

# NEIGHBORHOOD TRAFFIC CALMING POLICY CITY OF SARATOGA SPRINGS, UTAH

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# Neighborhood Traffic Calming Policy

“The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through the improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.”

-Federal Highway Administration Traffic Calming ePrimer

## BACKGROUND

The City of Saratoga Springs (City) is often approached by residents about traffic in the residential neighborhoods. This policy was created to methodically address resident concerns.

This Traffic Calming Policy (Policy) was developed with input from the City Development Review Committee and references from other government agencies. This Policy represents the City’s attempt to produce an objective and methodical approach to traffic calming throughout the City.

## GENERAL PURPOSE

The purpose of this Policy is to mitigate vehicle traffic in a particular area in order to facilitate safe and efficient movement of all street users. This Policy is designed to reduce the negative impacts from traffic such as excessive speeds, excessive volumes, and accidents.

This policy is intended to align with the policies, standards, and general engineering practices established by the American Association of State Highway and Transportation Officials (AASHTO), the Utah Manual on Uniform Traffic Control Devices (MUTCD), Utah Department of Transportation (UDOT), and the Federal Highway Administration (FHWA). In the event of a conflict between sources, the most stringent applicable standard shall be followed.

This Policy is a process rather than an instantaneous solution. It facilitates the development of a plan to physically improve or modify a street to enhance the community. Traffic calming within neighborhoods is unique as local residents are often the primary group interested in addressing automobile speeds and traffic volumes. Therefore, it is important that there continues to be a clear process for planning, evaluation, and implementation of neighborhood traffic calming.

In order to promote safety and address traffic problems, residents will work with City staff to implement the three “E’s” of transportation engineering.

- Education: Increase awareness of residents in neighborhoods where there are traffic-related concerns, such as excessive speed, and accidents.
- Engineering: Evaluate the affected street for speeding, traffic volume, and accidents to determine if traffic calming measures should be considered.
- Enforcement: Encourage compliance with existing speed limits. Enlist the assistance of the Police Department.

## GOALS

The general goal of this Policy is to improve safety, quality of life, and overall livability for residents, bicyclists, and motorists in neighborhoods, where deemed appropriate. This goal will be accomplished by influencing driver behavior while not hindering quick response times for emergency service vehicles. This Policy seeks to achieve this general goal by focusing on the following specific goals:

- Increase the safety of residents, bicyclists, and motorists
- Reduce excessive vehicle speed in residential areas
- Reduce the number and severity of accidents
- Maximize street life
- Increase pedestrian activity and overall livability of the neighborhoods
- Establish a process to address requests for traffic calming
- Encourage a working relationship between residents and City staff for the good of the whole community

## INITIAL SCREENING

Due to the high demand for traffic calming mitigation measures and the fact that limited resources are available, requests for traffic calming measures will be screened for eligibility according to the following general criteria:

- The roadway must be either a local road or a collector road. Collector and local collector roads have higher mobility and less access than local roads; thus, the only mitigation measures they are eligible for are the temporary placement of a radar speed trailer, and the installation of speed limit signs. Collector roads are designed to offer local traffic access to arterial roads, but they are not designed for long-distance travel. These roads have limitations to street and driveway access. A collector has less vehicle capacity, and is not as wide as, an arterial, but it provides more capacity than local roadways.
- Cul-de-sac streets or other dead-end streets are not eligible.

## PROCESS

The following process helps ensure there is an objective and effective consideration at minimal taxpayer expense for all situations. This Policy encourages residents to work with City staff throughout the entire process. Projects that are being considered under this Policy must follow the process outlined below. A flowchart summarizing the process is provided in Appendix A.

## RESIDENT APPLICATION AND CITY ENGINEERING STUDY

The process begins when a resident submits a completed Traffic Calming Application to the City. The application is provided in Appendix B.

Upon receipt of the application, City staff will conduct the initial screening. If the application is deemed eligible, the engineering study will be scheduled (Note: traffic studies may be delayed due to inclement weather). The evaluation may include a site visit, installing temporary traffic counters, and data collection. The following table shows the criteria that will be evaluated by the City Engineer to prioritize the subject street relative to other streets, and to aid in determining which traffic calming measure(s) might be recommended.

