



## NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY GUIDELINES

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## INTRODUCTION

The City of San Marcos Neighborhood Traffic Management Policy (NTMP) strives to improve safety across all modes of travel by reducing speeding, improving safety, enhancing the livability of neighborhood public streets, and providing context-sensitive traffic management solutions.

Each neighborhood and each street is unique, with its own specific challenges and requirements. Therefore, the NTMP offers educational and enforcement techniques to modify driver behavior as well as roadway improvements strategies that can be tailored to meet the specific needs of different streets. The NTMP provides a comprehensive toolbox to address traffic-related concerns and establishes a process by which residents can pursue the right solutions for their neighborhoods.

### WHAT IS TRAFFIC CALMING?

The NTMP offers a comprehensive set of measures aimed at mitigating the negative impacts of motor vehicle use, modifying driver behavior, and creating safer conditions for bicycles and pedestrians on existing public roadways. The NTMP draws upon evidence-based research and elements from the Federal Highway Administration Toolbox of Individual Traffic Calming Measures, National Association of City Transportation Officials (NACTO) Urban Street Design Guide, NTMP guidelines from other jurisdictions within Southern California, and the best practices in the traffic engineering industry to:

- Reduce speed or volume of motor vehicles on residential streets;
- Improve safety for pedestrians, cyclists, and motorists;
- Reduce the number and severity of accidents;
- Create a safer and more livable community; and
- Encourage drivers to use roadways as intended and to be good neighbors.

Traffic calming is not intended to address congestion on major streets, fix delays related to construction, or resolve safety issues that are primarily related to driver impairment, distraction, or negligence.

Traffic calming measures encompass both physical design interventions and other strategies implemented on existing public roads to effectively reduce vehicle speeds and increase safety. Key elements on the NTMP are driver and community education and targeted sheriff enforcement. Physical improvement strategies, such as signage, roadway striping, pedestrian improvements, bike lane striping, and roadway narrowing may also be considered.

Traffic calming can be implemented at various scales, ranging from individual intersections to entire streets, neighborhoods, or even on an area-wide installations. This flexibility allows for tailored solutions that consider the key issues at hand, the classifications of streets, and the traffic volumes involved in order to address the specific challenges and safety concerns of different areas within the community.

To ensure that traffic calming measures meet current safety standards, all measures must comply with the standards and warrants in the California Manual on Uniform Traffic Control Devices (CA MUTCD) published by the California Department of Transportation (Caltrans). For instance, stop sign installations must meet the appropriate warrants, and all-way stop control is not an effective method for traffic calming. City Traffic Engineer approval is required for the implementation of any physical improvements. In addition, Tier 3 improvements require Traffic Commission and City Council approval.

## POLICY GOALS

The critical goals of the NTMP include:

1. Provide comprehensive tools and guidelines for the public.
2. Create an equitable evaluation and prioritization process for selection of appropriate traffic calming measures.
3. Prioritize cost-efficient treatments and consider the benefit-to-cost ratio of selected strategies.
4. Develop a partnership with key stakeholders in the influence area, including schools, residents, emergency services, and the community.
5. Implement data-driven solutions to ensure the right strategy is implemented in the right location, then evaluate its efficacy after installation.



Source: NACTO

## CONSISTENCY WITH REFERENCE DOCUMENTS

In the pursuit of its goals, the NTMP must ensure compatibility and consistency with City governing and guidance documents. The NTMP must consider the objectives and requirements of the General Plan and the Municipal Code as well as any master planning documents for trails, pedestrian, bicycle, and active transportation facilities.

## NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY BACKGROUND

The City of San Marcos NTMP provides a mechanism for a resident, business, or group to initiate a traffic calming evaluation request with the City. These procedures parallel existing methodologies employed to address traffic-related issues. Given that traffic calming measures can occasionally result in additional nuisances such as increased road noise, significant involvement and support from the neighborhood or the study area are required at various points in the evaluation process.

### QUALIFYING STREETS

Streets must meet the following criteria to qualify for consideration under the NTMP. Streets failing to meet the criteria mentioned below will not qualify for traffic calming.

- 1) The street must be public with a functional classification of Local Street or Collector, as identified by the City.
- 2) The curb-to-curb width must be 48 feet or less.
- 3) Data on record with the City or obtained by the City in the course of the evaluation must substantiate the need for traffic calming measures.

### SELECTION OF TRAFFIC CALMING STRATEGIES

The NTMP presents a palette of traffic calming strategies that can be evaluated as potential solutions for the particular challenges experienced by a given street or neighborhood.

Any measure selected must be found by the City Traffic Engineer to be potentially impactful for the particular location and traffic issue being targeted. Additionally, it must meet with stakeholder support, particularly those stakeholders most affected by the measure selected such as those living in the immediate vicinity of any proposed roadway improvements. Finally, it must be a cost effective solution; education and enforcement are the preferred approaches before evaluating a neighborhood for physical traffic calming measures.





## THE THREE E'S OF TRAFFIC CALMING

Three main categories of strategies are used in the NTMP process to achieve cost effective and impactful measures.

### *Education*

The City aims to increase awareness and knowledge among road users about safe and responsible behaviors to promote safe speeds, discourage distracted driving, and compliance with traffic laws.

### *Enforcement*

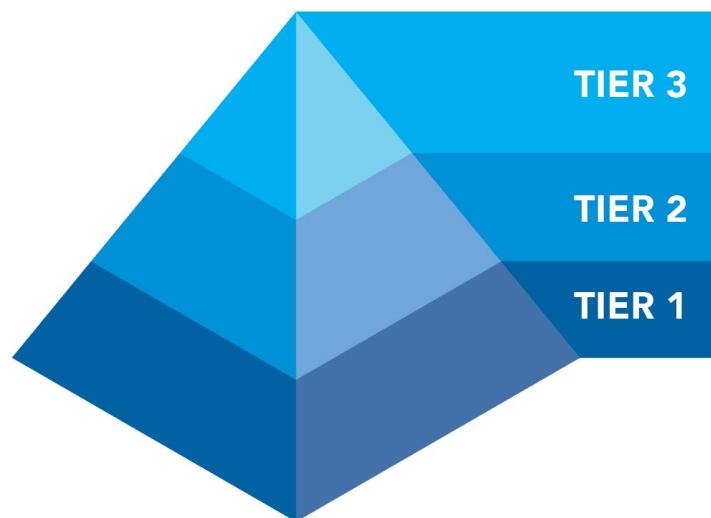
City staff will collaborate with law enforcement to enforce traffic laws, encourage safe behaviors on the road, and create a culture of responsibility and accountability.

### *Engineering*

The City Traffic Engineer will exercise professional engineering judgement for the placement of physical improvement measures.

The “three E’s” of Education, Enforcement, and Engineering form the basis of the NTMP tiered traffic calming approach.

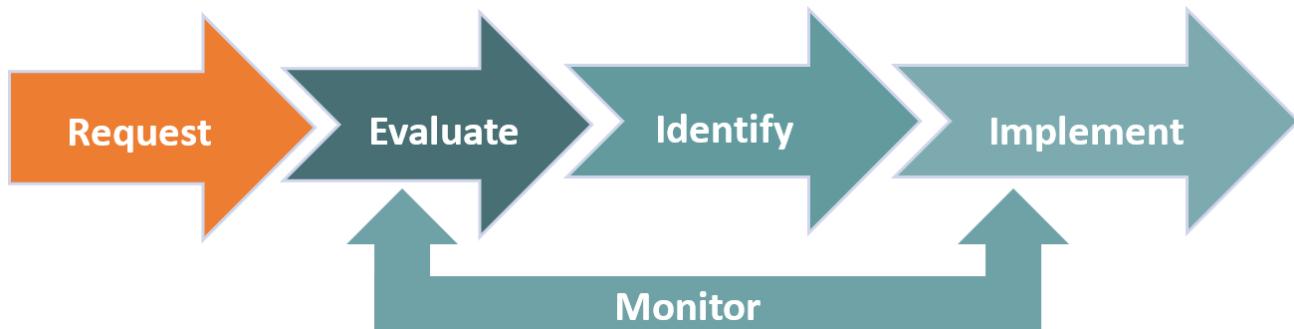
## TIERED IMPLEMENTATION STRUCTURE



The NTMP designates three categories of traffic calming measures that allow the strategy to be tailored to the specific needs and conditions of the roadway. The three intervention tiers escalate from the simplest and most cost-effective, to those necessitating extensive engineering studies, design work, funding, and implementation. The tiered structure represents a progression that mirrors the “three E’s” of traffic calming.

