the bicyclist might unexpectedly encounter a hump and be caught off balance.

Mini roundabouts force drivers to the right at intersections, toward (but not into) the crosswalks and pedestrians sometimes feel that their safety is being compromised. Traffic accidents could increase due to driver unfamiliarity with these devices.

These disadvantages for various user groups need to be considered along with the recognized benefits of overall traffic speed and volume reduction that result from a traffic calming project.

Visual Impacts, Noise Impacts, and Aesthetic Concerns

Actions such as speed humps and diverters most often pose no opportunity for the incorporation of aesthetics and can certainly have negative visual impacts. Additionally, virtually all Stage 2 traffic-calming devices require reflective devices, signs, and striping, which negatively affect the aesthetics of a neighborhood and could negatively influence property values.

Since these devices are intended to pose obstacles to cars, they must be very well signed, marked, and lit in order to minimize potential safety problems and potential liability exposure. While the signing, marking and lighting are clearly justified for those reasons, they certainly negatively affect neighborhood aesthetics.

Noise in the area of traffic calming devices, such as speed humps, can increase due to the deceleration and acceleration of vehicles. There is also usually noise created by the vehicle traversing a speed hump.

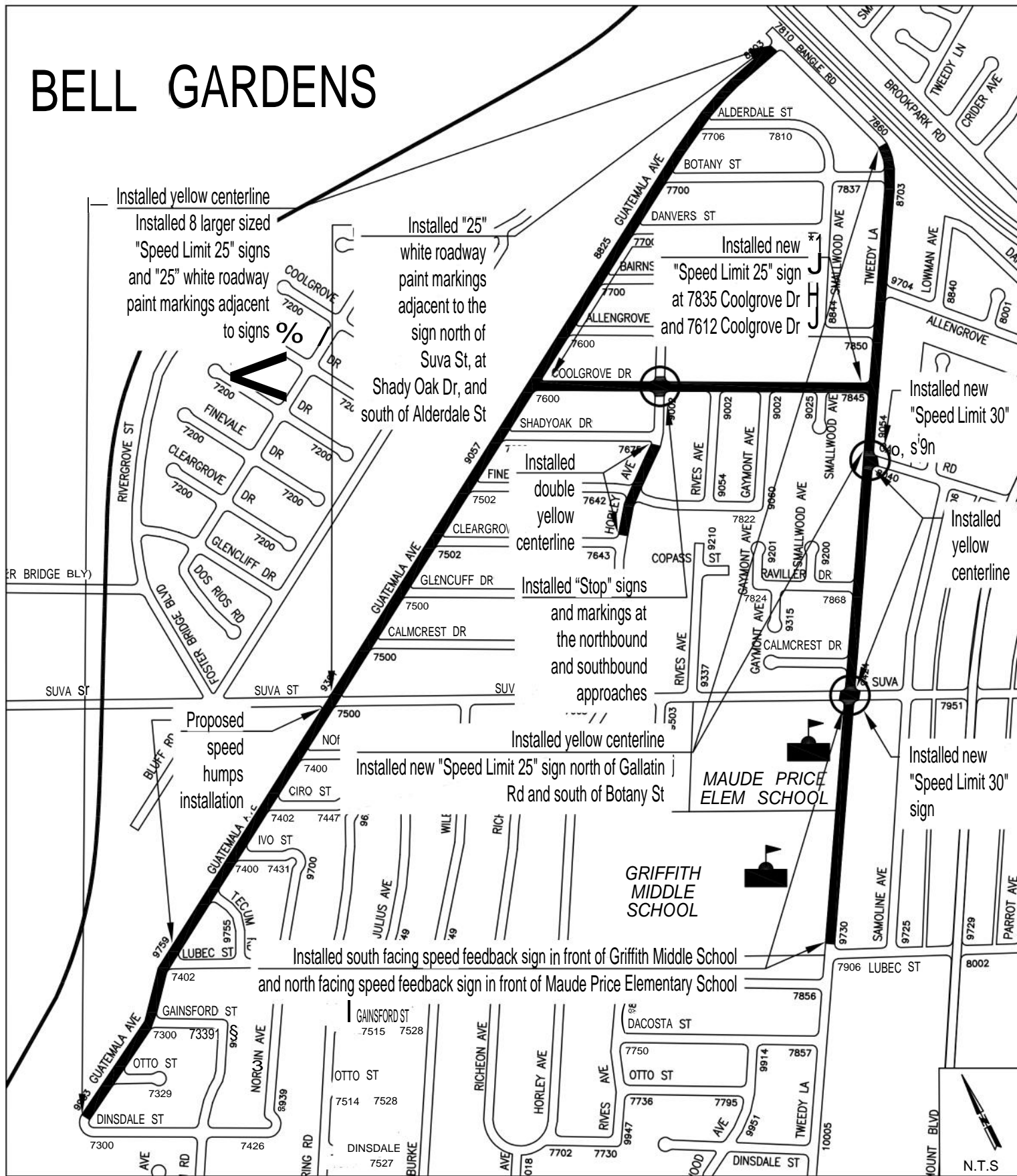
SOLAR-POWERED VEHICLE SPEED FEEDBACK SIGN



Traffic-Related Request List

Complaint		Engineering Work Order	Date	Location	Description
1	Speeding problem all day, no sidewalk - request a "SLOW DOWN CHILDREN AT PLAY" or STOP sign at the following asap: Horley Ave (n/s) at Finevale Ave Cleargrove Dr & Horley Ave	1 00950	12/13/19	Horley Ave: from Shadyoak Dr to Cleargrove Dr	Installed double yellow centerline along the horizontal curves
2	Resident is requesting more stop signs near coolgrove and a skip line. Do to constant speeding in this area.	2 00951	12/13/19	Intersection of: Horely Ave and Coolgrove Dr	Installed "Stop" signs and markings at the northbound and southbound approaches