Criteria for Prioritization Scoring	
Speed	85 <sup>th</sup> percentile speed from traffic study
Volume	Average daily traffic volume and peak-hour volume
Accident History	Number of reported accidents in the last 3 years
Sidewalks	The presence and continuity of sidewalks
Sensitive Facilities	The presence of parks, schools, bus stops, etc. along the street

## INITIAL REPORT

After the engineering study is completed, City staff will provide a report to the resident applicant which will include traffic counts, speed distributions, and a prioritization score. Projects with prioritization scores of less than 40 points will not be considered further for traffic calming and applications for additional studies will not be considered for 1 year from the study results. If the engineering study for the application indicates that traffic calming measures can be considered, then the City Engineer will select a measure or measures and include it or them as a recommendation in the report. Traffic calming measures will be selected to achieve effectiveness while minimizing cost and invasiveness.

## LEVELS OF TRAFFIC CALMING MEASURES

In the City of Saratoga Springs, traffic calming measures fall into two categories or “levels”. Level 1 traffic calming measures involve techniques such as signing, striping, temporary radar speed trailers, and targeted law enforcement. Level 2 traffic calming measures are determined on a case-by-case basis by the City and may involve more active techniques such as driver feedback signs, pavement messages, or narrowing of lanes. On-street parking on local roads is a narrowing of lanes traffic calming technique. The City’s Engineering Department will evaluate and propose traffic calming measures for each project considering the Traffic Calming Application and the engineering study.

## TRIAL IMPLEMENTATION

The prescribed Level 1 traffic calming measure or measures will be implemented on a trial basis for 90-180 days. Following the trial period, City staff will conduct a follow-up study to determine the effectiveness of the prescribed measure(s).

If the prescribed traffic calming measures prove effective, the improvements will stay in place or permanent devices will be installed. If the Level 1 measures prove to be ineffective, escalation to Level 2 traffic calming measures might be considered.

## LEVEL 2 MEASURES

Level 2 measures will be considered only if Level 1 measures are not effective. All projects that reach this point will be re-scored for prioritization and will be considered on that basis. Having a limited budget, the City may choose to fund whichever project has the highest priority, or whichever project for which there is sufficient funding.

