

Traffic Calming Program and Policy

The design and functionality of public improvements that include streets, sidewalks and trails in the City of Watertown seek to balance the aesthetic and safety desires of the residents. These public improvements also must efficiently move people throughout and into the community safely. Traffic conditions often are the largest concern of local residents, with speed and volume of local vehicle traffic often affecting the livability and sense of security of residents.

The City uses MN MUTCD standards in determining appropriate signage along local roadways and other standards of physically engineered solutions that have demonstrated the ability to achieve the desired effect for traffic calming. These standards will be the basis for evaluating the implementation of future traffic calming efforts. In an attempt to help balance and manage the needs of residents and the motoring public, the City has enacted the following policy to outline the response and interaction the public and City will have in evaluating traffic related concerns.

I. INITIAL RESPONSE

The City's initial response to traffic complaints in a residential neighborhood will be to gather information from the concerned resident or residents. The City will respond by requesting speed data, traffic counts, and/or other traffic information be collected to verify or provide supporting information to the resident requests.

Other things that may be used include:

- Neighborhood Meetings
- Speed Sign
- Speed Gun/Letter Writing
- Targeted Law Enforcement

II. SPEED CONCERNS

Response to neighborhood traffic speeding problems is provided in one of three ways. The first two methods, at lowest cost, include neighborhood speed watch programs, and police enforcement. Individuals expressing concern about a speeding problem will be informed of the first two alternatives initially, and if speeding remains a problem, the third alternative will be suggested to the neighborhood

III. REQUESTS FOR TRAFFIC CALMING DEVICES

Traffic calming devices could be as simple as regulatory or advisory signage, but could include more robust solutions such as speed bumps, roadway geometry changes, roundabouts, bump outs, surface striping, etc.

Research has shown that traffic-calming devices are only effective for 250 feet on either side of the device. Thus, a neighborhood considering traffic calming device installation would typically require two to three devices.

If a request for traffic calming devices is made, the request must be made on a qualifying municipal street. Qualifying streets for traffic calming devices must be residential, and not a commercial or collector street, county or state highway, and one of the following:

- A minimum of 250 cars per day.
- 85th percentile of speed shall be 35 mph (5 miles over the speed limit).

If a request for traffic calming devices is for a respective county or state highway, the City will

engage the governmental agency regarding the request and report back to the City Council and/or the citizen the appropriate process those agencies have in response to such a request.

The procedure the City will follow prior to the installation of any permanent traffic calming devices will be as follows:

- Receive a petition from 65% of the property owners in the neighborhood affected as determined by the City.
- The City will conduct a neighborhood meeting.
- Development of an Education/Enforcement Plan
- Evaluation of Effectiveness of Education/Awareness Efforts conducted at 6 months following implementation.
- If evaluation indicates, effectiveness has not been achieved, then the staff will survey the affected residents about a desire to conduct a feasibility/traffic study. 80% of the respondents must agree to pay 100% of the costs of the feasibility/traffic study by special assessment.
- The City will conduct feasibility/traffic study. A Neighborhood Task Force will be created and involved in the development of recommendations.
- The City will conduct neighborhood meeting to discuss proposed alternatives.
- Staff will present recommendation to City Council.
- Project will be required to go through the full special assessment process with 80% of affected residents agreeing to pay 100% of the costs identified above.

IV. REMOVAL

The traffic-calming device can be removed by order of a 4/5's majority of the Council, or upon receipt of a petition from 65% of the neighborhood requesting the removal. Removal may only be considered after any outstanding assessments on the initial installation have been paid. Costs for removal shall be paid 100% by the neighborhood.

V. RE-APPLICATION

Once the City has received an application for traffic calming devices and has run through the program outlined in item II above, a neighborhood must wait a minimum of 24 months to re-apply for installation of traffic calming devices.