## NTMP PROCESS OVERVIEW

The NTMP is a data-driven Policy. Information on the exact nature of traffic challenges must be collected in the field and the factors contributing to the issue must be identified so that optimal counter measures can be introduced. The process is necessarily iterative in nature, with data gathering and verification occurring in both the initial evaluation and monitoring phases. The concept development and public input stages are likewise iterative. Depending upon the tier of traffic calming improvements being implemented, community input will be sought at multiple stages.



### *Request*

The NTMP process will typically be initiated by a resident, business, or group that has identified a traffic concern requiring City evaluation. The NTMP follows a tiered system, whereby all initial NTMP requests begin with a Tier 1 evaluation.

### *Evaluate*

Upon receiving the request, staff will review the inquiry, gather any traffic data on file, and initiate any data collection deemed necessary to verify the issue and identify any contributing factors that must be addressed. Data collection will provide insights as to whether speeding is infrequent or pervasive, whether the issue is experienced by many drivers or primarily impaired or distracter road users, and whether road or signage conditions could be contributing to the problem identified. Data collection typically takes a minimum of 3-4 weeks, depending on contractor availability, weather, seasonal variation, and other factors. Therefore, the evaluation process for a Tier 1 process may take a minimum of 7 weeks. Based upon the outcome of the evaluation, the City Traffic Engineer may determine that the issue is verified and could potentially be improved with traffic calming strategies. If so, the request will be advanced to the next step in the process. Inquiries that are not advanced to the next step in the process may be revisited after one year, at the renewed request of an interested party.

### *Identify*

The City Traffic Engineer will identify one or more strategies as appropriate based upon road conditions, street functional classification, traffic volume, specific location, stakeholder input, and other key factors. Lower-cost, highly effective measures will be targeted first, in line with the NTMP tiered approach. A list of strategies organized by traffic calming tier is provided in **Appendix A**.

### *Implement*

Strategies will be implemented as time and resources allow. Higher tier measures such as Tier 3 strategies will require significantly more time and funding to install.

## Monitor

After driver behavior has adapted to the newly-implemented measures, data can be gathered to evaluate the impact of the strategy. Depending upon the level of improvement observed, a higher tier counter measure may be considered after a year has elapsed in order to achieve a greater impact.

## TRAFFIC CALMING TIERS

The tiers are used sequentially to maximize the benefit-to-cost ratio. Almost all situations will initiate at Tier 1. The majority of traffic calming implementations will be resolved with Tier 1 or Tier 2 strategies, with few progressing to Tier 3. As tiers escalate, a greater level of stakeholder involvement is required.

### *Tier 1:*

Tier 1 strategies are the most cost-effective and therefore allow the widest implementation, so that improvements to safety can be made in many neighborhoods and streets throughout the city. Tier 1 approaches are also the simplest and fastest to implement. This tier includes educational outreach to increase driver awareness and create a culture of safe driving in a neighborhood. Tier 1 may also include enforcement strategies developed in coordination with the sheriff and can also entail the installation of signage to call attention to speed limits and other roadway conditions.

### *Tier 2:*

Tier 2 strategies are typically considered after it is determined that Tier 1 measures have not been effective. Tier 2 measures can include traffic control devices that are justified by appropriate warrants, laws, regulations, or other applicable guidance. Additionally, this tier can include striping and crosswalk projects, and speed feedback signage. The measures classified as Tier 2 usually require a moderate degree of engineering study and design and therefore take longer to evaluate. The implementation of Tier 2 measures typically requires funding in excess of that required for Tier 1 strategies.

### *Tier 3:*

Tier 3 measures include complex/costly physical roadway improvements. Traffic circles, lane reductions, and other strategies can be considered. Tier 3 measures require significant funding for evaluation, design, environmental analysis, and construction. Comprehensive study, data collection, field review of existing conditions, and engineering design are required to substantiate the need for physical improvements and to identify the measures that will have the greatest impact for the specific issue and location involved. These combined efforts result in more complex/costly installations even when raw material costs are low.

Tier	Example	Design Investment	Cost (per item)
1	<ul style="list-style-type: none"><li>• Education</li><li>• Enforcement</li><li>• Advisory Signage</li></ul>	Low	Staff/Enforcement Time - \$5,000.00
2	<ul style="list-style-type: none"><li>• Traffic control device (must meet warrant)</li><li>• Solar speed feedback sign</li></ul>	Medium	\$2,000.00 - \$7,000.00
3	<ul style="list-style-type: none"><li>• Physical improvements: traffic circle, lane reduction, choker, channelization, speed cushion</li></ul>	High	\$20,000+

# NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY PROCEDURE

## TIER 1 PROCESS

### *Request*

Upon receipt of an NTMP Project Request form (**Attachment B**) from a resident, business, or group, the City Traffic Engineer will initiate evaluation of the request.

### *Evaluate*

Staff will retrieve any historical data on file with the City and make an initial determination about whether the request warrants further study. If so, staff may compile preliminary data, conduct field reviews, and undertake additional studies as may be necessary. Staff evaluation may include:

- Assessment of road geometric conditions, including roadway cross-section, access points, existing traffic control devices, and existing traffic calming measures.
- Speed surveys, cut-through surveys, volume counts, pedestrian and bicyclist counts.
- A review of any accident history.

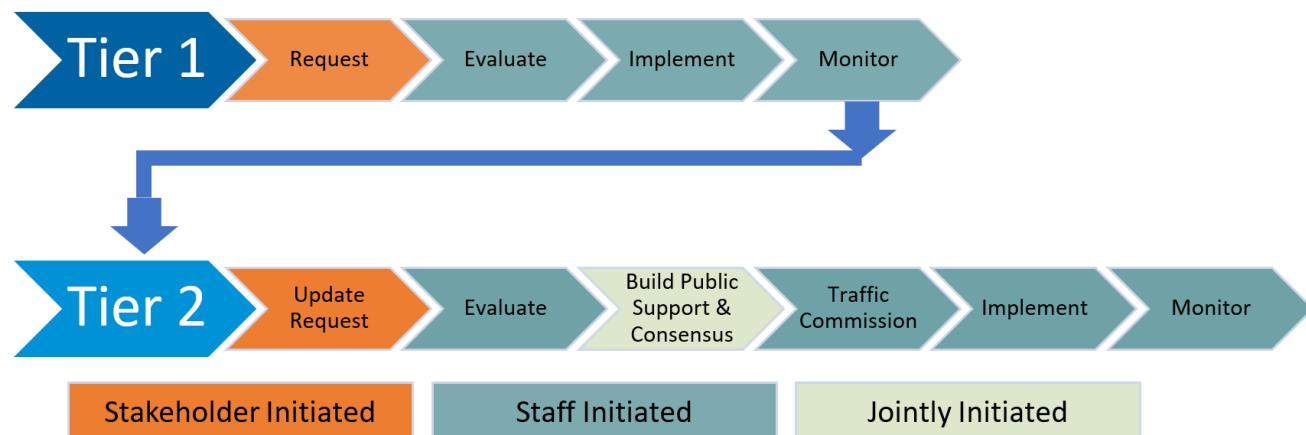
Staff will advise the requestor as to whether the request will advance to the next stage of the process.

### *Implement*

If the City Traffic Engineer determines that implementation of traffic calming measures is warranted, staff will review strategy options, provide recommendations, and issue a work order or coordinate with law enforcement for targeted enforcement, as necessary. Staff will communicate the findings and recommendations to the requestor.

### *Monitor*

Monitoring may be required to determine the efficacy of the traffic calming measures implemented. Based on monitoring results, the City Traffic Engineer may elevate the concern to a Tier 2 process after one year has elapsed. Requests for a street or neighborhood involved in a previous request can likewise be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.



