



City of La Habra's Neighborhood Traffic Management Program (NTMP)

COMPREHENSIVE PROGRAM OVERVIEW / RESULTS / RECOMMENDATIONS

10/7/2024

NTMP Comprehensive Program Overview

- ▶ **2006** – NTMP formally adopted by City of La Habra
- ▶ **2009** – Pilot implementation in La Habra East & Costco Neighborhoods
- ▶ **2011** – Priority List (15 Neighborhoods A-O) approved by City Council
- ▶ **2015** – Neighborhoods G, H implementation
- ▶ **2016** – Neighborhoods B, D, O implementation
- ▶ **2017-2022** – Neighborhood Meetings and plan development for Neighborhoods K, L, M (2017); J, F, N (2019); and E, A, C (2022)
- ▶ **2022** – New Priority List developed
- ▶ **2023** – Neighborhoods K, M; J, F; and E, A, C implementation
- ▶ **2024** – Notice of Completion and City Council Presentation

NTMP Goals (2006)

The 4 E's

- ▶ Reduce speeds and cut-through traffic volumes
- ▶ Enhance the neighborhood environment
- ▶ Improve driver behavior
- ▶ Improve pedestrian and bicyclist safety

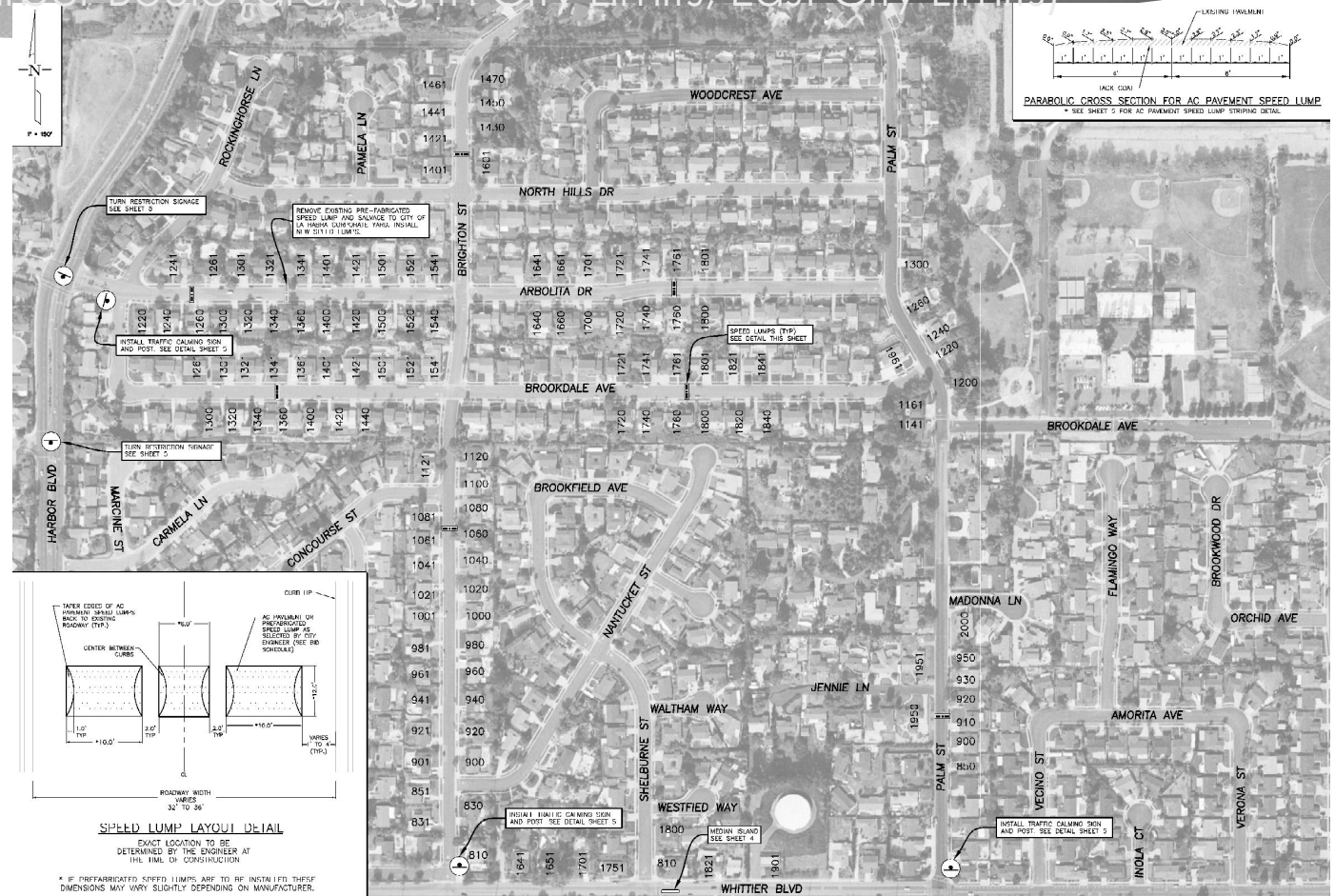
- ▶ **E**ducation
- ▶ **E**nforcement
- ▶ **E**valuation
- ▶ **E**ngineering

