# DRAFT

# CITY OF LA HABRA

# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

# UPDATED: 2024

**Approved by the City Council on _____**

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# CITY OF LA HABRA

# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

## 1.0 INTRODUCTION

The City of La Habra Neighborhood Traffic Management Program (NTMP) is a city-wide effort aimed to allow citizens to address their traffic calming concerns within and around residential neighborhoods. The program was established to provide a standardized and convenient approach for handling traffic calming requests. The initial program was approved by the City Council on August 21, 2006. The city has since recognized the need to streamline and simplify the process and effectively utilize resources such as staff and funding. This updated document outlines the steps for selecting, implementing, and executing traffic calming solutions in the City of La Habra.

### 1.1 WHAT IS THE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)?

Traffic Calming refers to measures aimed at reducing speeds and volumes on residential streets and improving safety for all road users including pedestrians, bicyclists, and motorists. The purpose of traffic calming is to identify the cause of neighborhood traffic issues and determine feasible traffic calming solutions. Traffic Calming can include physical road modifications, such as speed lumps and traffic diverters, as well as non-physical features such as updating existing road signs and/or installing additional traffic signs, adding pavement markings and roadway striping. The goal of traffic calming is to create safer and more livable communities. Please note that "STOP" signs and traffic signals are not included in the program because they are traffic control devices, not traffic calming devices. Their installation is regulated by the state, and they can only be installed when the appropriate Caltrans/City warrants are met.

### 1.2 OBJECTIVE OF THE NTMP

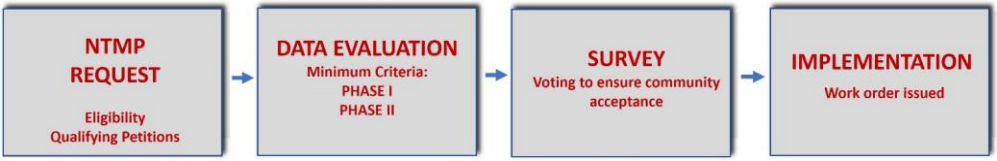
The overall goal of the City's NTMP is to improve the quality of life in residential neighborhoods by addressing the negative impacts of motor vehicle traffic. The program aims to utilize, where applicable, traffic calming features. Based on experience, the installation of traffic calming devices may help reduce traffic speeds and minimize cut-through traffic in residential areas.

The guiding principles of the City of La Habra NTMP include:

> ***Education***: Education is a critical component of traffic calming and assists residents in making informed decisions about traffic concerns. It promotes neighborhood awareness and fosters a sense of community and is the most feasible way to modify driver behavior. Often, the drivers causing the concerns are your neighbors, and having discussions within the community can contribute to reducing such concerns.
>
> ***Enforcement***: Speed monitoring trailers and increased citation rates are measures which can deter problematic driver behavior. One of the primary advantages of enforcement is its ability to respond promptly to traffic-related issues. The effectiveness of these measures, however, is often contingent on the availability of resources such as personnel and equipment.
>
> ***Engineering:*** Engineering tools include a variety of traffic calming devices that can reduce speed, decrease traffic volumes, and enhance safety. When implemented correctly, potential adverse side effects are avoided, ensuring that the traffic calming measure does not result in a larger issue.

***Enhancement***: Traffic calming improvements refers to various measures that are implemented to reduce speed and create a safer environment for pedestrians, cyclists, and other road users. The improvements may entail changes in signage, pavement markings or installation of physical features such as speed lumps. These modifications create a more livable environment and enhance the quality of life for the residents.

## 2.0 NTMP FOUR-STEP PROCESS: REQUEST, SCREENING AND QUALIFYING PETITION




### 2.1.1 Request for NTMP for a roadway

The NTMP process begins with a petitioner request. The community representative may contact the City in person, or by email or phone:

City of La Habra
110 East La Habra Boulevard
La Habra, CA 90631

### 2.1.2 Roadway eligible for an NTMP?

In order for a neighborhood to be considered for the NTMP review and analysis, the City must screen the requested location. To be considered eligible, a street must meet the following conditions:

- Be classified as a local residential street, as defined by both the California Vehicle code and City of La Habra General Plan.
- Not be included in the Orange County Transportation Authority's (OCTA's) Master Plan of Arterial Highways (MPAH).
- Have a posted or prima facie speed of 25 mph or less.
- Have no more than one lane in each direction.
- Be 40 feet wide or less.
- Have a roadway grade no greater than 8%.
- Not be an alleyway.