## TIER 2 PROCESS

### *Request*

An updated NTMP Project Request Form requesting consideration for elevation to Tier 2 may be submitted one year after implementation of Tier 1 traffic calming measures. Upon receipt, the City Traffic Engineer will initiate an evaluation of the request.

### *Evaluate*

Staff will retrieve any historical data on file with the City and make an initial determination about whether the request warrants further study. If so, staff may compile preliminary data, conduct field reviews, and undertake additional studies as may be necessary. For consideration of elevation to Tier 2, the subject roadway segment or segments 85th percentile speed must be at least 30 miles per hour. The City Traffic Engineer may recommend that Tier 2 improvements be considered in other locations with special characteristics, such as school zones. Requests for a street or neighborhood involved in a previous unsuccessful request can be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.

### *Build Public Support*

Since Tier 2 traffic calming measures typically require multi-location implementation, a minimum 300 foot radius of the potential project will be notified. A larger radius may be required by the City Traffic Engineer. All residents, businesses, and community facilities within the project-defined area of influence are key stakeholders who will be invited to participate in a NTMP workshop focused on the selected traffic calming strategies and will be encouraged to provide feedback to be considered in the final plan. Meetings may be held in in-person or virtual formats. Topics to be covered include:

- Neighborhood concerns
- Field conditions (traffic data, existing constraints, and other data)
- Results from Tier 1 traffic calming efforts
- Potential Tier 2 solutions, including pros and cons of each solution
- Fire access and other safety requirements
- Overview of the Tier 2 approval process

Staff will draft a plan of proposed Tier 2 measures and post it on the City's website for public and stakeholder review and comment. Gathering appropriate support for the concept is the responsibility of the requester. City staff will mail a survey to key stakeholders seeking input. A measure is considered to be supported by key stakeholders if the survey meets the following criteria:

- At least 50% of the key stakeholders fill out and return the completed survey.
- Out of the completed surveys, at least 67% must support the proposed traffic calming measures.
- If the area of influence includes an HOA, the proposed Tier 2 concept must also receive a written letter of support from the HOA.
- If the minimum support is not met, the City may allow the requester the opportunity to perform another round of survey.

- Requests not meeting the minimum support then may be revisited a minimum of one year later.

#### *Traffic Commission*

A concept that receives the required level of support from the stakeholders may be advanced by the City Traffic Engineer to Traffic Commission for consideration. Both identification for funding for implementation and Traffic Commission approval are required for the project to move into the implementation phase.

#### *Implement*

If funding is available and the Traffic Commission approves implementation of the Tier 2 traffic calming measures, staff will issue a work order or initiate a construction contract as necessary to accomplish the work. Depending upon the scale and cost of the implementation, City Council consideration may be required based on City procurement requirements. Some projects may need to be deferred until sufficient funding is available. Staff will communicate the process and proposed schedule for implementation to the requestor.

#### *Monitor*

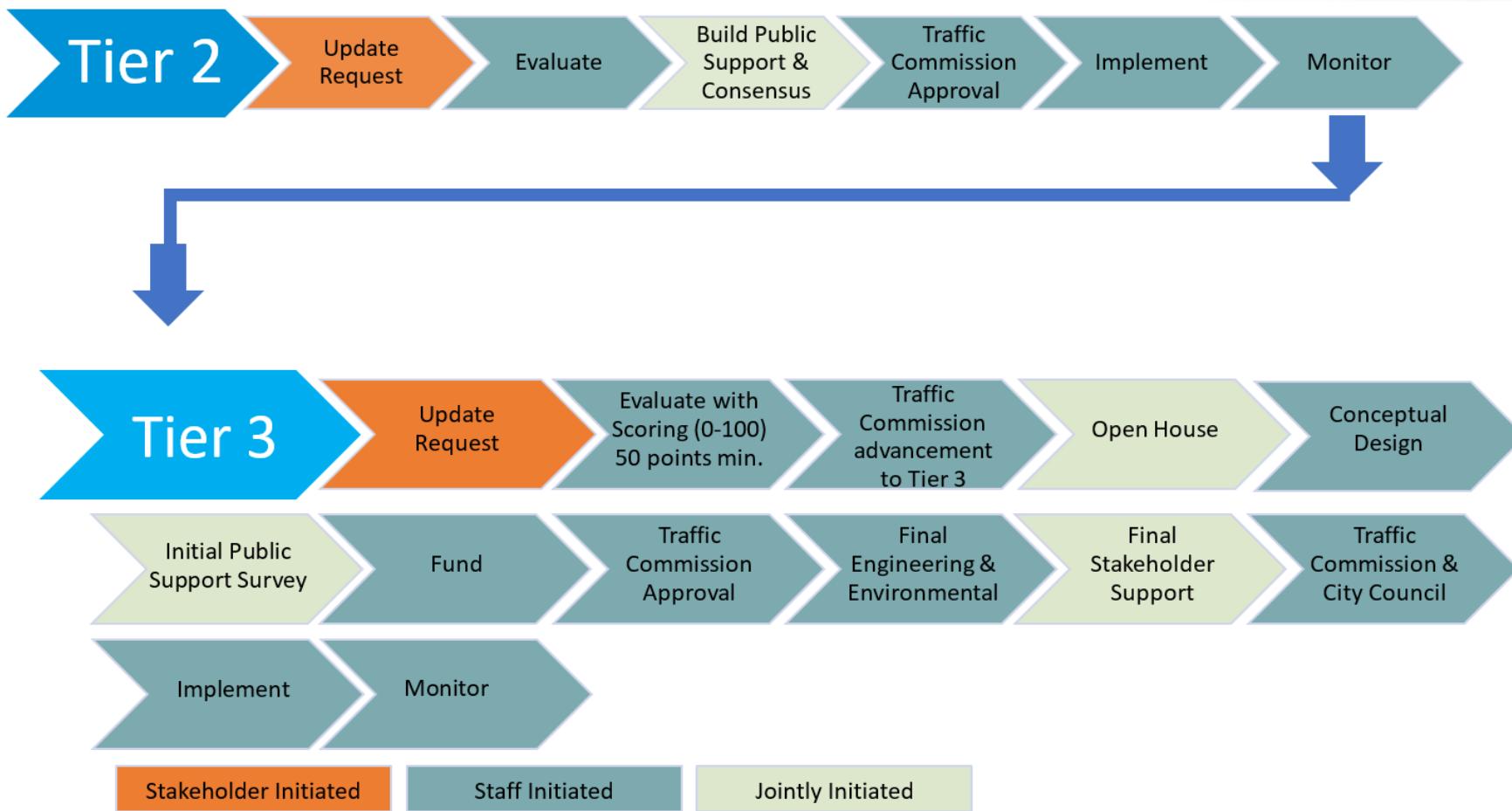
Monitoring may be required to determine the efficacy of the traffic calming measures implemented. Monitoring as required by the City Traffic Engineer must be completed six to twelve months after the implementation of the Tier 2 measures and must be timed to account for seasonal variations in traffic volumes. Based on monitoring results, the City Traffic Engineer may elevate the concern to a Tier 3 process after monitoring has been completed and at least one year has elapsed from the implementation of the traffic calming measures. Requests for a street or neighborhood involved in a previous request can be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.

#### *Removal*

In unusual cases, monitoring data may indicate that the Tier 2 measures have not yielded appropriate traffic calming benefits. A requestor may then seek the removal of the measures. This request may be submitted on the Traffic Calming Measures Removal Request Form in **Attachment C**, which may, be submitted at least one year after the date of installation. Stakeholders voting in support for the removals must meet all of the same thresholds as were required for the installation of the traffic calming measures.



*Neighborhood Traffic Management Policy Tier 2 and Tier 3 Processes*





## TIER 3 PROCESS

### *Request*

A NTMP Project Request Form requesting to escalate the project to Tier 3 may be submitted after monitoring data has been obtained and at least one year after implementation of Tier 2 traffic calming measures. Requests for a street or neighborhood involved in a previous unsuccessful request to escalate to Tier 3 can be re-evaluated after one year.

