Traffic Management Strategies

Traffic calming options to address residential traffic concerns can generally be categorized as follows:

1. Meeting with and educating residents to better understand the nature and extent of traffic problem(s). A discussion of potential solutions to those problems often brings to light the likely benefits and potential impacts.

2. Enforcing general laws and ordinances pertaining to speed limits, turning restrictions, intersection control and parking regulations. This may entail the establishment or revision of City ordinances.

3. Utilizing traffic control devices that provide specific regulatory, warning or guide messages to pedestrians, bicyclists, motorists and all users of the roadway.

4. Neighborhood meetings and installing physical geometric design features that influence or direct the movement of vehicles, bicyclists or pedestrians within the neighborhood streets. In general, these designs cause either vertical or lateral modifications to achieve their objectives. Only when the methods in items 1, 2 and 3 have proven ineffective should these measures be utilized in addressing residential concerns.

As stated, the NTCP is intended to expand the City's current practices to mitigate cut-through traffic, speeding and other traffic-related problems in residential neighborhoods. In line with the management strategies above, traffic calming options available through the NTCP are generally classified under one of the following three categories:

- **Level 1** -- These measures are generally comprised of studies, data collection efforts, observations, education, public involvement, enforcement efforts, new striping, new signage, parking controls and the use of the speed radar trailer (see categories 1-3 above). These measures are sometimes referred to as passive controls.

- **Level 2** -- These measures include neighborhood meetings and generally require the alteration of the physical configuration of neighborhood streets (see category 4 above). These measures are sometimes referred to as physical controls and common characteristics are that by their physical form they force or prohibit a specific action. These features are largely self-enforcing and create a visual impression that a street is not intended for through traffic. Level 2 treatments include neighborhood meetings, chokers, chicanes, gateways and rumble strips. While Level 2 measures may possibly negatively impact emergency response times of service vehicles, sound engineering and design in coordination with emergency service departments can reduce the impacts to a minimum.

- **Level 3** -- Level 3 measures are similar to Level 2 measures in that they require alteration of the physical configuration of neighborhood streets and force or prohibit a specific action, however, the intrinsic features of Level 3 measures critically affect neighborhood access and emergency response. Level 3 treatments include speed humps, traffic circles, median barriers, forced turn channelization, diagonal diverters and cul-de-sacs. **Because emergency response routes (see pages 15 and 16) are part of vital routes in providing life-saving services to all City citizens and visitors, they will not be eligible to receive Level 3 treatments.**

Table 2

Level 2 and Level 3 Neighborhood Traffic Calming Options

A) LEVEL 2

	Traffic Calming Measure	Speed Reduction	Volume Reduction Traffic Diversion	Noise Increase	Loss of On-Street Parking	Access Restriction	Bus Route and Emergency Vehicle Response Impacts	Increase in Street Maintenance	Estimated Installation Cost
1	Neighborhood Meetings	Possible	Possible	No Change	None	None	None	No	
2	Chokers	Yes	Possible	No Change	Yes	None	Yes	No	$5,000-$40,000 per set
3	Chicanes	Yes	Possible	Increase Possible	Yes	None	Yes	Possible	$50,000-$75,000 or more
4	Gateways	Yes	Possible	Decrease	None	Yes	Yes	No	$5,000-$20,000
5	Rumble Strips	Yes	Possible	Yes (High)	None	None	None	Yes	$500

B) LEVEL 3

	Traffic Calming Measure	Speed Reduction	Volume Reduction Traffic Diversion	Noise Increase	Loss of On-Street Parking	Access Restriction	Bus Route and Emergency Vehicle Response Impacts	Increase in Street Maintenance	Estimated Installation Cost
1	Neighborhood Meetings	Possible	Possible	No Change	None	None	None	No	
2	Speed Humps	Yes	Yes	Increase	Yes	None	Yes	Yes	$2,000-$4,000 per hump
3	Traffic Circles	Yes	Possible	No Change	Yes	None	Yes	Yes	$5,000-$20,000
4	Median Barrier	Possible	Yes	Decrease	None	Right Turn Only	Yes	No	$5,000-$20,000 per block
5	Intersection Channelization	Yes	Possible	No	Yes	None	Yes	Possible	$30,000
6	Diagonal Diverter	Yes	Yes	Decrease	Possible	Left or Right Turn Only	Yes	No	$10,000-$15,000
7	Cul-De-Sac (Dead end)	Yes	Yes	Decrease	Yes	Total	Yes	No	$50,000