In this step, staff will review the requested street segment(s), to determine its eligibility, and notify the requestor whether it is eligible for an NTMP.

*If the roadway segment does not qualify or is determined to be ineligible for the NTMP criteria, the city may consider reviewing the traffic concerns through normal traffic engineering review process.*

### 2.1.3 How do I begin a qualifying petition for an NTMP?

If the roadway segment is identified as eligible for an NTMP, the City's petition with at least 30% approval of property owners or residents on the roadway segment of concern must be submitted. See Attachment 1,

*Initial Interest Petition for Installation of Traffic Calming* (print additional copies as needed). Once the City receives and validates the qualifying petition with required signatures, it will proceed with the NTMP process.

If the roadway segment is eligible for the NTMP program, the City will establish the neighborhood project study area. The City will review the identified roadway segment and surrounding roadways within the neighborhood boundary to identify any other potential roadway segments that may also experience traffic issues or would be impacted by traffic calming improvements. The study area is also established based on access points, travel patterns and diversion to adjacent streets.

To determine if a petition qualifies for Phase I or Phase II consideration (see Section 2.2), the city will gather relevant traffic data such as speeds, traffic volumes and collisions. If the collected data does not meet the requirements for Phase I or Phase II, the petition will be closed out and the petitioner will receive a notification. A new petition for NTMP consideration with the same study area can be submitted no sooner than two years after the close-out date of the initial petition.

If the traffic data meets the criteria for Phase I or Phase II, the petition will proceed accordingly. Once the petition meets the required number of qualified signatures, the City will proceed with either Phase I or Phase II, as indicated by the criteria. The criteria and processes for NTMP Phase I and Phase II are described in the following sections. Segments qualifying for Phase II must first proceed with Phase I, followed by a before-and-after evaluation. If the after-study indicates that the Phase I traffic calming measures were successful in addressing the neighborhood's concerns, no further action will be taken. The Phase 1 traffic calming measures will be considered successful if the post data indicates a decrease in vehicle speed as per the criteria. If the after-study indicates that the Phase I traffic calming measures did not resolve the neighborhood's concerns, the roadway segment will proceed to Phase II.

For more information, please contact the City at (562) 383-4162.

**2.2 DATA EVALUATION: Does the traffic data meet minimum criteria?**

**2.2.1 Phase I:** To qualify for Phase I, one of the criteria noted below must be satisfied based on the traffic data collected.

**PHASE I: Minimum Criteria**

**Speed**: The 85$^{th}$ percentile speed between 5-8 MPH above posted speed limit
**Traffic Volumes:** The average weekday daily traffic is at least 1,000 vehicles along roadway.

If the collected traffic data meets the Phase I criteria as outlined, the city will inform the petitioner of the results and initiate the NTMP process (see Page 2). City traffic engineers will develop the Phase I traffic calming improvement plan, which will specify the appropriate improvement measures and locations to

address the petitioner's concerns. The petition will be closed out after traffic calming measures are implemented.

**2.2.2 Phase II:** Before being considered for Phase II traffic calming improvements, all segments with qualifying petitions that meet the Phase II criteria must first undergo the Phase I process, including implementation and the after-study evaluation. To qualify for Phase II, the roadway must meet at least one of the required minimum criteria noted below.

**PHASE II: Minimum Criteria**

**Phase I (Required): Roadway must first undergo Phase I and six-month after study**

**Speed**: The 85th percentile speed is at or above 9 MPH posted speed limit

**Traffic Volumes:** The average weekday daily traffic is between 1,000 and 3,500 vehicles along roadway.

If the collected traffic data does not satisfy the Phase I or Phase II minimum criteria, the petition will be closed. A new petition within the same study area can be submitted no sooner than two years after the initial petition close-out date.