Pilot Neighborhood (2009) – La Habra East

(La Habra Boulevard, Harbor Boulevard, North City Limits, East City Limits)

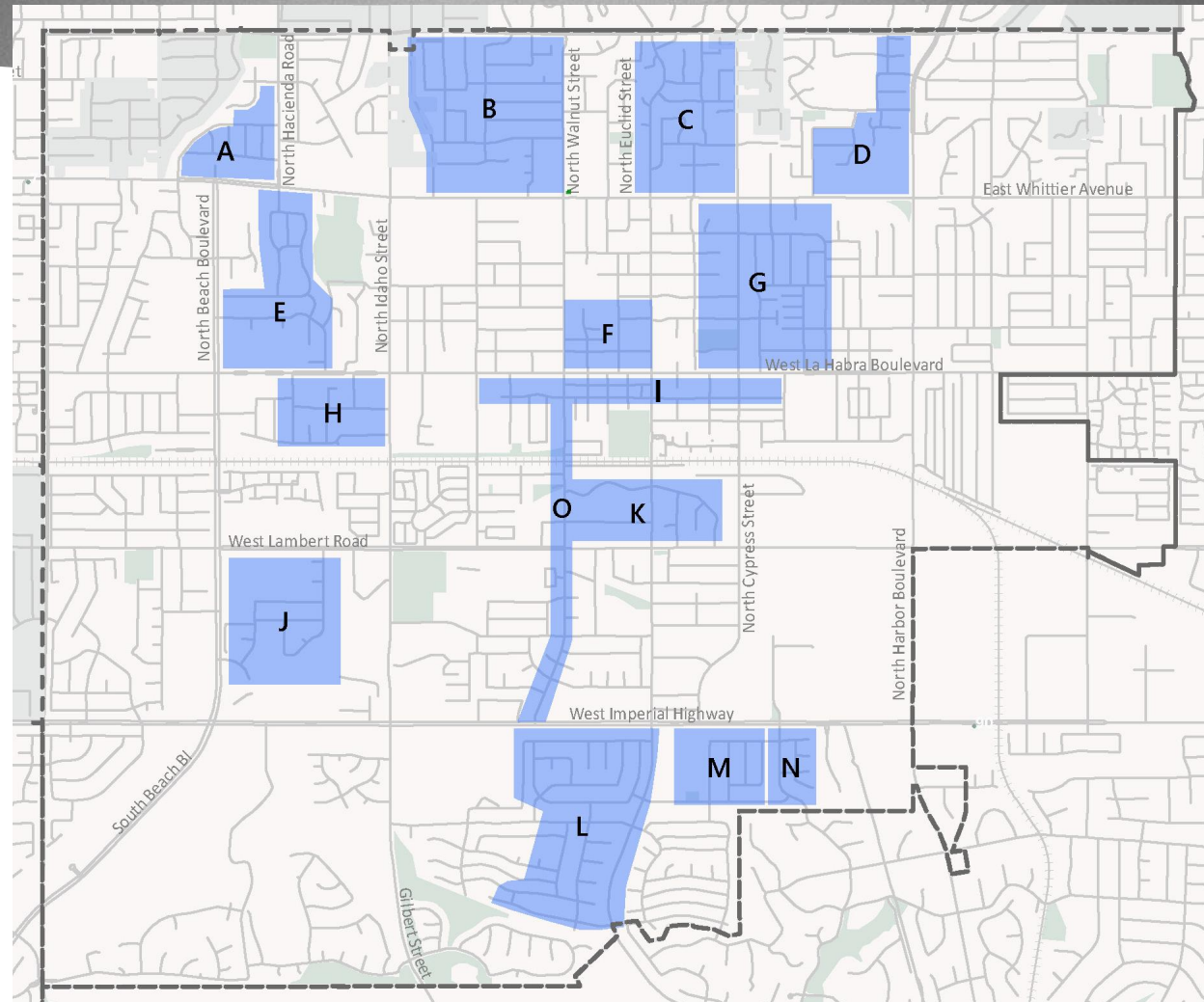
▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (19)
- ▶ “Traffic Calmed Area” Sign (11)
- ▶ Turn-Restricted Sign (2)
- ▶ Median Island (1)