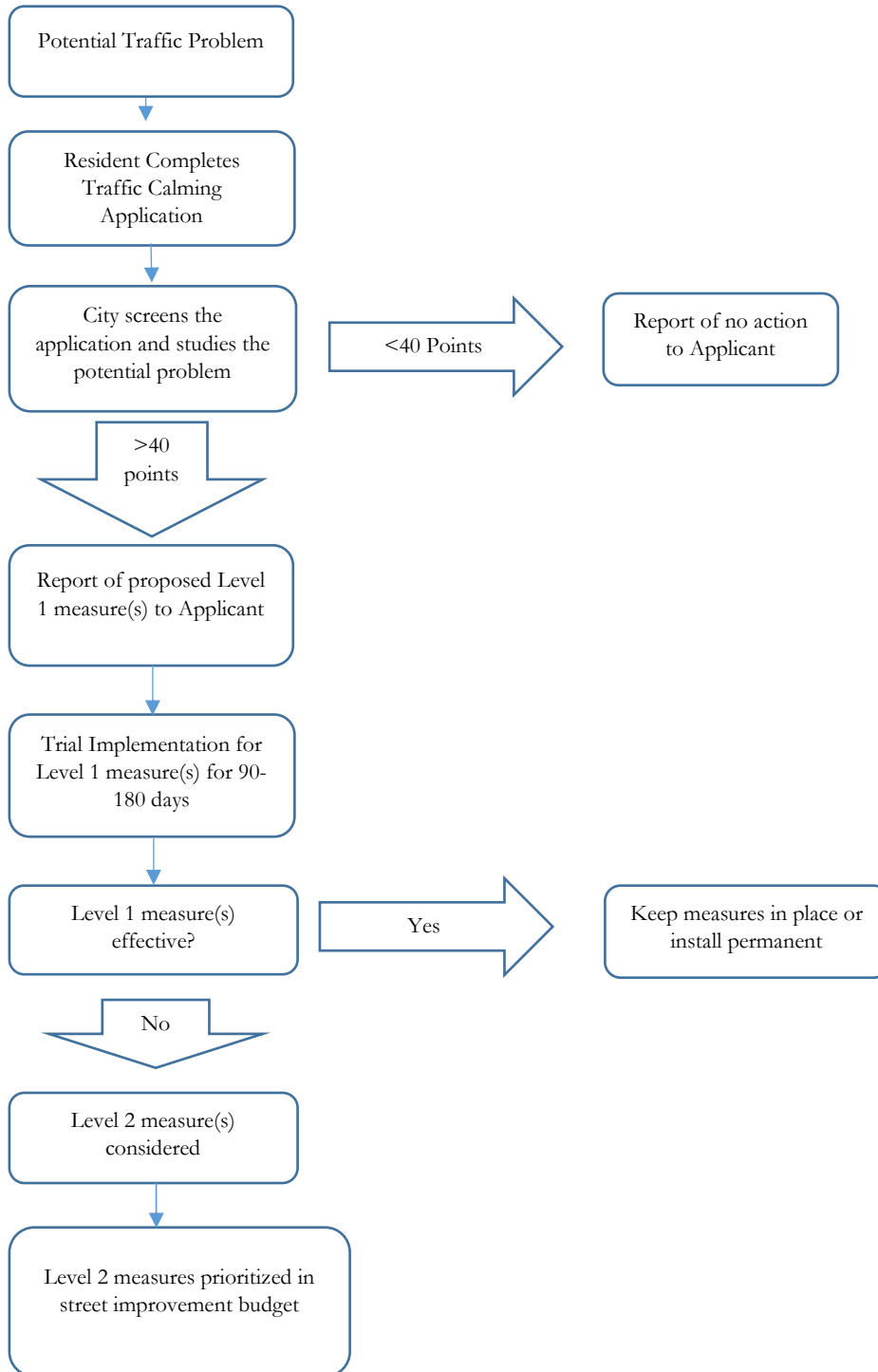
## MODIFICATION OR REMOVAL

The City reserves the right to modify or remove any traffic calming device.

# Appendix A

## Process Flow Chart

# Saratoga Springs Traffic Calming Policy Flow Chart



# Appendix B

## Application



# Traffic Calming Application City of Saratoga Springs

1307 N Commerce Dr. Ste 200  
Saratoga Springs, UT 84045  
(801) 766-9793

Name: \_\_\_\_\_

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

Applicant Street Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

1. Please provide the approximate address to be considered. Indicate the name of the street to be considered and the boundaries of the street segment by identifying nearby intersecting streets (from and to). Attach a separate drawing if needed.

Requested Location: \_\_\_\_\_

Street Name: \_\_\_\_\_

From: \_\_\_\_\_ To: \_\_\_\_\_

2. Please answer the following questions. Attach additional sheets if needed.

A. Of the items below, which best describes the traffic problem (circle all that apply)?

Speeding

High traffic volumes

Traffic noise Accidents

Pedestrian Safety (including bicyclists)

Parking

Other (please explain)

B. Of the traffic problems identified in part A, how have these problems been observed?

C. How often (instances per day) have you observed unsafe instances of pedestrian or bicyclist conditions due to traffic?

D. What day(s) of the week and time(s) does the problem appear to be the worst?

E. How long has this traffic problem existed?

F. Has anything changed in the neighborhood recently (i.e. new schools, developments, etc.)?

3. Have you contacted the City before about your concerns? If yes, please explain.

4. Is there any additional information or data that might be useful to the City to characterize your concern?

I understand that submitting this application does not guarantee approval for the Traffic Calming Program and ultimately it is the decision of the City of Saratoga Springs.