**2.2.3 Six-Month (Phase I) Evaluation**

To determine whether the study area remains eligible for Phase II after the implementation of Phase I, traffic data will be collected six months following the implementation of the Phase I traffic calming measures. City staff will analyze traffic data, including speed, traffic volumes and collisions to determine if Phase II is necessary.

If the post-data reveals the Phase II minimum criteria is no longer met and the Phase I traffic calming measures have effectively resolved the traffic issues, then the petition will be closed out.

**2.3 SURVEY**

If the six-month post-data continues to meet the minimum Phase II criteria, the City traffic engineers will create a conceptual traffic calming improvement plan within the neighborhood to address any existing and potential traffic issues. Once the proposed improvement plan is created, a survey will be sent to residents/property owners of the affected properties. The survey is necessary to ensure community acceptance of the proposed Phase II traffic calming improvements.

To proceed with the final design and implementation, a minimum response rate of 30% and minimum approval rate of 67% by affected properties in the study area is required.

Residents, property managers, and property owners can all participate in the survey. A property owner's response overrides the response of all others (i.e., they can "veto" the response of tenants and property managers). A property manager's response may override a tenants' response but not the property owner's response. In a multi-family complex, the property owner or manager's response can override all tenants. If the units in a multi-family property are individually owned, each owner can respond.

If the minimum approval rate of 67% for Phase II is **not** met, the petition will be closed out. New petitions for traffic calming consideration within the same study area may be submitted no sooner than twelve months after the initial petition close-out date.

### 2.4 IMPLEMENTATION

The final step in the NTMP process is the actual implementation of the traffic calming improvement plan. The City will prepare the final design of the improvement plan and issue a work order for implementation of the project.

#### 2.4.1 Six-Month (Phase II) Evaluation:

To determine the effectiveness of Phase II improvements, traffic data will be collected six months following the implementation of the Phase II traffic calming measures. City staff will analyze traffic data, including speed, traffic volumes and collisions to determine how successful Phase II was in resolving the issues.

## 3.0 PROCESS FOR REMOVAL OF PHASE II IMPROVEMENTS

The removal of a Phase II traffic calming improvement will only be considered if a substantial majority of the residents along the roadway approve the requested removal. A petition signed by a minimum of 67% of the property owners/residents along roadway segment approving the removal is required.

Once the City receives the qualifying petitions with required signatures, the city will initiate a survey process. Residents/property owners within the neighborhood will have an opportunity to participate in a vote regarding the potential removal of the Phase II traffic calming improvement.

If the 67% approval rate is met, the project will be added to the "special project" list. Subsequently, on the next paving project, the city will repave the street without the Phase II traffic calming improvement. However, if the approval rate is not met, then the petition will be closed out. Property owners/residents will have the opportunity to resubmit a petition for removal of Phase II traffic calming improvements twelve months after the petition closed out.

# TOOLBOX

## PHASE I IMPROVEMENTS

### FOCUSED POLICE ENFORCEMENT:

To ensure compliance authorities deploy police officers at specific streets or intersections to monitor traffic activities and speed using radar guns. This approach known as focused enforcement aims to discourage and prevent reckless driving.


**ADVANTAGES:**

1. Effective for short-term enforcement of traffic laws.
2. Can draw attention to problems.
3. Can be used when new tools are installed.

**DISADVANTAGES:**

1. Short-term effectiveness only – when police are present.
2. Quite expensive to undertake over larger areas or multiple days.

**Applications:** Residential areas, school zones, and areas where speeding has been documented.

### SPEED RADAR TRAILER:

A Speed Radar Trailer is a temporary and mobile electronic sign that displays the posted speed limit sign above the real-time travel speed of passing vehicles. The purpose of this tool is to alert motorists that may be exceeding the speed limit.


**ADVANTAGES:**

1. Locally effective speed reduction tool.
2. Easy to position where problems are located.
3. Helps draw attention to problem areas.

**DISADVANTAGES:**

1. Must be left out several days at a time to be effective.
2. Not a permanent solution since effectiveness decreases once it's removed. It must be set out regularly for continued effectiveness.

