City of Antioch Traffic Calming Policy
Revision Adopted on August 25, 2020

PHASE I – ENFORCEMENT & ENGINEERING

- Conduct a Speed Study – The Traffic Engineering Division will conduct a speed study to determine the extent of the speed and traffic volume, and whether traffic enforcement can be applied effectively during specific time periods. This will be based on a reasonable number of violators exceeding the 85th percentile speed during those identified in peak volume time periods. The speed study will be conducted for a 24-hour period unless the concern is based on weekends or as recommended by the Public Works Engineering. The speed study will identify the total traffic volume as well as speeds and time of day when the speeds occur.
- Establish and Post Appropriate Signage & Striping – Public Works Engineering will ensure that appropriate traffic signage and roadway striping is in place and add either, if needed.
- Mobile radar trailer – The City will place its mobile radar trailer during daytime hours in order to inform drivers of their speeds.
- Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85th percentile speed, as determined by the Police Department and/or Public Works Engineering then enforcement steps shall be taken. A follow-up speed survey will be conducted if the speeding continues to be a concern.

Staff will accept requests in the form of completed applications for speed humps/cushions and collect the appropriate data to verify and quantify the speeding problem on the particular roadway section. Staff will evaluate the results and prioritize the roadway sections based on number and severity of collisions, the critical speed, volumes, and other applicable criteria. Proceeding to Phase II will be prioritized based on the rankings of the roadway sections.

PHASE II – TRAFFIC CALMING DEVICES

If Phase I steps do not resolve the speeding issues, then placement of traffic calming devices will be considered.

Speed Humps/Cushions – The placement of elongated speed humps/cushions may be installed when the criteria set forth in this Policy have been met, and a minimum of 25 percent of all ballots must be returned with 67 percent in favor of the proposed installation.

Neighborhood Support

The amount of neighborhood support for the proposed plan will be in the form of mail-in ballots. City staff will mail out ballots along with information of the ballot process.

Distribute Ballots to Local Residents

Ballots will be distributed to all residents, property owners, apartment units, and businesses within the affected area to determine the level of support for the proposed plan. The ballots will include a description and map of the proposed plan indicating the location of devices. The ballot will also include a mail back postcard with two questions for residents to respond to. Those questions are:

1. Do you support the proposed plan?

2. Would you oppose a traffic calming device to be installed adjacent to your property?

The mail back postcard will also provide a space for residents to write comments regarding the proposed plan.

Determine Neighborhood Support

Once the ballots are received by the City, a minimum response rate and approval rate must be met. For implementation of traffic calming devices, a minimum of 25 percent of all ballots must be returned with 67 percent in favor of the plan. For example, if 100 ballots are mailed out, at least 25 must be returned with 17 in favor of the proposed plan.

Apartments present a unique situation because residents may be less likely to respond. For this reason, ballots from apartment units are not counted toward the minimum response rate, but will be counted in favor or against the proposed installation. Furthermore, if the minimum number of ballots is not received, the City staff can assist in reminding neighborhood residents to submit their return postcards in order to meet the minimum response rate.

If the minimum response rate is met but 67 percent of residents are not in favor of the proposed plan, then the City has one opportunity to revise the plan. This would require modifying the plan to address the aspects of the plan that were not favored by the neighborhood residents. Modifying the plan would also require consulting the affected agencies, holding a public meeting to present the revised plan, and redistributing ballots to the affected area.

Speed Humps/Cushion Placement Criteria

Enforcement is a potential method to address speeding concerns, but limitations on resources cannot guarantee constant presence. Speed humps/cushions are often requested as a possible solution to speeding concerns. Staff has evaluated speed hump/cushion policies from numerous jurisdictions and compiled the following information and criteria for the City of Antioch.

A. Research has indicated that speed humps/cushions have the following advantages:
    1) Vehicle speeds are decreased at the speed hump/cushion and at locations between properly spaced speed humps/cushions
        a. Once in place, speed and volume modifications tend to remain constant over time

B. Research has also indicated the following disadvantages:

1) Speed humps/cushions will often divert traffic to other streets, especially where the traffic volume is comprised of “cut-thru or short-cut” traffic. Consequently, an additional traffic problem or speed hump/cushion request is created.
2) Emergency response time may increase
    a. The Fire District will provide input on a case by case basis on whether or not fire truck wheel path breaks are needed (speed cushion as opposed to speed hump)

C. Residents may object to the aesthetics regarding the speed humps/cushions, markings and signing required
1) Possible increased noise levels
2) In order to achieve the desired effect, a number of speed bumps are required. A single speed hump will act only as a point speed control
3) Driving or riding over speed bumps can cause pain or discomfort for persons with certain physical disabilities

D. Roadways that meet all of the following criteria will be considered for the placement of speed humps/cushions:
1) Street width (40 feet maximum)
2) Street includes curb and gutter
3) Speed limit is 25 mph or less
4) Maximum grade is 7%
5) Minimum length of 1,000 feet
6) Generally front-on residential development, a park or a school

E. The factors included in the decision to place speed bumps shall include the following:
1) 85^{th} percentile speed exceeds the speed limit by 7 mph
2) 50% of the vehicles exceed the speed limit
3) Minimum of 25 percent of all ballots must be returned with a 67 percent approval of the proposed installation. (1 vote per residence)
4) 75% of the residents and/or property owners adjacent to the hump/cushion approve the installation (1 vote per residence)

F. Other factors to be considered by the City include:
1) Speed related collision history
2) Diversion and possible impacts to neighboring residential streets
3) Acceptable to emergency service providers, transit agency, and school district
4) Funding constraints

G. If speed humps/cushions are approved they shall be placed in the following fashion:
1) Spacing of 500 feet (+/- 50 feet)
2) 200 feet from any intersection, significant horizontal or vertical curve
3) Speed hump signs and markings will be included

PHASE III – REMOVAL OF TRAFFIC CALMING DEVICES

To initiate the removal process, an application for speed humps/cushions must be submitted by a resident who is living on the street in which the removal of a device(s) would occur. The application can only be accepted after one-year of construction for the plan. Similar to the process to initiate the plan implementation, signatures of ten supporting neighborhood residents must be included on the application. The application

must also state the locations of devices for removal. Once City staff receives the application, the City will organize and distribute ballots for the removal process, and will be sent to the affected residences.

Determine Neighborhood Support

Once the ballots are received by the City, a minimum response rate and approval rate must be met at a higher level than the implementation process. For removal of traffic calming devices, a minimum of 50 percent of all ballots must be returned with at least 75 percent of all ballots in favor of removal. Apartment units do not count toward the minimum response rate. If the minimum response or approval rates are not met, the application cannot be resubmitted for the next three years.