Applicant's Signature \_\_\_\_\_

Date\_\_\_\_\_

# Appendix C

## Pedestrian Crosswalk Installation

## Marked Pedestrian Crosswalk Installation

There has been considerable controversy in the United States about whether marked crosswalks increase or decrease pedestrian safety at crossing locations that are not controlled by a traffic signal or stop sign. Many pedestrians consider marked crosswalks as a tool to enhance pedestrian safety and mobility. They view the markings as proof that they have a right to share the roadway, and in their opinion, the more the better. Many pedestrians do not understand the legal definition of a crosswalk and think that there is no crosswalk unless it is marked. They may also think that a driver can see the crosswalk markings as well as they can, and they assume that it will be safer to cross where drivers can see the white crosswalk lines.

-Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations FHWA Publication Number: HRT-04-100

Crosswalk - (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or the absence of curbs, from the edge of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline; (b) any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface, which might be supplemented by contrasting pavement texture, style, or color.

-Utah Manual on Uniform Traffic Control Devices

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.

-Utah Manual on Uniform Traffic Control Devices

To provide guidance for when to install a marked crosswalk Saratoga Springs City will follow the current version of the Utah Department of Transportation (UDOT) Marked Pedestrian Crosswalks Guidelines – supporting information for UDOT Policy and Procedures 60C-27. The version current at the time this policy was adopted has been added to this appendix for reference.

**School Crosswalk Zones** will be evaluated using the Utah Manual on Uniform Traffic Control Devices (UMUTCD) most recent version.

## 06C-27 Marked Pedestrian Crosswalks

<b>UDOT Policy</b>	UDOT 06C-27
<b>Group or Divisions Affected</b>	Traffic and Safety Division, Regions, Project Development, Technology and Innovation Group, Trails and Transit Group
<b>Reference Documents</b>	<ul style="list-style-type: none"><li>• Procedures, manuals, and guides for this policy:<ul style="list-style-type: none"><li>◦ <a href="#">Procedures for UDOT Policy 06C-27</a></li><li>◦ <a href="#">UDOT Marked Pedestrian Crosswalks Guidelines</a></li></ul></li><li>• Other reference documents:<ul style="list-style-type: none"><li>◦ <a href="#">Manual on Uniform Traffic Control Devices</a></li><li>◦ <a href="#">FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations</a></li><li>◦ <a href="#">UDOT Roadway Design Manual</a></li><li>◦ AASHTO Green Book</li></ul></li></ul>
<b>Owned by</b>	Traffic and Safety Division
<b>Authority</b>	Utah Code Title 41, Chapter 6a, <a href="#">Part 10</a> , Pedestrians' Rights and Duties
<b>Revised Date</b>	November 13, 2024
<b>Next scheduled review</b>	November 13, 2027

### I. Purpose

This policy describes the criteria that UDOT will use when considering the installation of marked pedestrian crosswalks on state highways.

### II. Definitions

As used in this policy, the boldfaced terms below have the following meanings:

- A. **ADT** - average daily vehicular traffic volume.
- B. **Controlled pedestrian crossing** - a pedestrian crossing where vehicle movement is regulated by a STOP sign, YIELD sign, or traffic signal.
- C. **Latent demand** - potential activity that does not yet exist due to a gap or barrier in infrastructure.

- D. **Marked Crosswalk** - a portion of a roadway indicated for pedestrian crossing by pavement markings.
- E. **MUTCD** - the edition of the Manual on Uniform Traffic Control Devices currently adopted for use in Utah.
- F. **Pedestrian generator** - a land use typically associated with high levels of pedestrian activity.
- G. **Shared-use path** - a paved side path that serves bicycle and pedestrian users. A shared-use path is typically separated from vehicular travel using green space.
- H. **Speed Management** - a holistic approach to influencing driver speeds that is best utilized when there is a disconnect between vehicle speeds and the roadway context. For more information on speed management see this [site](#).
- I. **Uncontrolled Pedestrian Crossing** - a pedestrian crossing where vehicle movement is not regulated by a STOP sign, YIELD sign, or traffic signal.
- J. **Unmarked Crosswalk** - a portion of a roadway at an intersection included within the extension of a sidewalk for pedestrian crossing that is not indicated by pavement markings.