**Applications:** Residential areas, school zones, and areas where speeding has been documented.

## SPEED LIMIT SIGNS:

Regulatory speed limit signs are installed along streets to notify and remind drivers of the legal speed limit.


**ADVANTAGES:**

1. Clear indication of speed limit.
2. Low-cost measure.

3. Minimal impact to vehicle access

**DISADVANTAGES:**

1. May lose effectiveness without other traffic calming measures.
2. Signs do not guarantee responsible drivers.
3. May require regular maintenance.

Application: Residential areas, school zones, and areas where speeding has been documented

## TURNING MOVEMENT RESTRICTION

Turn-restriction signs indicate the prohibition of either left or right turn movements at designated intersections. These regulatory signs are placed at intersections to prevent turning movements associated with cut through traffic patterns. The restrictions can be limited to the morning and/or evening peak hours.


**ADVANTAGES:**

1. Effective in addressing time-of-day cut-through traffic.
2. Can reduce turn-related traffic collisions.
3. Relatively low-cost tool.

**DISADVANTAGES:**

1. Will cause inconvenience for residents.
2. High violation rate without regular enforcement.
3. May increase trip length of some drivers.

Application: Residential areas, school zones, and areas where a problem of cut through traffic has been documented.

## CENTERLINE STRIPING/WHITE EDGE-LINE STRIPING

Striping can be added to the roadway to designate travel lanes, bicycle lanes, parking lanes and/or medians. As a traffic calming measure striping can serve to narrow travel lanes making the drivers feel more restricted and thereby encouraging lower speeds.

**ADVANTAGES:**

1. Low-cost measure.
2. Effective speed reduction tool if lanes are no more than 10 feet wide.
3. Can be used on sloped roadways.
4. No loss of on-street parking.

**DISADVANTAGES:**

1. Requires at least 36 feet of roadway.
2. Requires periodic maintenance.

Application: School zones and residential areas and areas where speeding has been documented.

## SPEED FEEDBACK SIGN

Speed feedback signs measure the speed of approaching vehicles and display it to drivers on an electronic sign that flashes when their speeds surpass the posted speed limit. Speed feedback signs are typically placed alongside speed limit signs and are most common in school zones.


**ADVANTAGES**

1. Visual reminder of drivers' speed and effective in reducing speeds.
2. Signs do not slow emergency vehicles.
3. Signs alert violators without affecting normal traffic.

**DISADVANTAGES**

1. Only effective for one direction of travel.
2. May lose its effectiveness over time with repeat drivers.
3. Subject to vandalism.
4. Requires specialized maintenance.

Application: School zones, work zones, and areas with a need for dynamic speed management.

## PHASE II TRAFFIC CALMING MEASURES

### SPEED LUMPS

Speed lumps are raised traffic calming devices placed across the roadway to slow vehicles by elevating their wheelbase. They typically have two wheel-cutouts that allow emergency vehicles to pass through with minimal reduction in speed. The cutouts are spaced far enough apart that personal vehicles won't fit. Speed lumps are approximately 3 and 3.5 inches high and are designed for a speed range of 15 to 20 mph.


**ADVANTAGES:**

1. Effective at reducing traffic speeds.
2. Discourage cut-through traffic.
3. Self-enforcing.
4. Commonly used tool.

**DISADVANTAGES:**

1. Increase wear and tear on vehicles.
2. Traffic may be diverted elsewhere.
3. Can increase traffic noise in their vicinity.

Application: School zones and residential areas with a street grade of 6% or less and areas where speeding has been documented.

## SPEED TABLES

Raised flat-topped traffic calming devices that lift the wheelbase of vehicles. Speed tables typically have a height between 3 to 3.5 inches and with the top flat part measuring 22 feet, long enough to raise the entire wheelbase of a typical passenger vehicle. The long flat design is more gently sloped than speed bumps, making them more applicable on roads that have higher speeds.


**ADVANTAGES:**

1. Effective at reducing traffic speed without discomfort.
2. The slowing effect is less noticeable on larger vehicles with longer wheelbase.