		3 00956	3/18/20	Coolgrove Dr: from Tweedy Ln to Guatemala Ave	Installed a new "Speed Limit 25" sign at 7835 Coolgrove Dr Installed a new "Speed Limit 25" sign at 7612 Coolgrove Dr
3	Cars race down this street, especially at night. Is it possible to add a speed bump to deter people from speeding?	4 00873	10/15/18	Guatemala Ave: from Dinsdale St to Bangle St	Installed yellow centerline Replaced 4 existing "Speed Limit 25" signs with larger sized signs Installed 4 new "Speed Limit 25" signs Installed "25" white paint markings on roadway adjacent to the 8 new "Speed Limit 25" signs
		5 00944	10/31/19	Guatemala Ave: from Suva St to Bangle Rd	Installed "25" white paint markings on roadway adjacent to the "Speed Limit 25" sign north of Suva St Installed "25" white paint markings on roadway adjacent to the "Speed Limit 25" sign at Shady Oak Dr Installed "25" white paint markings on roadway adjacent to the "Speed Limit 25" sign south of Alderdale St
		6		Guatemala Ave: from Suva St to Lubec St	Proposed installation of speed humps.
4	Resident reported speeding was concern in his neighborhood of Tweedy Ln between Gallatiin and Suva. He would like for the city to install speed humps and speed radar signs in his neighborhood.	7 01008	12/22/21	Tweedy Ln: from Suva St to Gallatin Rd	Installed yellow centerline
		8 01088	9/22/22	Tweedy Lane: from Gallatin Road to Bangle Road	Installed yellow centerline on Tweedy Ln from Gallatin Rd to Bangle Rd Installed a new "Speed Limit 25" sign north of Gallatin Rd Installed a new "Speed Limit 25" sign south of Botany St
		9 04132	11/16/23	Intersection of: Tweedy Ln and Suva St	Installed a new "Speed Limit 30" sign
		10 04131	11/16/23	Intersection of: Tweedy Ln and Gallatin Rd	Installed a new "Speed Limit 30" sign
		11		Tweedy Ln: from Suva St to Lubec St	Installed Speed Feedback Sign for northbound traffic, in front of Griffith Middle School Installed Speed Feedback Sign for southbound traffic, in front of Maude Price Elementary School

BELL GARDENS



CITY OF DOWNEY

DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

LOCATIONS OF TRAFFIC-RELATED REQUESTS RECEIVED