### III. Background

As part of UDOT's goal of zero fatalities, this policy is established to promote safe pedestrian crossings to reduce the potential of crashes. In addition to the long-standing practice of determining whether to place markings at uncontrolled pedestrian crossing locations based on a specific number of observed pedestrians crossing, this policy expands on the consideration of latent demand and other factors that influence the desirability and safety of a location for potential future crossings.

While the MUTCD provides general guidelines regarding the application of crosswalk markings, UDOT has determined that more specific criteria are necessary to properly describe when and where marked pedestrian crosswalks may be installed for consistent application. This policy and its associated guidelines document provides the framework for deciding where to install marked crosswalks and what additional treatments are needed when marked crosswalks are installed.

### IV. Policy

- A. UDOT employees will refer to Part 7, Traffic Control for School Areas, of the MUTCD for school crossings.

- B. UDOT will ensure crosswalks are installed according to the following criteria. The associated guidelines document provides additional details regarding how to evaluate these criteria.
1. Approaches to a signalized location will have marked crosswalks unless there is an identified safety or significant operational concern.
  2. Marked crosswalks may be provided at stop-controlled approaches.
  3. Marked crossings will be provided for shared-use paths.
  4. UDOT has identified specific factors that influence the need for a marked crosswalk at uncontrolled pedestrian crossing locations. The UDOT Marked Pedestrian Crosswalks Guidelines associated with this policy outlines how to use these factors to determine where to install marked crosswalks. The factors considered in determining whether to install a marked crosswalk at an uncontrolled pedestrian crossing location include:
    - a) pedestrian and bicyclist volumes;
    - b) gaps in traffic in which pedestrians can safely cross;
    - c) the location and frequency of nearby public transit and public-transit stops;
    - d) adjacent land uses;
    - e) distance to nearest pedestrian crossing;
    - f) crash history; and
    - g) sight distance.
- C. UDOT will consider pedestrian facility enhancements such as a raised median, traffic signal, roadway narrowing, enhanced overhead lighting, [speed management measures](#), and curb extensions as needed to improve the safety of a crossing whether or not marked crosswalks are installed. All pedestrian enhancements must comply with Department Standard Drawings and Specifications.
1. UDOT will not use marked crosswalks alone at an uncontrolled intersection where the speed limit is more than 30 MPH.
  2. Marked crosswalks may not be installed at locations that present an increased safety risk to pedestrians without first providing adequate design features and traffic control devices. This includes a location with poor sight distances, a complex or confusing design, a

substantial volume of heavy trucks, or other dangers as determined by UDOT.

3. UDOT will stripe as special emphasis crosswalks and include additional treatments for shared-use path crossings and marked uncontrolled crossings.

## **V. Search Terms**

Crosswalk; crossing; safety; midblock crossing; pedestrian; pedestrian treatment; pedestrian facility enhancement

**Original effective date:** March 6, 2008

**Last review completed:** November 13, 2024



# Appendix D

## Rectangular Rapid Flashing Beacons (RRFB) Selection Table

## Rectangular Rapid Flashing Beacon (RRFB)

Rectangular Rapid Flashing Beacons (RRFBs) are traffic safety devices designed to increase pedestrian visibility at crosswalks. These devices use high-intensity LED lights that rapidly flash to alert drivers of pedestrians crossing the roadway. RRFBs can be activated either manually by pedestrians or automatically through sensors. While they do not serve as traffic control devices, RRFBs can improve safety by providing a highly visible warning to motorists of pedestrian activity.

A pedestrian-activated and/or bicyclist-activated rectangular rapid flashing beacon (RRFB) may be used to provide supplemental emphasis to pedestrian, school, and trail warning signs at marked crosswalks across uncontrolled approaches.

-Chapter 4L. Rectangular Rapid Flashing Beacons Manual on Traffic Control Devices 11<sup>th</sup> Edition





The City occasionally receives requests for the installation of RRFBs at crosswalks. To establish a clear standard for when RRFB units should be installed, the following flowchart has been developed, based on established practices from the Federal Highway Administration (FHWA).















































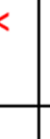









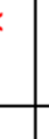


If an intersection is identified as a candidate for an RRFB unit, additional engineering studies may be required to determine whether the location meets the necessary criteria for installation.