**DISADVANTAGES:**

1. Increased vehicle noise.
2. Increased wear on vehicles.
3. May require the removal of on-street parking.

Application: School zones and residential areas and areas where speeding has been documented.

## BULB-OUTS/CURB EXTENSIONS

Bulb-outs are extensions of the curb in the vicinity of intersections. By reducing the curb radius and narrowing the road, bulb outs lower turning speeds and may also encourage slower speeds when passing through the intersection. They enhance pedestrian safety by improving the line-of-sight distance between motorists and pedestrians and reduce the crossing distance at an intersection.


**ADVANTAGES:**

1. Creates a more pedestrian-safe intersection.
2. Pedestrian crossing distances are reduced.
3. Vehicle turning speeds are reduced.

**DISADVANTAGES:**

1. Can be expensive if they are landscaped.
2. May affect large vehicle turning.
3. May affect drainage.

Application: Residential area, school zones, and areas with a high pedestrian volume

## RAISED CROSSWALKS:

Raised crosswalks are pedestrian crossings that are raised to the same level as the adjacent sidewalks, typically with ramps on either side. They often include markings or striping for increased visibility and may have tactile devices for visually impaired.

**ADVANTAGES:**

1. Makes crosswalks more visible.
2. May improve pedestrian safety by making pedestrians more visible.
3. Effectively reduce traffic speeds.
4. Can be textured or paved.

**DISADVANTAGES:**

1. May increase noise level.
2. Traffic may be diverted elsewhere.
3. Removal of on-street parking if at mid-block locations.

Application: School zones, pedestrian-heavy areas, locations with a focus on pedestrian safety and areas where speeding has been documented. They can be used at intersections or mid-block.

## TRAFFIC CIRCLES

A traffic circle is a raised circular island in the center of an intersection. They are placed in intersections of residential streets and circulate traffic one-way around the island in a counterclockwise direction to address speeds. Drivers must yield to vehicles already circulating within the intersection.

**ADVANTAGES:**

1. Can reduce traffic speeds.
2. Can be an attractive landscaped feature.
3. Self-enforcing tool.

**DISADVANTAGES:**

1. May slow emergency vehicles, however, traffic circles can be built with mountable curbs for emergency vehicles.
2. May cause removal of on-street parking.

**Application:** Intersections with moderate traffic and residential areas.

## CHICANE

Chicanes are curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves. Chicanes insert curvature in an otherwise straight stretch of roadway.

**ADVANTAGES:**

1. Can reduce vehicle speed.
2. Negotiable by emergency vehicles.
3. Makes streets more aesthetically pleasing.
4. Can be attractive landscaped feature.

**DISADVANTAGES:**

1. May divert traffic to adjacent roadways.
2. May require removal of on street parking.
3. Curb realignment can be costly.

**Application:** Residential areas, urban areas, and locations with straight road segments with areas where speeding has been documented.

## DIAGONAL DIVERTER

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movement. Diverters are usually staggered to create winding routes through neighborhoods.

**ADVANTAGES:**

1. Reduces cut through traffic.
2. Reduces speed and volume.
3. Able to maintain full pedestrian and bicycle access.

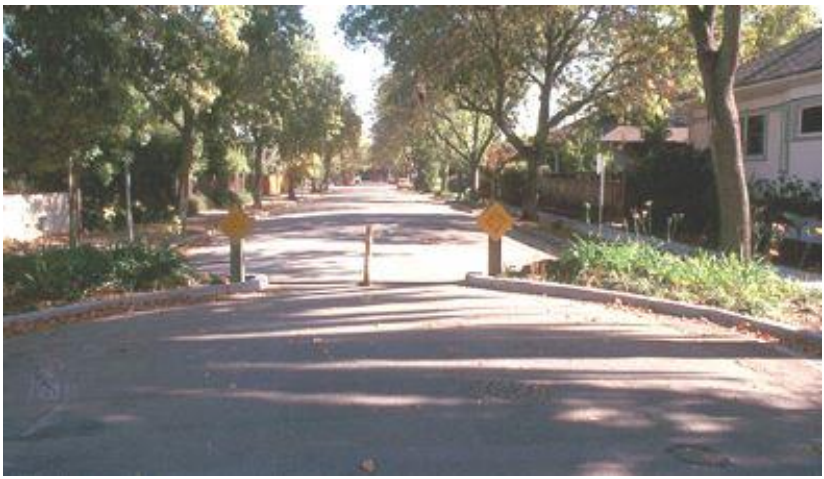
**DISADVANTAGES:**

1. Delays emergency vehicles.
2. Traffic diverted to adjacent streets may create new traffic problems.

Application: Residential areas, urban areas, and locations with documented high volumes, high speed and cut through traffic