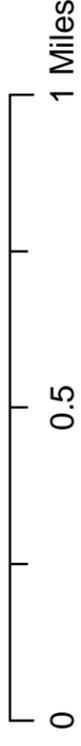
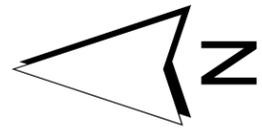
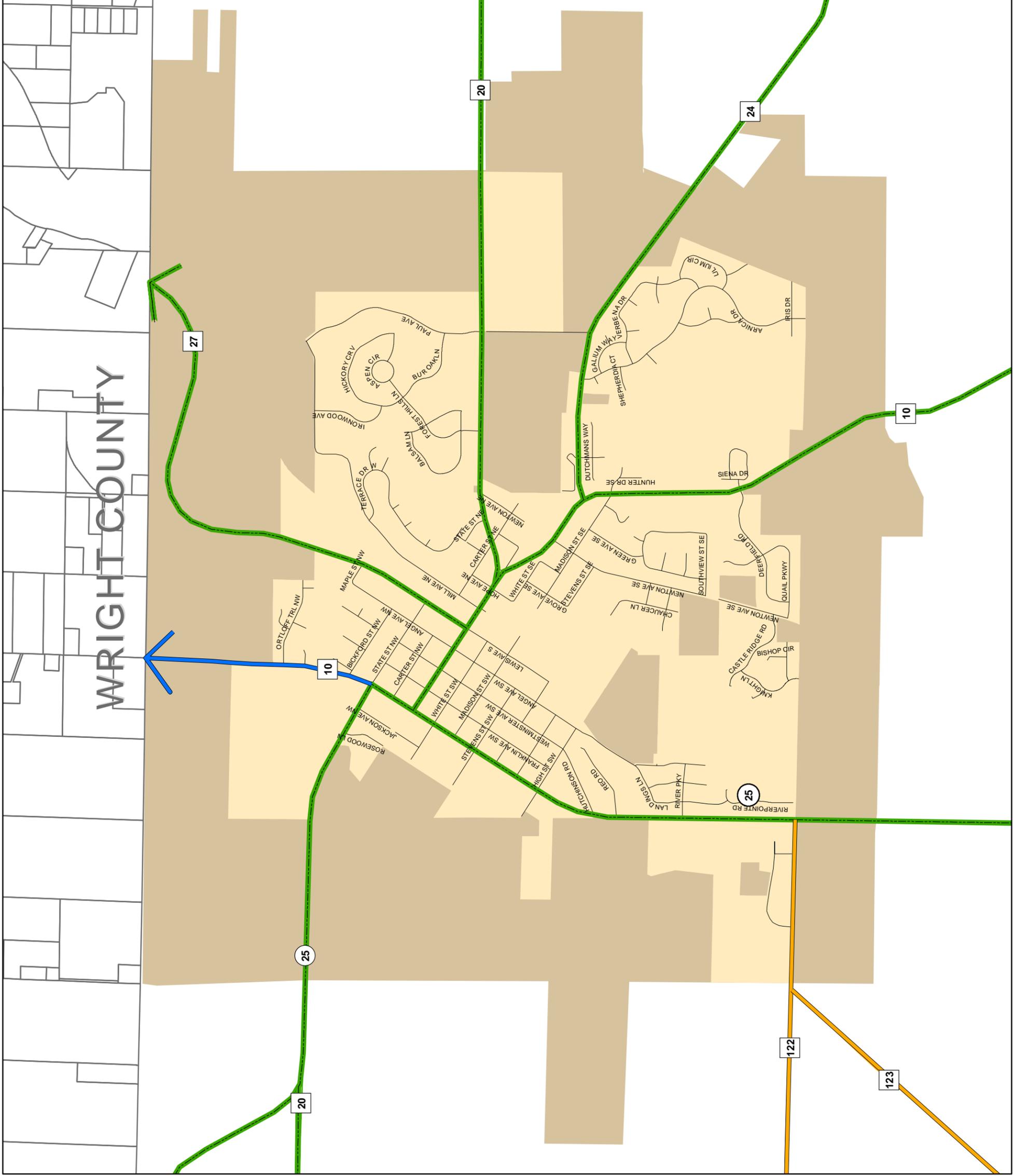
EXISTING FUNCTIONAL CLASS
MAP 6-1

Legend

Functional Class

- A Minor Connector
- Major Collector
- Minor Collector
- City Municipal Boundary
- 2030 Growth Area

Source: Carver County Road Systems Plan, 2008



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