

ATTACHMENT B
Boulder Neighborhood Traffic Calming Program (NTMP)
Revised Program Outline II (Action Plan)

- The Action Plan would include an annual budget of \$50,000 to \$100,000 per year. No new staff would be added to manage the NTMP.
- The Action Plan is similar to the Vision Plan in many ways, but modifications have been made due to the reduced funding. The most significant change is that NTMP treatments available for different types of roadways are limited. This is to reduce public process time spent debating the value or lack of value of all the different treatment options. “Big Pot” projects may receive Permanent Speed Displays. “Small Pot” projects may receive Speed Humps.

Specific Components of the Action Plan, along with a brief description of each are outlined as follows:

A. Project Initiation

- Resident must fill out a neighborhood application with a minimum of 5 resident signatures in support of the application

B. Project Qualification

- City obtains speed and volume data on requested roadways as well as any needed data on parallel neighborhood roadways
- City compares speed and volume data to minimum qualification thresholds to determine which roadways are “qualified” and which are “unqualified”
- (Minimum qualification threshold to be determined)

C. Education and Enforcement

- “Unqualified” streets are not eligible for funding or staffing within the NTMP, but will have access to:
 - “Basic” educational tools (Basic tool list to be determined)
 - Periodic untracked traditional police and/or photo enforcement based on resident requests
 - Deployment of one speed trailer for shared use in “unqualified” neighborhoods city-wide
- “Qualified” streets will have access to the following through the NTMP:
 - All educational materials, including deployment of three speed trailers for shared use in “qualified” neighborhoods
 - Frequent, tracked speed enforcement, including photo-enforcement while waiting to reach the top of the prioritized list of “qualified” projects

D. Prioritization of Qualified Projects

- Each year all “qualified” roadways are prioritized and the highest priority roadways are identified for projects that year
- (prioritization scoring worksheet to be determined)

E. Consideration of Physical Traffic Calming Treatments on Top Priority “Qualified” Local Roadways

- The City identifies projects to implement each year from a prioritized list of local roadways awaiting implementation.
- The number of projects to be implemented each year depends on the anticipated type, magnitude and cost of the physical treatments estimated to be necessary on top priority projects.

F. Funding of Physical Traffic Calming Treatment Projects

“Big Pot” Projects (collector roadway or any CERR roadway)

- Mitigation treatments on “Big Pot” projects are limited to permanent speed displays.
- The City will share the costs to purchase and install these devices using a 50%/50% split with the applicants.

“Small Pot” Projects (local roadways that are not CERR roadways)

- Mitigation treatments on “Small Pot” projects are limited to speed humps.
- The City will share the cost of implementing these projects as follows:
 - The City will fund the first \$5,000 of construction costs on “Small Pot” projects. For some projects (one or two speed humps) this may cover the entire cost of the project.
 - The City will share the remaining construction costs using a 50%/50% split with the applicants.
 - The applicants will be responsible for the collection of their funding match prior to construction of the improvements.
 - “Small Pot” treatment measures may be funded 100% by the City if they are on roadways that are expected to receive diverted traffic as a result of traffic calming treatments on parallel roadways in the neighborhood
 - (specific traffic diversion thresholds to be determined).

100% Neighborhood Funding of Lower Priority Projects

- Residents will not be allowed to move their project (Small or Big pot) up the priority list by providing 100% funding.

- G. Public Process to Define Preferred Traffic Calming Treatments**
- If needed, a single neighborhood meeting will be held to discuss the proposal for “Small Pot” projects. Staff will determine, on a case by case basis, whether a particular “Small Pot” project needs a neighborhood meeting.
- H. No Traffic Calming Treatments on Critical Emergency Response Routes (CERRs)**
- Due to the funding limitations of the Action Plan NTMP, no traffic calming treatments other than permanent speed displays will be considered on CERR roadways in Boulder.
- I. Determination of Neighborhood Support for Project Implementation**
- No neighborhood support process is needed for permanent speed display placement (“Big Pot” projects).
 - For speed hump construction (“Small Pot” projects), a neighborhood petition process will be used to determine if there is adequate neighborhood support for implementation of the preferred plan. The petition must demonstrate that a set percentage of the households in the impact area are in support of the project (support percentage threshold to be determined).
 - Staff will define the impact area for each project (base impact area criteria to be determined).
 - Residents will be responsible for circulating the petition, and staff will not verify the authenticity of the petition.
- J. Staff Recommendation and Project Approval / Adoption Process**
- Staff will inform the TAB and City Council prior to constructing any permanent speed displays or speed humps through the NTMP. Staff and TAB will decide on a case by case basis whether public meetings or public hearings are needed. It is anticipated that most projects would be constructed without direct action from either TAB or City Council.