

**ATTACHMENT A**  
**Boulder Neighborhood Traffic Calming Program (NTMP)**  
**Revised Program Outline I (Vision Plan)**

- The Vision Plan would include an annual budget for project implementation of \$200,000 to \$250,000 per year, and would include a full-time (or half-time) staff person to administer the program.
- In the Vision Plan, NTMP treatments may be considered on “Collector” and “Local” roadways. “Delay-inducing” traffic mitigation would not be available on any Critical Emergency Response Route (CERR).

Specific Components of the Vision 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, potentially 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” Roadways**

- The City identifies projects to implement each year from prioritized list of 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. Stratified Funding of Physical Traffic Calming Treatment Projects**

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

- Traffic calming treatments on “Big Pot” roadways should require more funding and a more complex public process.
- Provided adequate funding is available, the City will provide 100% funding of identified treatment measures on top priority “Big Pot” Projects.

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

- Traffic calming treatments on “Small Pot” roadways should require less funding and potentially less public process than “Big Pot” projects.
- The City will share the cost of implementing these treatments 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 “Big Pot” Projects**

- Two neighborhood meetings. An initial meeting will focus on the tools available and possible treatment alternatives. A second meeting will focus on refining the alternatives and selecting a preferred plan.

“Small Pot” Projects

- One neighborhood meeting to identify a preferred treatment plan on “Small Pot” projects.

**H. Traffic Calming Treatments on Critical Emergency Response Routes (CERRs)**

- “Delay inducing” traffic calming treatments MAY NOT be considered on CERR roadways in Boulder. These include: speed humps, raised pedestrian crossings, raised intersections, any other “vertical” treatments, and traffic circles.
- This condition does not apply to raised pedestrian crossings of right turn lanes at major intersections (not part of the NTMP).
- All other “non-delay inducing” traffic calming tools in the NTMP Toolbox may be considered on CERR roadways.

**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 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**

“Big Pot” Projects

- Staff will incorporate the input received throughout the plan development process, including input from public meetings, input from calls, letters and e-mails and input through the required NH petition process. Staff will consider this input in developing a recommendation for consideration.
- Staff will hold a public hearing with the Transportation Advisory Board. The public may comment on the staff recommendation during this public hearing.
- City Council will make the final decision regarding project approval for implementation through whatever process they request.

“Small Pot” Projects

- Staff will inform the TAB and City Council prior to constructing any “Small Pot” mitigation. Staff and TAB will decide on a case by case basis whether public meetings or public hearings are needed. It is anticipated that most “Small Pot” projects would be constructed without direct action from either TAB or City Council.