### *Evaluate*

Staff will retrieve any historical data on file with the City, and the City Traffic Engineer will make a determination about whether the request warrants further study. For consideration of elevation to Tier 3, the subject roadway segment or segments 85th percentile speed must be at least 35 miles per hour or be found by the City Traffic Engineer to be subject to other special factors. Staff will assess whether the roadway segment meets the threshold for Tier 3 measures according to the scoring rubric below. Roadway segments scoring over 50 points may be deemed eligible for Type 3 evaluation. If so, staff may conduct field reviews and undertake any additional studies necessary to determine if the request should advance in the process.

### *Tier 3 Scoring Rubric*

Criteria	Max Points	Specification
Travel Speed	35	5 points per every 2 miles above 30 mph
Traffic Volumes	30	Average Daily Traffic divided by 100, round up
Collision History	15	5 points per correctable collision within 5 years <sup>1</sup>
Sidewalks	5	5 points if missing sidewalks
School/Community Center/Park	5	5 points if the location of concern is located within 1,000 ft of a high active transportation trips generator such as school, park, etc.
Pedestrian Crossing	5	5 points if the school crosswalk is present or have high pedestrian volumes (10 or more per hour for at least two hours)
Bicycle Activities	5	5 points if high bicycle volume (5 or more bicycles per hour for at least two hours)
Total	100	

<sup>1</sup> See CA MUTCD for definition of correctable collision.

The City Engineer may recommend that the issue advance in the process if monitoring data substantiates that the issues of concern still exist and that the Tier 2 measures have not been successful in achieving effective traffic calming impacts. Staff will advise the requestor as to whether the request will advance to the next stage of the process.

#### *Traffic Commission*

After review of Tier 2 monitoring reports, obtaining a scoring rubric of at least 50 points, and consideration of the potential Tier 3 impacts to resolve the issues of concern, the City Traffic Engineer may recommend that the project may be brought to Traffic Commission for Tier 3 consideration. The City Traffic Engineer will then schedule the project for a Traffic Commission hearing. Traffic Commission will review the matter at a public hearing and may direct staff to proceed in the evaluation of potential Tier 3 measures. If the City Traffic Engineer or Traffic Commission decides not to advance the request to Tier 3, the requestor may initiate a new request for potential escalation of the project to Tier 3 a minimum of one year after the date of the City Traffic Engineer's or Traffic Commission's decision, as appropriate.

#### *Open House*

City staff will collaborate with the stakeholders to conduct a live or virtual open house discussing key topics including those below. A representative from the Fire Department or County sheriff may attend to articulate the emergency service providers' response needs and any concerns potential traffic calming measures.

- Neighborhood concerns
- Field conditions (traffic data, existing constraints, and other data)
- Emergency response constraints
- Results from Tier 2 traffic calming efforts
- Potential Tier 3 solutions, including pros and cons of Tier 3 strategies
- Refining the Tier 3 concept
- Design, environmental study, and implementation timelines
- Post-implementation monitoring

#### *Conceptual Design*

Staff will devise the final conceptual plan and post it on the City's website for public review and comment. Key stakeholders within the impact area will receive updates and be encouraged to offer feedback. Directly affected residents and property owners will be notified and asked to participate in the development of the final conceptual plan.

#### *Initial Public Support Survey*

Gathering public support to reach a stakeholder-supported concept is the role of the requestor. The initial survey phase will mirror the process and thresholds for Tier 2. However, key stakeholders for Tier 3 may include a larger influence area of those who could be affected by the proposed traffic calming measures. For instance, a partial street closure might improve traffic conditions on one street or within one neighborhood but have detrimental effects on an adjacent neighborhood. In such scenarios, residents or businesses in both neighborhoods are viewed as key stakeholders, with equal opportunities for input.

An initial letter of support will be required from each individual stakeholder determined by the City Traffic Engineer to be in close proximity to a measure proposed on the plan. The requestor must coordinate to obtain this letter of support. If one or more key stakeholders are not willing to support the installation, City staff will seek to identify an alternative location for the affected traffic calming element. If an alternative location is not feasible, City staff may determine that a modification needs to be made to the concept plan. Further, staff may determine that additional public outreach and stakeholder involvement is required.

#### *Fund*

If the preferred concept garners sufficient stakeholder support, City staff will move to identify funding sources. Funding could potentially be generated from grants, the City's Capital Improvement Program (CIP), or alternative funding options. A Traffic Commission recommendation and City Council approval to allocate funds to the project may be required to identify the funding. A project cannot advance in the process until a funding source is identified and funds are secured.

Projects will be funded in order of priority as funding allows. Competing Tier 3 requests will be ranked based on the anticipated level of effectiveness and return on investment. Priority will be given to projects that are cost-effective, offer the greatest opportunity for safety enhancement, and will achieve the most benefits for the largest number of residents and stakeholders.

#### *Traffic Commission*

When the initial public support threshold has been met and funding has been identified, Traffic Commission will review the matter at a public hearing. Traffic Commission will consider input from the public and stakeholders, the availability of funding and any restrictions necessitated by the type of funding, and the initial vote of public support. Traffic Commission may direct staff to proceed to final engineering. City Council action may also be required based on the City's procedures for procurement of design consultants.

#### *Final Engineering and Environmental*

Staff will initiate an environmental review based on the concept design. The City and/or its consultant will begin to develop the final engineering construction plans. The engineering construction plans can be initiated concurrent with processing the environmental document. However, the plan cannot progress beyond the 30% progress stage until environmental certification is received. Concurrence from the Sheriff and Fire Departments is required for the engineering construction plans.

In this phase, the City may install temporary measures to simulate the effect of the proposed permanent traffic calming measures, which may provide further data to substantiate the permanent improvements.

#### *Final Stakeholder Support*

Building stakeholder and community consensus is the role of the requestor. City staff will support the outreach by providing a clear and transparent process, collecting and disseminating the data that support the Tier 3 countermeasures, providing technical expertise, and responding to stakeholder inquiries.

A letter of support will be required from each individual stakeholder determined by the City Traffic Engineer to be in close proximity to a measure proposed on the plan. The requestor must coordinate to obtain this letter of support. If one or more key stakeholders are not willing to support the installation, City staff will

seek to identify an alternative location for the affected traffic calming element. If an alternative location is not feasible, City staff may determine that a modification needs to be made to the concept plan. Further, staff may determine that additional public outreach and stakeholder involvement is required.

If letters of support from the key individuals above are received, the City will conduct a final survey of the wider stakeholder community based upon the engineering construction plans. The survey will mirror the process and thresholds described in Tier 2.

#### *Traffic Commission and City Council*

The final engineering construction plans will be presented to the Traffic Commission for an approval recommendation to City Council. Stakeholder and general public input will be requested at the Traffic Commission hearing, and Traffic Commission will consider the result of the final stakeholder survey.

Following an approval recommendation from Traffic Commission, the City Council will hold a properly noticed public meeting to receive the Traffic Commission's recommendations for the Tier 3 project and to receive public input. City Council may then consider adoption of a resolution adopting the environmental report and authorizing advertising for construction bids, thereby initiating the installation process. If the City Council does not support the proposal, the staff may be directed to abandon the plan, revise the plan with the neighborhood, take no further action, or to proceed otherwise as City Council directs.

#### *Implement*

Construction of the approved project will usually be carried out by a licensed contractor selected through the City's formal construction bidding process and procurement procedures. Once a contractor is chosen, key stakeholders will be informed of the construction schedule, which is developed and regulated by the selected contractor. Grant or any other funding requirements will be appropriately addressed during implementation.

#### *Monitor*

Monitoring will be required to determine the efficacy of the traffic calming measures implemented. Monitoring must be completed six to twelve months after the implementation of the Tier 3 measures and must be timed to account for seasonal variations in traffic volumes; a shorter timeframe would likely yield irrelevant data.