## FULL CLOSURE

Full closure restricts vehicle access to a street to reduce overall traffic volumes and cut-through traffic. Full closures typically involve the placement of temporary barriers or construction of permanent barriers across a street to completely close it to traffic. The closures may vary from concrete barriers and bollards to gates and landscaped islands. Often gaps are left in the barriers to permit bicycle and pedestrian access.



**ADVANTAGES:**

1. Eliminates cut through traffic.
2. Reduces speed and volume.

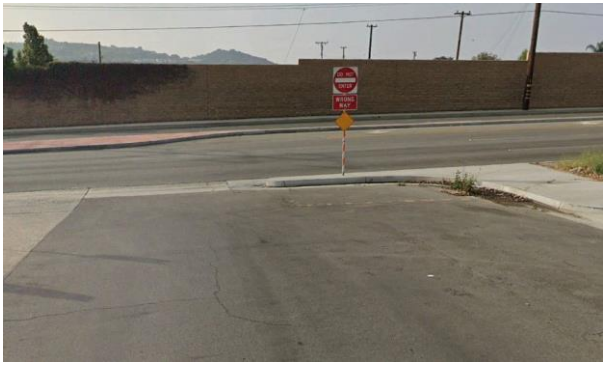
**DISADVANTAGES:**

1. Delays emergency vehicles
2. Traffic diverted to adjacent streets may create new traffic issues.
3. Increase travel time for residents.

Application: Residential areas, urban areas, and locations with documented high volumes, high speed and cut through traffic

## PARTIAL CLOSURE

Partial closures, also known as half street closures, typically involve the placement of temporary barriers or construction of permanent barriers across a portion of a street to prevent vehicular traffic in one direction. The partial closure most often occurs at an intersection for a short distance. The closures can consist of curb extensions, concrete barriers, bollards, and signs.



**ADVANTAGES:**

1. Eliminates cut through traffic.
2. Reduces speed and volume.

**DISADVANTAGES:**

1. Delays emergency vehicles
2. Traffic diverted to adjacent streets may create new traffic issues.
3. Increase travel time for residents.
4. Motorists may travel around the partial closure.

Application: Residential areas, urban areas, and locations with documented high volumes, high speed and cut through traffic

## KEY TERMS

The following are key terms used in this document.

**85th Percentile Speed** – As established by the California Vehicle Code, this speed is used to set roadway speed limits to be enforced by radar. As an example, of 100 vehicles, 85 of those would be traveling at the 85th percentile speed or less.

**Affected Properties** – Defined as any residential or commercial property immediately adjacent to the project roadway defined within the project study area boundary. For Phase II surveying purposes each affected property will receive one vote, and multi-family housing complexes will receive a single vote.

**Affected Property Voter** – A property owner, manager, or resident of an affected property that will be eligible to cast a vote on behalf of the property they own, manage, or reside in.

Affected properties that consist of multi-family housing will receive one vote that will be fulfilled by the sole vote of the property owner, sole vote of the property manager, or the majority vote of the households within the complex.

**Arterial Roads** – Roads that act as major thoroughfares, carrying traffic from local roads and collector roads typically across a greater distance, greater volume, and speeds. These roads are classified as Arterial in the Planned Roadway Network Map from the City of La Habra General Plan Circulation Element.

**City** – City of La Habra.

**City Staff** – Staff at the City of La Habra.

**Collector Roads** – Roads that primarily act as connectors, channeling traffic between local roads and arterial roads. These roads are classified as Collector in the Planned Roadway Network map from the City of La Habra General Plan Circulation Element.