With exception to crosswalks across at the approach or egress of a roundabout, or crosswalks at free-flow turn lanes separated by a channelizing island, RRFBs shall not be installed at crosswalks across approaches controlled by yield signs, stop signs, traffic control signals, or pedestrian hybrid beacons.

Use this table below to determine the roadway and pedestrian conditions where RRFB's are recommended or should be considered to increase pedestrian safety

Sources: Carmanah Technologies Corp Rectangular Rapid Flashing Beacons Application Guide, Federal Highway Administration, Report No. FHWA-SA-17-072 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

LEGEND	
	= RRFBs are not recommended. If the location is a school zone crosswalk with adult crossing guard, RRFBs could be added
	= RRFBs are not recommended, but are an optional enhancement with or following engineering judgement
	= RRFBs are a candidate treatment to improving crossing safety on this roadway if the crossing is experiencing one more more of the following safety issues: -Drivers aren't yielding to pedestrians at the crosswalk -Previous conflicts and/or incidents have occurred at the crosswalk -Visibility of the crosswalk and/or pedestrians is poor
	= RRFBs are a candidate treatment to improving crossing safety on this roadway

RRFB Selection Table												
Crossing Distance (e.g. number of lanes)	Median Presence	For consideration only on roundabouts* or uncontrolled marked crosswalks for regional trails										
		1,500<X<9,000 ADT AND 35+ points from children and elderly or 50 points of combined adult, children, and elderly**				9,000<X<15,000 ADT AND 35+ points from children and elderly or 50 points of combined adult, children, and elderly**				X>15,000 ADT AND 35+ points from children and elderly or 50 points of combined adult, children, and elderly**		
												
2 Lanes (1 lane each direction)	No											
3 Lanes (1 lane each direction with two-way left-turn lane)	Yes											
	No											
4+ Lanes (2 lanes or more in each direction)	Yes											
	No											

\* For a roundabout, only 1 northbound/southbound leg of the intersection and 1 eastbound/westbound leg of the intersection can be potential candidates for the RRFB Selection Table.

\*\* Points are determined based on completing a study following the UDOT Marked Pedestrian Crosswalk Guidelines Updated July 15, 2024.

# Appendix E

## Frequently Asked Questions

## Frequently Asked Questions

Q: What is traffic calming?

A: Traffic calming is the use of roadway geometrics and other physical measures to reduce unwanted effects of vehicular traffic, including excessive speeds, volumes, and noise.

Q: How do I request traffic calming for my street?

A: Complete a Traffic Calming Application and submit it to the City. The application may be printed from the City website or obtained at the City offices.

Q: Why is there such a long process? Can't the City just come and install these devices?

A: The City has an established Policy under which these requests can be evaluated. The City has limited funding available for traffic calming and prioritizes projects accordingly.

Q: Do residents who do not live on a roadway in question, but who use that same street to get to and from their house, get a "say" in whether traffic-calming measures are implemented?

A: No. People who regularly use the street, but don't live on it, are far less likely to favor traffic-calming measures. On the other hand, people who live on the subject street have to live with the adverse effects of traffic problems.

Q: Are certain traffic calming measures better than others?

A: There isn't one best measure. Each has its pros and cons. Each situation will be evaluated and the best measure for the area, desired outcome, and feasibility will be considered.

Q: What is the 85th percentile speed?

A: The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.

Q: Can a crosswalk design that simulates 3-dimensional (3-D) objects in the roadway be installed?

A: As a result of demonstrated safety concerns the Federal Highway Administration (FHWA) is no longer considering field experimentation with "3-D" crosswalk designs. The FHWA had previously approved field experimentation with "3-D" markings until one such experiment showed unintended – and potentially dangerous – effects. A significant percentage of drivers swerved upon seeing the markings, perhaps perceiving them to be real raised objects on the roadway.

-Manual on Uniform Traffic Control Devices (MUTCD) Part 3 – Markings: Frequently Asked Questions