It is possible that monitoring data may indicate that the Tier 3 measures have not yielded the desired traffic calming benefits. However, because the Tier 3 improvements underwent a robust public participation process, resulted in a large expenditure of public funds, and would require a further financial outlay to remove, there is no removal procedure for Tier 3 physical improvements. Modifications to the improvements may be considered through a re-initiation of the Tier 3 process, beginning with the written request, a minimum of two years after the completion of construction and at least one year after the monitoring effort has concluded.

## TIER 2 TRAFFIC CALMING MEASURE REMOVAL REQUESTS

In exceptional cases, key stakeholders can petition the City to request the removal of Tier 2 traffic calming measures. However, the following minimum requirements must be met for the removal request to be considered.

### *Considerations for Removal*

The traffic calming measures must have been in place for a minimum of two years, and at least one year after the monitoring effort has concluded and has indicated that the Tier 2 measures were not effective.

Traffic calming measures installed using grant funding are not eligible for removal.

### *Removal Request Form and Requester's Poll*

The requestor must collect signatures from 50% of the stakeholder properties, business locations, or community facilities that were surveyed for the installation. These stakeholders must expressly indicate that they would like the Tier 2 measures removed. The requestor will submit the poll with signatures together with the completed Traffic Calming Measures Removal Request Form included in **Appendix C**.

### *Formal City Survey*

Following receipt of the form and a successful initial poll, the City will initiate a formal survey and include all stakeholders in the influence area.

- A minimum of 50% of the surveys must be returned.
- Of the surveys returned, a minimum of 80% support must be indicated in order for the City to consider the removal.

### *Traffic Commission*

A supported removal request will be presented to the Traffic Commission for review. Stakeholders within the influence area will be notified in advance of the meeting. The Traffic Commission will then provide a recommendation on the removal petition. If Traffic Commission recommends that the removal be approved, funding for the removal must be identified, and then the recommendation will be advanced to City Council.

### *City Council*

Stakeholders within the influence area be notified of the date City Council will consider the removal request. City Council will consider the City Traffic Engineer's analysis, Traffic Commission recommendations, and public comments. If required, the staff will take action based on the City Council's decision.



## APPENDIX A – TRAFFIC CALMING MEASURE WORKSHEETS

## TIER 1, TIER 2, AND TIER 3 TRAFFIC CALMING MEASURE WORKSHEETS

Typical traffic calming strategies are presented below. Traffic calming measures that do not conform to the California Manual of Uniform Traffic Control Devices (MUTCD) are not included below. Likewise, traffic calming measures such as road closures that may result in inadequate emergency access cannot be considered.

TCM 1-1: Education .....	3
TMC 1-2: Sheriff presence .....	4
TCM 1-3: LAW Enforcement.....	5
TCM 1-4: Speed feedback signs .....	6
TCM 1-5: Speed Limit signs .....	7
TCM 1-6: Speed Limit Pavement legends.....	8
TCM 1-7: warning signs .....	9
TCM 2-1: High visibility crosswalks.....	10
TCM 2-2: Narrow Lanes .....	11
TCM-3-1: Turn Restriction signs.....	12
TCM 3-2: Speed cushions .....	13
TCM 3-3: Center island narrowing .....	14
TCM 3-4: Curb Radius Reduction .....	15
TCM 3-5: Traffic circle.....	16
TCM 3-6: Mid-block choker.....	17
TCM 3-7: Lateral shift.....	18
TCM 3-8: Intersection Bulb-out.....	19
TCM 3-9: Median Barrier .....	20

### *Traffic Calming Cost Estimates*

Costs provided herein are rough order of magnitude estimates in 2023 dollars. Actual expenses for each installation will be determined during final engineering.



## TIER 1 TRAFFIC CALMING MEASURES

### TCM 1-1: EDUCATION

#### *Description:*

Communications including conversations, meetings, e-mails, letters, and handouts to residents regarding neighborhood traffic and pedestrian safety issues.

#### *Application:*

Traffic education is intended to make residents aware of local residential speed limits and other neighborhood traffic and safety concerns.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>Allows residents to express views and obtain answers.</li><li>Identifies issues of concern and solutions.</li></ul>	<ul style="list-style-type: none"><li>Effectiveness may be limited.</li><li>Potentially time consuming.</li><li>Limited audience.</li></ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"><li>Meetings need to stay focused on specific traffic issues.</li></ul>	
<b>Cost</b>	
<ul style="list-style-type: none"><li>N/A</li></ul>	



## TMC 1-2: SHERIFF PRESENCE

### *Description:*

Sheriff vehicles drive through or stop for a few minutes on residential streets to observe driver behavior.

### *Application:*

Sheriff presence is used to make a visual showing in residential neighborhoods to help discourage speeding.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>Shows an enforcement presence</li><li>May help slow vehicle speeds</li></ul>	<ul style="list-style-type: none"><li>Presence without enforcement has limited effectiveness.</li><li>Limited sheriff resources</li></ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"><li>Typically only effective when an officer is present.</li><li>Used on residential streets with complaint</li></ul>	
<b>Cost</b>	
<ul style="list-style-type: none"><li>Time for law enforcement presence</li></ul>	



## TCM 1-3: LAW ENFORCEMENT

### *Description:*

The Sheriff deploys motorcycle or automobile officers to perform targeted enforcement on residential streets.

### *Application:*

Targeted law enforcement is used to make drivers aware of local speed limits and to reduce speeds by issuing citations.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Effective, visible enforcement</li><li>▪ Driver awareness increased</li><li>▪ Can be used at short notice</li><li>▪ Can reduce speeds temporarily</li></ul>	<ul style="list-style-type: none"><li>▪ Temporary measure</li><li>▪ Requires long term use to be effective</li><li>▪ Limited sheriff resources</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Typically only used on residential streets with documented speeding problems.</li><li>▪ Typically only effective while officer is actually monitoring speeds.</li><li>▪ Benefits are short-term without regular periodic enforcement.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Time for law enforcement presence</li></ul>	



## TCM 1-4: SPEED FEEDBACK SIGNS

### *Description:*

A portable device equipped with a radar unit that detects, displays, and records the speed of passing vehicles. The sign can be set to display the speed on its screen or to show a blank screen for data collection only.

### *Application:*

Display mode may help discourage speeding on neighborhood streets through education by showing drivers their current speed.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Effective educational tool</li><li>▪ Good public relations tool</li><li>▪ Encourages speed compliance.</li><li>▪ Can reduce speeds temporarily</li></ul>	<ul style="list-style-type: none"><li>▪ Not an enforcement tool</li><li>▪ Ineffective on multi-lane roadways</li><li>▪ Less effective on high volume streets</li><li>▪ Limited resources to install; costly maintenance</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Can be installed on a street light standard.</li><li>▪ Typically only effective in reducing speeds when the sign is present and set on display mode.</li><li>▪ Some motorists may speed up to try to register a high speed on display mode.</li><li>▪ Recommend for temporary use only as effectiveness decreases as drivers become accustomed to the sign.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ \$5,000 each unit.</li></ul>	



## TCM 1-5: SPEED LIMIT SIGNS

### *Description:*

Signs for a 25 mile per hour speed limit may be installed on neighborhood residential streets that meet the legal definition of a RESIDENCE DISTRICT.

### *Application:*

Speed limit signing encourages slower vehicle speeds along residential streets. Signs are only installed along streets where speeding is a problem.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Clearly indicates prima facie speed limit</li><li>▪ Usually popular with residents</li><li>▪ Low cost of installation</li></ul>	<ul style="list-style-type: none"><li>▪ Not effective by themselves</li><li>▪ May add to sign clutter</li><li>▪ Increased cost of maintenance</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Typically only installed on streets where speeding is a documented problem.</li><li>▪ Requires enforcement to be effective.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ \$400 per sign.</li></ul>	

## TCM 1-6: SPEED LIMIT PAVEMENT LEGENDS

### *Description:*

Painting of speed limit legends on the roadway adjacent to speed limit signs.