Figure 1

Police and Fire Emergency Response Routes
Two-Lane Residential Streets

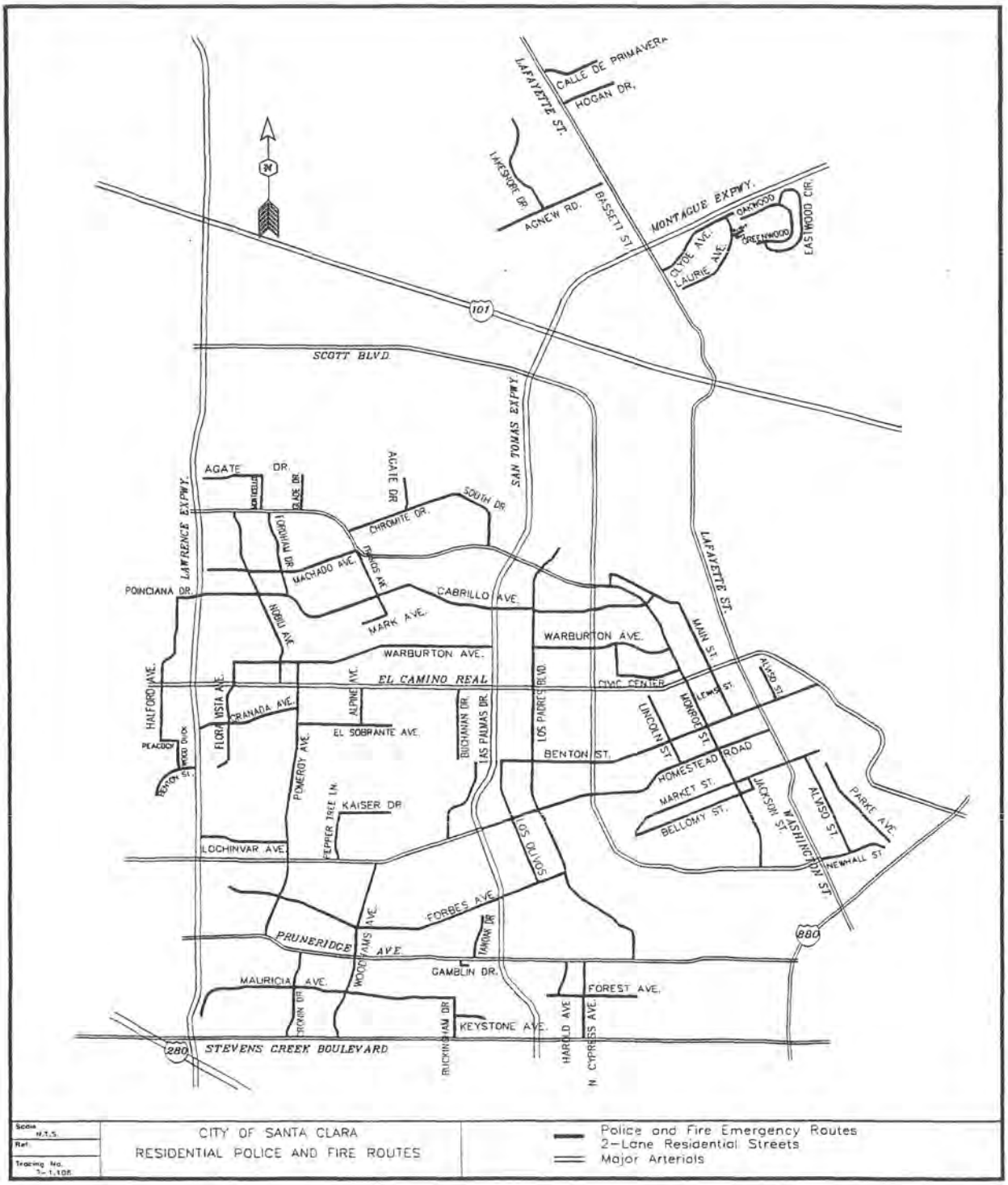

Table 3

Police and Fire Emergency Response Routes
Two-Lane Residential Streets

STREET	LIMITS		
	ENTIRE LENGTH	FROM	TO
Agate Drive		French Street	Monticello Way
Agate Drive		Chromite Drive	700' North of Chromite Dr.
Agnew Road		Calabazas Creek	Lafayette Street
Alpine Avenue	X		
Alviso Street		Benton Street	Lewis Street
Alviso Street		Market Street	Newhall Street
Argus Way	X		
Belomy Street		Saratoga Avenue	Jackson Street
Benton Street		Wood Duck Avenue	Lawrence Expwy.
Benton Street		Los Olivos Drive	El Camino Real
Buchanan Drive		Benton Street	El Camino Real
Buckingham Drive		Stevens Creek Blvd.	Mauricia Avenue
Cabrillo Avenue		Lawence Expwy.	Main Street
Calle De Primavera	X		
Chromite Drive	X		
Clyde Avenue	X		
Civic Center Drive		Warburton Avenue	Monroe Street
Cronin Drive		Stevens Creek Blvd.	Pruneridge Avenue
Cypress Avenue		Stevens Creek Blvd.	Pruneridge Avenue
Eastwood Circle	X		
El Sobrante Avenue	X		
Flora Vista Avenue		Benton Street	Warburton Avenue
Forbes Avenue		Harvard Avenue	Los Padres Blvd.
Fordham Drive		Cabrillo Avenue	Monroe Street
Forest Avenue		Brookside Avenue	Henry Avenue
Francis Avenue	X		
Gamblin Drive		Pruneridge Avenue	Fontana Drive
Glade Drive	X		
Granada Avenue		Lawence Expwy.	Pomeroy Avenue
Greenwood Drive	X		
Halford Avenue	X		
Harold Avenue		Forest Avenue	Pruneridge Avenue
Hogan Drive	X		
Homestead Road		San Tomas Expwy.	Lafayette Street

Traffic Circles

Level 3

Description: Traffic circles use raised islands placed at the center of an intersection. The approaches to the intersection are generally controlled by "yield signs." Traffic circles force left turning vehicles to travel around the raised. "Splitter islands" can be used to prevent motorists from going around the circle the wrong way

Positive Aspects:

- Significantly reduces speeds.
- Cheaper to maintain than traffic signal.
- Provides equal access to intersections for all drivers.
- May provide a safe environment for bicyclists.
- Creates space for landscaping.

Negative Aspects:

- Impedes emergency vehicle, truck and other service vehicle access.
- Increases pedestrian hazard by bringing vehicles close to crosswalks and the sidewalks.
- May increase congestion in immediate area.
- May become obstacles for motorists to crash into.
- May increase right of way confusion among new users.
- Right-of-way restrictions may apply.
- May inhibit truck movements.
- Required safety signing may detract from its aesthetic quality.
- High installation cost.
- Landscaping will require increased maintenance.