**Cut-Through Traffic** – Traffic that travels through a neighborhood but does not begin or end a trip in the neighborhood.

**MPH** – The standard measure for vehicle speed is miles per hour

**Neighborhood** – Used in this document to indicate the project study area. The "neighborhood" will likely be a primarily residential/local and/or collector roadway area.

**NTMP** – City of La Habra Neighborhood Traffic Management Program

**NTMP Eligible Roadways** – Roadway eligibility is based on the Planned Roadway Network map from the City of Lal Habra General Plan Circulation Element. Eligible Street must be classified as a collector or local roadway and must be a public roadway. Alleyways are not considered an eligible roadway for the purpose of consideration for NTMP eligibility.

**Petitioner** – The individual listed as the primary contact for the NTMP petition submitted to the city. If the petitioner is a school official, then a Letter of Support from the School District is required.

**Phase I** – Phase I improvements are considered non-physical features. These improvements can be implemented in a greater number of situations since they require significantly less modifications to existing infrastructure. Phase I improvements include items such as traffic signs and roadway striping.

**Phase II** – Phase II improvements are considered physical and generally more intrusive traffic calming improvements that are reserved for roadways that continue to demonstrate severe traffic calming concerns. Improvements can include speed lumps, bulb outs/curb extensions, and traffic circles. Phase II improvements require neighborhood support which is obtained through a survey.

**Plan** – An individual set of improvements specifically designed to treat a neighborhood with a traffic related problem.

**Post Data** – Traffic data collected after implementation of improvements, typically six months after implementation, used to evaluate the effectiveness of the traffic calming plan.

**Program** – The city-wide guidelines used to develop specific neighborhood improvement plans.

**Residential/Local Roads** – Roads that primarily serve residential areas and are typically two-lane roads with a 25-mph speed limit and low vehicle volumes. These roads are generally not included in the roadway classification system in the City of La Habra General Plan Circulation Element.

**Sight Distance** – The furthest distance at which a driver can clearly view oncoming traffic, stopped vehicles, obstacles, and pedestrians and cyclists.

**Speeding** – For the purpose of evaluating petitions by Phase criteria, speeding will refer to vehicle speeds in excess of 5 mph over the posted speed limit.

**Toolbox** – A list of traffic calming devices to be used in developing neighborhood traffic calming plans.

**Traffic Calming** – Reducing vehicular impacts, by slowing or reducing traffic, while improving livability and increasing the safety of pedestrians, bicyclists, and motorists.

## FREQUENTLY ASKED QUESTIONS

**What is the Neighborhood Traffic Management Program?**

The Neighborhood Traffic Management Program (NTMP) is a city-wide effort to improve safety and traffic concerns within and around residential neighborhoods. This program provides residents the opportunity to voice their concerns about traffic related issues such as speeding, traffic collisions, and cut-through traffic, and work with the City to address traffic concerns. Strategies to address these issues include updating existing signs and/or installing additional street signs, adding pavement markings and roadway striping, increased enforcement, and items such as traffic diverters and speed lumps.

**How do I know if my street qualifies for the NTMP?**

For a roadway to be eligible for the NTMP it must be considered an NTMP eligible roadway. Roadway eligibility is based on the Planned Roadway Network map from the 2008 City of La Habra General Plan Circulation Element. Eligible streets must be classified as a collector or local roadway and must be a public roadway. Alleyways and driveways will not be considered eligible streets. Eligible roadway will also need to demonstrate:

- Issues with speeding;
- Issues with cut-through traffic; or,
- Issues with vehicle, bicycle, or pedestrian collisions

If the street segment does not qualify under the above NTMP criteria, then the city may be able to review the traffic concerns through the normal traffic engineering review process.

**What type of improvements may be included as part of the NTMP?**

The NTMP uses a standardized toolbox of improvements to meet the needs of La Habra's residential neighborhood traffic concerns. Items from the toolbox are chosen for implementation after a careful analysis of the traffic concerns and roadway characteristics, to ensure that the most appropriate improvements are utilized.