### *Application:*

Speed limit pavement legends increase driver awareness of the speed limit to help reduce speeding.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Supplement to speed limit signs</li><li>▪ May help reduce speeds</li><li>▪ Usually popular with residents</li></ul>	<ul style="list-style-type: none"><li>▪ Not effective or legal by themselves</li><li>▪ Increase in maintenance cost</li></ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"><li>▪ Should only be installed on streets where speeding is a documented problem.</li></ul>	
<b>Cost</b>	
<ul style="list-style-type: none"><li>▪ \$300 per legend</li></ul>	



## TCM 1-7: WARNING SIGNS

### *Description:*

Standard warning signs give drivers advanced notice of roadway conditions.

### *Application:*

Warning signs advise motorists to reduce their speed.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Informs motorists of roadway conditions</li><li>▪ Low cost of installation</li></ul>	<ul style="list-style-type: none"><li>▪ May add to sign clutter</li><li>▪ Increased cost of sign maintenance</li><li>▪ Not a regulatory sign</li></ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"><li>▪ Advisory only, cannot be enforced.</li></ul>	
<b>Cost</b>	
<ul style="list-style-type: none"><li>▪ \$400 per sign.</li></ul>	



## TIER 2 TRAFFIC CALMING MEASURES

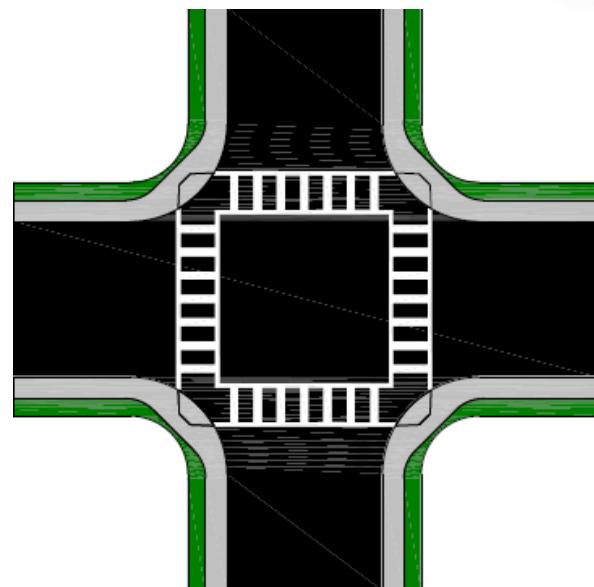
### TCM 2-1: HIGH VISIBILITY CROSSWALKS

#### *Description:*

High visibility crosswalks are established by painting stripes between the crosswalk's outer boundary lines.

#### *Application:*

High visibility markings increase crosswalk visibility to drivers.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>More visible to the driver than traditional crosswalks</li></ul>	<ul style="list-style-type: none"><li>May give a false sense of security to pedestrians</li><li>Higher maintenance costs</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>Should only be considered at controlled intersections where painted crosswalks already exist.</li><li>Pedestrians may place too high a reliance on its ability to control driver behavior.</li><li>Can be used at high pedestrian volume crossing locations.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>Design: \$10,000 per intersection</li><li>Installation &amp; Materials: \$1,500 to \$7,000 each.</li></ul>	



## TCM 2-2: NARROW LANES

### *Description:*

Striping is used to visually narrow traffic lanes. Striping can be used to create or add to bicycle and/or parking lanes or to define horizontal traffic calming measures.

### *Application:*

Narrowing lanes with striping is used to help slow vehicle speeds. Horizontal measures can be simulated with striping but are not as effective as measures that use physical improvements to deflect traffic.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ May reduce travel speeds</li><li>▪ May improve safety</li></ul>	<ul style="list-style-type: none"><li>▪ Not effective as stand-alone measure</li><li>▪ May lead to loss of parking</li><li>▪ Increases regular maintenance costs</li><li>▪ Some residents may oppose striping on neighborhood streets</li><li>▪ Increases resurfacing costs</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Narrowed travel lanes create “friction” to help slow vehicle speeds.</li><li>▪ Can be installed quickly in some circumstances.</li><li>▪ Designated bicycle lanes, buffers, and/or parking lanes can be created.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: Varies</li><li>▪ Installation &amp; Materials: \$0.75 per linear foot, depending upon quantity of striping to be installed.</li></ul>	



## TIER 3 TRAFFIC CALMING MEASURES

### TCM-3-1: TURN RESTRICTION SIGNS

#### *Description:*

Standard “No Left Turn”, “No Right Turn”, or “Do Not Enter” signs are used to prevent undesired turning movements onto residential streets.

#### *Application:*

Turn restriction signing is used to reduce cut-through traffic on residential streets.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>▪ Redirects traffic to main streets</li> <li>▪ Reduces cut-through traffic</li> <li>▪ Low cost</li> </ul>	<ul style="list-style-type: none"> <li>▪ May divert traffic to other streets</li> <li>▪ Inconvenient to residents</li> <li>▪ Enforcement required</li> <li>▪ Adds to sign clutter</li> <li>▪ Violation rates can be high without enforcement</li> </ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"> <li>▪ Installed at entry points of a neighborhood to prevent traffic from entering.</li> <li>▪ Has little or no effect on speeds for through vehicles.</li> <li>▪ With active enforcement, violation rates can be reduced.</li> </ul>	
<b>Cost</b>	
<ul style="list-style-type: none"> <li>▪ Design: Varies</li> <li>▪ Installation &amp; Materials: \$400 per sign</li> </ul>	



## TCM 3-2: SPEED CUSHIONS

### *Description:*

Prefabricated rubber or field-formed asphalt approximately 3 inches in height and 7-12 feet in length are installed in a series across a roadway. Transverse cuts across the cushion allow some emergency vehicles to pass without vertical deflection.

### *Application:*

Reduce vehicle speeds without significantly impacting some emergency vehicle response times.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>▪ Reduce vehicle speeds</li> <li>▪ May reduce vehicle volumes</li> </ul>	<ul style="list-style-type: none"> <li>▪ May increase noise</li> <li>▪ May be considered unattractive</li> <li>▪ May divert traffic to other streets</li> <li>▪ Perception of reducing property values</li> <li>▪ Increased maintenance costs</li> <li>▪ Some emergency vehicles impacted by slowing response times</li> </ul>
Special Considerations	
<ul style="list-style-type: none"> <li>▪ Requires special signing and markings.</li> <li>▪ 150-ft minimum from a traffic control device</li> <li>▪ Minimum street length of 300 feet</li> <li>▪ Maximum street grade of 7%</li> </ul>	
Fire Department and Sheriff Evaluation	
<ul style="list-style-type: none"> <li>▪ Fire Department and sheriff must approve speed cushion locations.</li> </ul>	
Cost	
<ul style="list-style-type: none"> <li>▪ Design/Engineering: \$1,000 per pair</li> <li>▪ Installation: \$2,000 - \$2,000 per pair</li> <li>▪ Materials: \$4,000 - \$6,000 each (prefabricated).</li> </ul>	



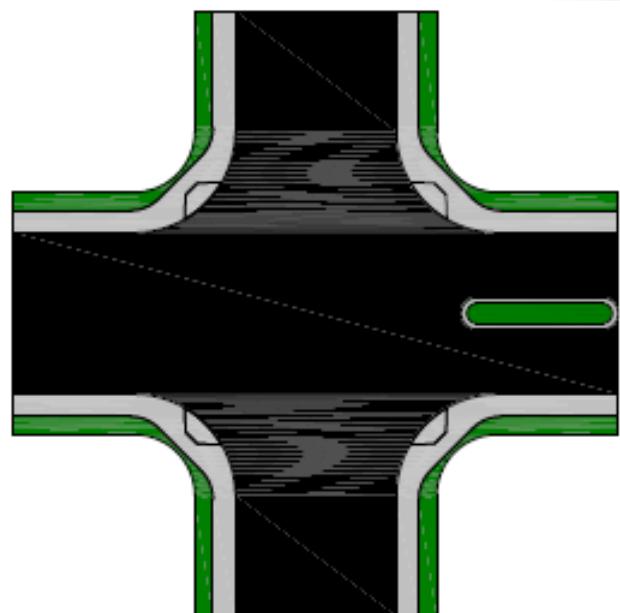
## TCM 3-3: CENTER ISLAND NARROWING

### *Description:*

Center island narrowing is the construction of a raised median island in the center of a wide street.

