

ATTACHMENT C
Boulder Neighborhood Traffic Calming Program (NTMP)
Revised Program Outline III (Fiscally Constrained Plan)

- The Fiscally Constrained Plan has no annual budget. As a worst case, it is assumed that the only resources that the City can contribute are minor operational funding for educational tools and staffing for some enforcement, and program management.
- The Fiscally Constrained Plan is significantly reduced in scope relative to either the Action Plan or Vision Plan. In this Plan, there is no funding available from the City for construction of NTMP improvements. Only “Local” roadways which are not CERR roadways may be considered for physical treatments. Speed humps will be the only mitigation device available and they may only be installed if 100% of the construction and data collection costs are provided by the applicant(s).

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

A. Project Initiation

- Neighborhood application with a minimum of 5 resident signatures in support of the application
- Roadways which do not qualify, because they are collectors and/or CERR roadways will have data collection performed at City expense. They will then have access to the same education and enforcement tools and efforts as either “unqualified” or “qualified” streets discussed in Section C below, depending on whether they meet the speed and volume qualification thresholds.

B. Project Qualification

- City procures speed and volume data on requested local roadway. Residents must agree to fund the cost of traffic data collection (set data collection fee to be determined).
- City compares speed and volume data to minimum qualification thresholds to determine which roadways are “Qualified” and which are not (Minimum qualification threshold to be determined)
- A project will be judged to “not qualify” if staff judges that it is likely that traffic will divert onto other local roadways in the area. If staff determines that there are any concerns that would cause the project to become time consuming or costly from a public process standpoint then this will result in the project “not qualifying” for mitigation.

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

- There is no prioritization in the “fiscally constrained” plan. Projects on roadways which are “qualified” and have adequate neighborhood funding are constructed on a first come/first serve basis

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

- There is no prioritization in the “fiscally constrained” plan. Projects on roadways which are “qualified” and have adequate neighborhood funding are constructed on a first come/first serve basis

F. Funding of Physical Traffic Calming Treatment Projects

- No City of Boulder funding will be provided for the construction of any projects through the NTMP.
- All funding of speed hump construction and necessary data collection must be provided in advance by the applicant.
- Projects will be implemented as frequently as city staff time and resources allow.

G. Public Process to Define Preferred Traffic Calming Treatments

- No public meetings are required through this process.

H. No Traffic Calming Treatments on Critical Emergency Response Routes (CERRs)

- Due to the funding limitations of the Fiscally Constrained NTMP, no traffic calming treatments of any kind will be considered on CERR roadways in Boulder.

I. Determination of Neighborhood Support for Project Implementation

- A neighborhood petition process will be used to determine if there is adequate neighborhood support for implementation of the preferred speed hump plan.
- The petition must demonstrate that at least 60% of the households in the impact area are in support of the project.
- Staff will define the impact area for each project.
- Residents will be responsible for circulating the petition, and staff will not verify the authenticity of the petition.
- After completion of the neighborhood petition, staff will post signs on the project roadway announcing “Planned Speed Humps” with a number to call for information.

J. Staff Recommendation and Project Approval / Adoption Process

- Staff will inform the TAB and City Council prior to constructing any 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.