Items from the Phase I toolbox include increased enforcement and traffic signing and striping. Phase II toolbox includes traffic diverters, speed lumps, bulb-outs, and traffic circles. For a full list of Phase I and Phase II traffic calming improvements, please refer to Section 4.0 Traffic Calming Toolbox.

**Why can't stop signs be installed? What about a traffic signal?**

Stop signs are considered traffic control devices and not traffic calming measures. They are intended to control the flow of traffic and assign right-of-way. Traffic noise and speeds may increase with the introduction of a stop sign. Standard engineering thresholds are applied to determine if a stop sign is "warranted" – as unwarranted stop signs are more likely to be ignored by motorists, and thus stop signs are not considered traffic calming devices.

Traffic signals are also traffic control devices used to assign right-of-way. Traffic signals may lead to increased travel speeds. Standard engineering thresholds are applied to determine if a traffic signal is "warranted", and thus traffic signals are not considered traffic calming devices.

**Are traffic circles, roundabouts, and mini circles all the same thing?**

Traffic circles and mini circles are implemented to reduce vehicle speeds through residential/local roadway intersections. Roundabouts are large islands often used instead of a traffic signal at an intersection of larger roadways and function differently than traffic circles. For more information, please refer to Section 4.0 Traffic Calming Toolbox.

**Are speed bumps, speed humps, and speed lumps all the same thing?**

Speed bumps, speed humps, and speed lumps all serve to reduce vehicle speeds. However, speed lumps are designed to better accommodate standard passenger vehicles and emergency vehicles. Speed bumps are typically reserved for off-street use such as parking lots. For more information, please refer to Section 4.0 Traffic Calming Toolbox.

**How long does the NTMP process take?**

The NTMP process duration varies depending on the severity of the issues, size of the neighborhood study area, and the types of traffic calming improvements recommended. For less complex issues, traffic calming improvements may be implemented within a few months. For projects that require substantial design and construction, the process may take longer than six months.

**How do I begin my petition for the NTMP or request more information?**

To request a petition or further information, please visit the City's NTMP webpage or contact the City via email, phone, or in person.

- NTMP Petition Form provided on the City's NTMP webpage for download
- Speak with Traffic Manager at (562) 383-4162
- Email the City
- Return a completed physical copy of the petition form to the Traffic and Transportation Division at 110 East La Habra Boulevard, La Habra, CA 90631

# ATTACHMENT 1

## INITIAL INTEREST PETITION TO THE CITY OF LA HABRA FOR THE POTENTIAL INSTALLATION OF TRAFFIC CALMING

## (30% APPROVAL MUST BE OBTAINED TO START A STUDY)

**STREET:** _____ **FROM:** _____ **TO:** _____

**Contact Person:** _____ **Daytime Phone:** _____

Before you sign this petition, be sure you understand the City of La Habra Neighborhood Traffic Management Program (link to website). **NOTE: UPON PETITION SUBMITTAL TO THE CITY, MODIFICATIONS, ADDITIONS, AND DELETIONS TO THE PETITION WILL NOT BE ALLOWED. ALL FIELDS ARE REQUIRED BELOW.**

| | |
|---|---|
| ☐ **YES**, I am in favor of the installation of traffic calming. | ☐ **NO**, I am opposed to the installation of traffic calming. |

SIGNATURE: _____ DATE: _____

PROPERTY OWNER/RESIDENT* DAYTIME

(Please Print Name): _____ PHONE NUMBER: _____

ADDRESS (Please Print):

_____

EMAIL ADDRESS (Please Print):

_____

*Or Authorized Representative. Please attach supporting documentation to the petition. *

| | |
|---|---|
| ☐ **YES**, I am in favor of the installation of traffic calming. | ☐ **NO**, I am opposed to the installation of traffic calming. |

SIGNATURE: _____ DATE: _____

PROPERTY OWNER/RESIDENT* DAYTIME

(Please Print Name): _____ PHONE NUMBER: _____

ADDRESS (Please Print):

_____

EMAIL ADDRESS (Please Print):

_____

*Or Authorized Representative. Please attach supporting documentation to the petition. *

**The City will determine the validity of the petition within 40 business days of receipt.**