### *Application:*

Center islands are installed on wide streets to help lower speeds by narrowing the roadway, to prohibit left-turn movements or to provide a mid-point refuge area for pedestrians.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Reduces vehicle speeds</li><li>▪ Can reduce vehicle conflicts</li><li>▪ Reduces pedestrian crossing width</li><li>▪ Landscaping opportunity</li></ul>	<ul style="list-style-type: none"><li>▪ May require parking removal</li><li>▪ May reduce driveway access</li><li>▪ May impact emergency vehicles</li><li>▪ May divert traffic to other streets</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ When used to block side street access, may divert traffic.</li><li>▪ May visually enhance the street with landscaping.</li><li>▪ Bicyclists prefer not to have travel way narrowed.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: \$10,000 (minimum)</li><li>▪ Installation &amp; Materials: \$14,000 to \$28,000 each.</li></ul>	



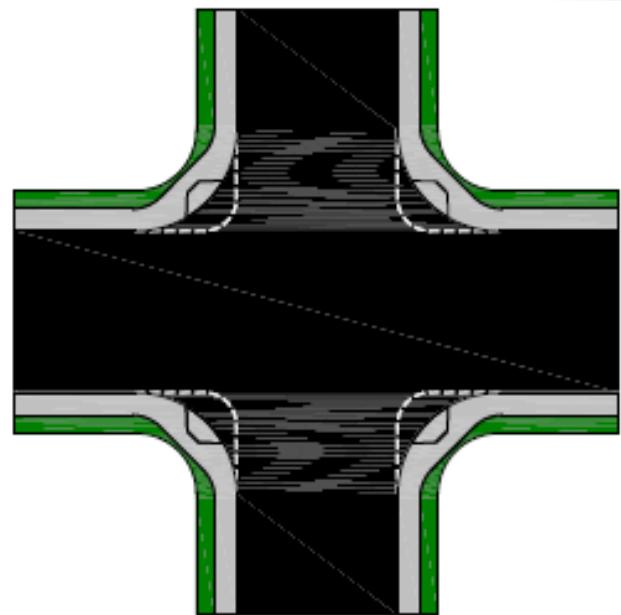
## TCM 3-4: CURB RADIUS REDUCTION

### *Description:*

Replacement of existing larger radius intersection curb returns with smaller radius curb returns.

### *Application:*

Curb radius reductions slow vehicle turning speeds and shorten pedestrian crossing distance.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Shorter pedestrian crossing width</li><li>▪ Slower vehicle turning speeds</li><li>▪ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>▪ Impacts large vehicle turns</li></ul>
<b>Special Considerations</b>	
<ul style="list-style-type: none"><li>▪ Careful attention needs to be given to drainage issues and turning radii.</li></ul>	
<b>Cost</b>	
<ul style="list-style-type: none"><li>▪ Design: \$10,000 (minimum)</li><li>▪ Installation &amp; Materials: \$12,000 to \$18,000 (four-leg intersection)</li></ul>	



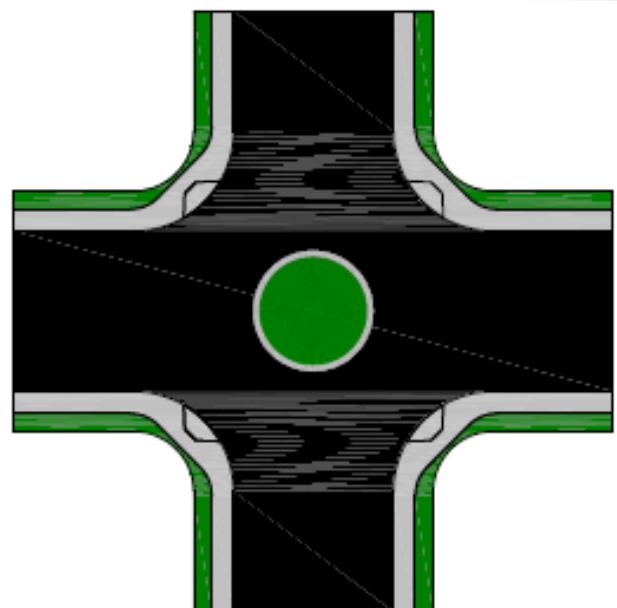
## TCM 3-5: TRAFFIC CIRCLE

### *Description:*

Traffic circles are raised circular islands installed in an existing intersection. Traffic circles require drivers to slow down to maneuver around the circle.

### *Application:*

Traffic circles provide speed control.



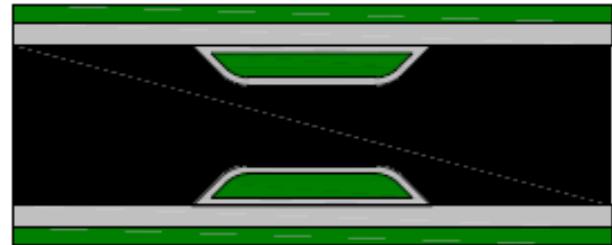
Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Effectively reduces vehicle speeds</li><li>▪ Reduces collision potential</li><li>▪ Better side-street access</li><li>▪ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>▪ May require additional rights/ right-of-way from adjacent properties</li><li>▪ May increase bicycle/automobile conflicts and emergency vehicle response time</li><li>▪ Can restrict large vehicle access; some left-turning vehicles must negotiate circle clockwise</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Traffic circles are best used in a series or with other devices.</li><li>▪ About 30 feet of curbside parking must be prohibited in advance of circle.</li><li>▪ Requires installation of signs and pavement markings.</li><li>▪ Traffic circles are less effective at T-intersections.</li><li>▪ May impact drainage and/or driveways</li></ul>	
Fire Department and Sheriff Department Evaluation	
<ul style="list-style-type: none"><li>▪ Fire Department and Sheriff must approve traffic circle locations.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: \$20,000 (minimum)</li><li>▪ Installation &amp; Materials: \$20,000 to \$35,000 per intersection.</li></ul>	



## TCM 3-6: MID-BLOCK CHOKER

### *Description:*

Mid-block chokers are curb extensions that narrow a street by extending the curbs towards the center of the roadway. The remaining street cross-section consists of two narrow lanes.



### *Application:*

Reduces speeds by narrowing the roadway so two vehicles can pass slowly in opposite directions.

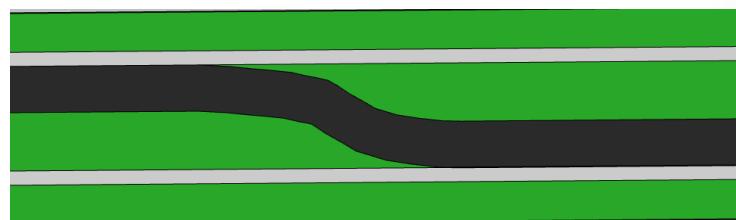
Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Effectively reduces vehicle speeds</li><li>▪ Shorter pedestrian crossing width</li><li>▪ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>▪ May require parking removal</li><li>▪ May create hazard for bicyclists</li><li>▪ May create drainage issues</li><li>▪ May impede truck movements</li><li>▪ May impact driveway access</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Preferred by many emergency response agencies over other measures.</li><li>▪ Provide opportunities for landscaping.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: \$10,000 (minimum)</li><li>▪ Installation &amp; Materials: \$14,000 per location.</li></ul>	



## TCM 3-7: LATERAL SHIFT

### *Description:*

A lateral shift is the construction of curb extensions that create a horizontal deflection drivers must negotiate.



### *Application:*

A lateral shift helps reduce vehicle speeds.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Effectively reduces vehicle speeds</li><li>▪ Low impact on emergency vehicles</li><li>▪ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>▪ Loss of parking</li><li>▪ Increase maintenance</li><li>▪ May impact driveways and drainage</li><li>▪ May be expensive</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Most effective when traffic volumes are approximately equal in both directions.</li><li>▪ May increase conflicts with pedestrians and bicyclists.</li><li>▪ </li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: \$10,000 (minimum)</li><li>▪ Installation &amp; Materials: \$14,000 to \$28,000 per location.</li></ul>	



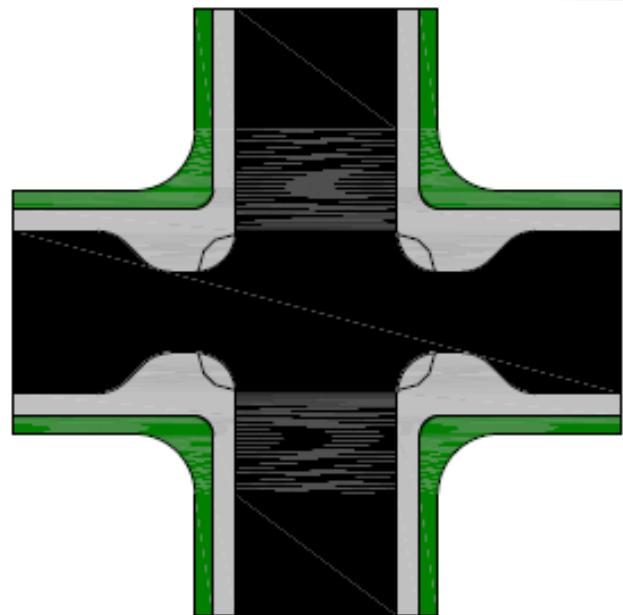
## TCM 3-8: INTERSECTION BULB-OUT

### *Description:*

Intersection bulb-outs narrow the street by extending the curb returns toward the center of the roadway.

### *Application:*

Bulb-outs are used to narrow the roadway and to create shorter pedestrian crossings. They also influence driver behavior by changing the appearance of the street.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>▪ Improved pedestrian visibility</li><li>▪ Shorter pedestrian crossing width</li><li>▪ May reduce vehicle speeds</li><li>▪ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>▪ May require parking removal</li><li>▪ May create hazard for bicyclists</li><li>▪ May create drainage issues</li><li>▪ Impacts large vehicle turns</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>▪ Intersection bulb-outs at transit stops may enhance service.</li><li>▪ Landscape maintenance must be provided to preserve sight distances.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>▪ Design: Varies</li><li>▪ Installation &amp; Materials: \$14,000 to \$28,000 (four-leg intersection).</li></ul>	



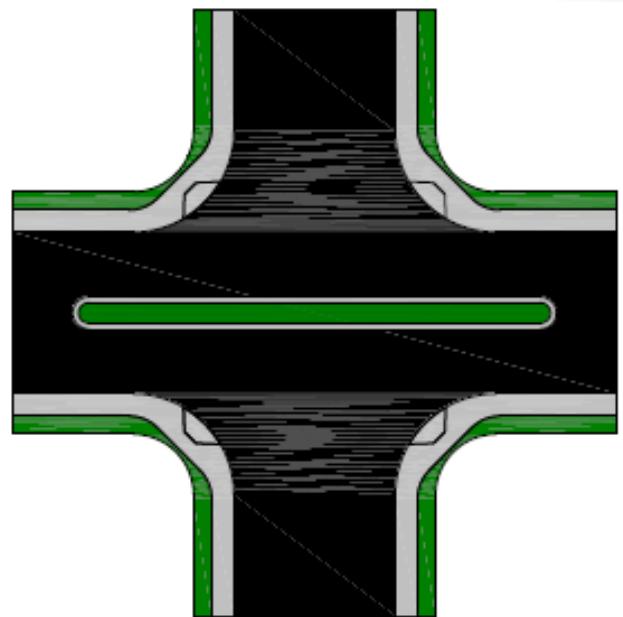
## TCM 3-9: MEDIAN BARRIER

### *Description:*

Median barriers are raised islands constructed through intersections that prevent left turns and side street through movements.

### *Application:*

Median barriers reduce cut-through traffic.



Advantages	Disadvantages
<ul style="list-style-type: none"><li>■ Redirects traffic to other streets</li><li>■ Reduces cut-through traffic</li><li>■ Provides a pedestrian refuge area</li><li>■ Opportunity for landscaping</li></ul>	<ul style="list-style-type: none"><li>■ Redirects traffic to other streets</li><li>■ Increases trip lengths</li><li>■ May impact emergency response times</li><li>■ Creates a physical obstruction</li></ul>
Special Considerations	
<ul style="list-style-type: none"><li>■ Should not be used on critical emergency response routes.</li><li>■ Landscaping needs to be carefully designed to not restrict visibility for motorists, bicyclists, and pedestrians.</li></ul>	
Fire Department and Sheriff Department Evaluation	
<ul style="list-style-type: none"><li>■ Use requires extensive evaluation of the specific location and potential impacts to emergency response times.</li></ul>	
Cost	
<ul style="list-style-type: none"><li>■ Design: \$10,000 (minimum)</li><li>■ Installation &amp; Materials: \$14,000 to \$28,000 each.</li></ul>	

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## APPENDIX B – NEIGHBORHOOD TRAFFIC CALMING POLICY APPLICATION

# CITY OF SAN MARCOS

## NEIGHBORHOOD TRAFFIC CALMING APPLICATION

This application is required to request City staff to begin a traffic calming evaluation. Please contact Traffic Engineering at (760)744-1050 Ext.3246 with any questions.

Submit completed application in person, via mail, or via email to:

City of San Marcos  
Transportation Engineering  
1 Civic Center Drive  
San Marcos, CA 92069  
trafficdivision@san-marcos.net

**Date:** \_\_\_\_\_

**Neighborhood Representative/Point of Contact:** \_\_\_\_\_

**Address:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

**Zip Code:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Name of Homeowner's Association (if any) & Contact Person:** \_\_\_\_\_

**Location of Traffic Problem, Street(s), and/or Intersection(s):** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Nature of Concern:**

Please rank from 1 to 6, with 1 being the most severe.

<input type="checkbox"/>	Speeding	<input type="checkbox"/>	Child Safety Issues
<input type="checkbox"/>	Traffic Volume/Cut Through Traffic	<input type="checkbox"/>	School Zone Issues
<input type="checkbox"/>	Accident Problem (Please describe below)	<input type="checkbox"/>	Other (Please explain below)

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**Office Use Only**

**App. Rec'd**

**Tier 1**

**Tier 2**

**Tier 3**



**Have you contacted the city before about your concerns? If yes, please explain and include relevant information such as location, date, and any resolution or responses from the city:**

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**What day(s) of the week & time(s) does the problem appear to be the worst?**

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**Describe what you feel is causing the problem in your area:**

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**What do you think would best help this situation?**

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## APPENDIX C – REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S)

# REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S)

**Date:** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_

**Contact Person Address:** \_\_\_\_\_  
\_\_\_\_\_

**Contact Person Telephone:** \_\_\_\_\_

**Name of Homeowner's Association (if any) & Contact Person:**  
\_\_\_\_\_

The undersigned (next page) state that they are requesting the City of San Marcos consider removing the traffic calming measure(s) installed on \_\_\_\_\_ (street name).

The measure(s) to be removed are:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Note: The requestor must collect signatures from 50% of the stakeholder properties, business locations, or community facilities that were surveyed for the installation. These stakeholders must expressly indicate that they would like the Tier 2 measures removed. Once a valid preliminary signature poll is received, staff will initiate the formal City Survey process, as indicated in the City of San Marcos Neighborhood Traffic Management Program. Coordination with City staff is recommended to identify the survey catchment area.

**Office Use Only**

**Traffic Calming Tier:**  Tier 1  Tier 2  Tier 3

**Preliminary Signature Poll Attached and Sufficient?**  Yes  No

**Installation Date:** \_\_\_\_\_

**Elapse Time:** \_\_\_\_\_

**Follow up study:**  Yes  No

**Effectiveness Note:**  
\_\_\_\_\_

# REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S) – PRELIMINARY SIGNATURE POLL

The undersigned further state they have read the Travel Calming Removal Process section contained in the City of San Marcos Neighborhood Traffic Management Program and expressly indicate that they would like the Tier 2 traffic calming measure(s) installed at the location below to be removed.

Name	Address	Telephone	Signature
1.			
2.			
3.			
4.			
5.			
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26.			
27.			
28.			

*(attach additional sheets as necessary)*