Priority List – 2011

15 Neighborhoods (A-O)



NTMP Process

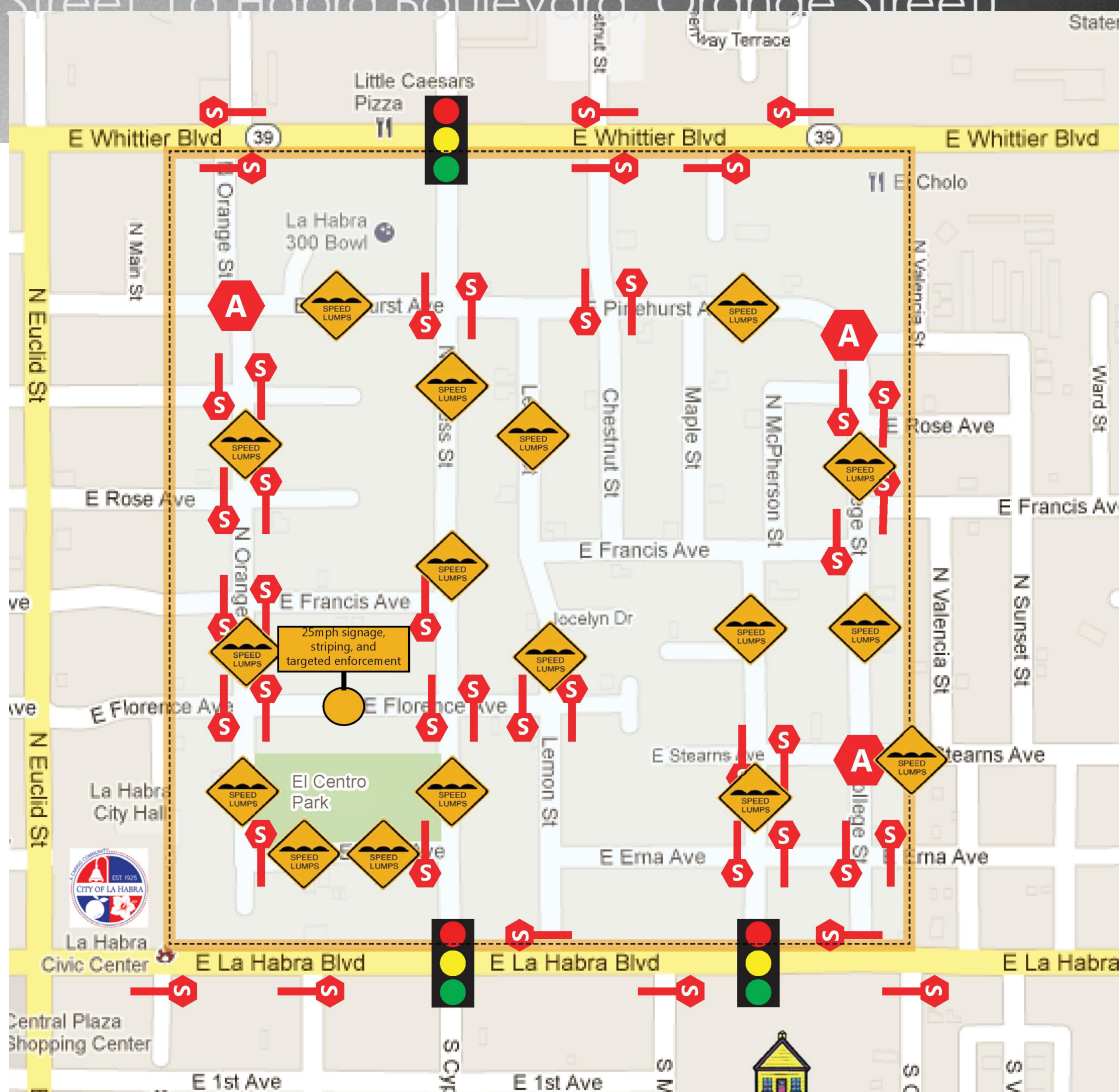
- ▶ Current Process:
 - ▶ Reach out to Neighborhood
 - ▶ Conduct Neighborhood Introduction Meeting, Develop Committee
 - ▶ Conduct 3 Committee Meetings, Develop Traffic Calming Plan
 - ▶ Conduct Neighborhood Final Meeting
 - ▶ Neighborhood Voting
 - ▶ Take to City Council for Consideration and Approval
 - ▶ Construct and Implement Traffic Calming Plan

Neighborhood G (2015)

(Whittier Boulevard, Valencia Street, La Habra Boulevard, Orange Street)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (16)
- ▶ "Traffic Calmed Area" Sign (15)
- ▶ Speed Limit Sign (2)



Neighborhood H (2015)

(La Habra Boulevard, Idaho Street, Hillandale Avenue, Beach Boulevard)

▶ Traffic Calming Devices Installed:

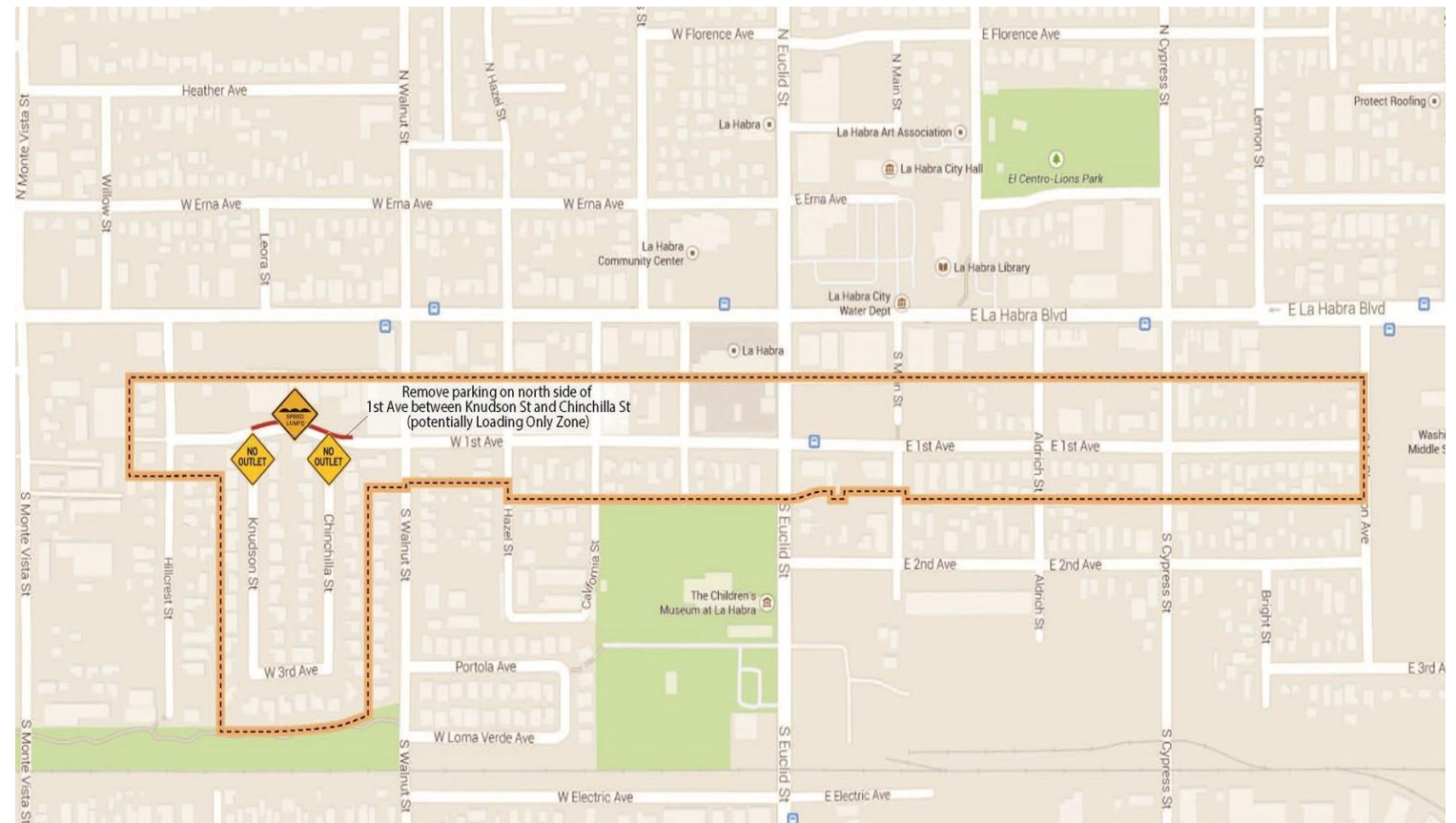
- ▶ Speed Lump (4)
- ▶ "Traffic Calmed Area" Sign (5)
- ▶ Turn-Restricted Sign (1)



Neighborhood I (2015)

(La Habra Boulevard, S. McPherson Avenue, 2nd Avenue, Hillcrest Street)

- ▶ Traffic calming plan was not approved by the neighborhood



Neighborhood B (2016)

(North City Limits, Walnut Street, Whittier Boulevard, Citrus Drive)

▶ Traffic Calming Devices Installed:

- ▶ Speed Table (5)
- ▶ Raised Crosswalk (1)
- ▶ “Traffic Calmed Area” Sign (13)
- ▶ Turn-Restricted Sign (13)
- ▶ Flashing Beacon (2)
- ▶ Bott’s Dots (425 LF)
- ▶ Radar Speed Feedback Sign (5)

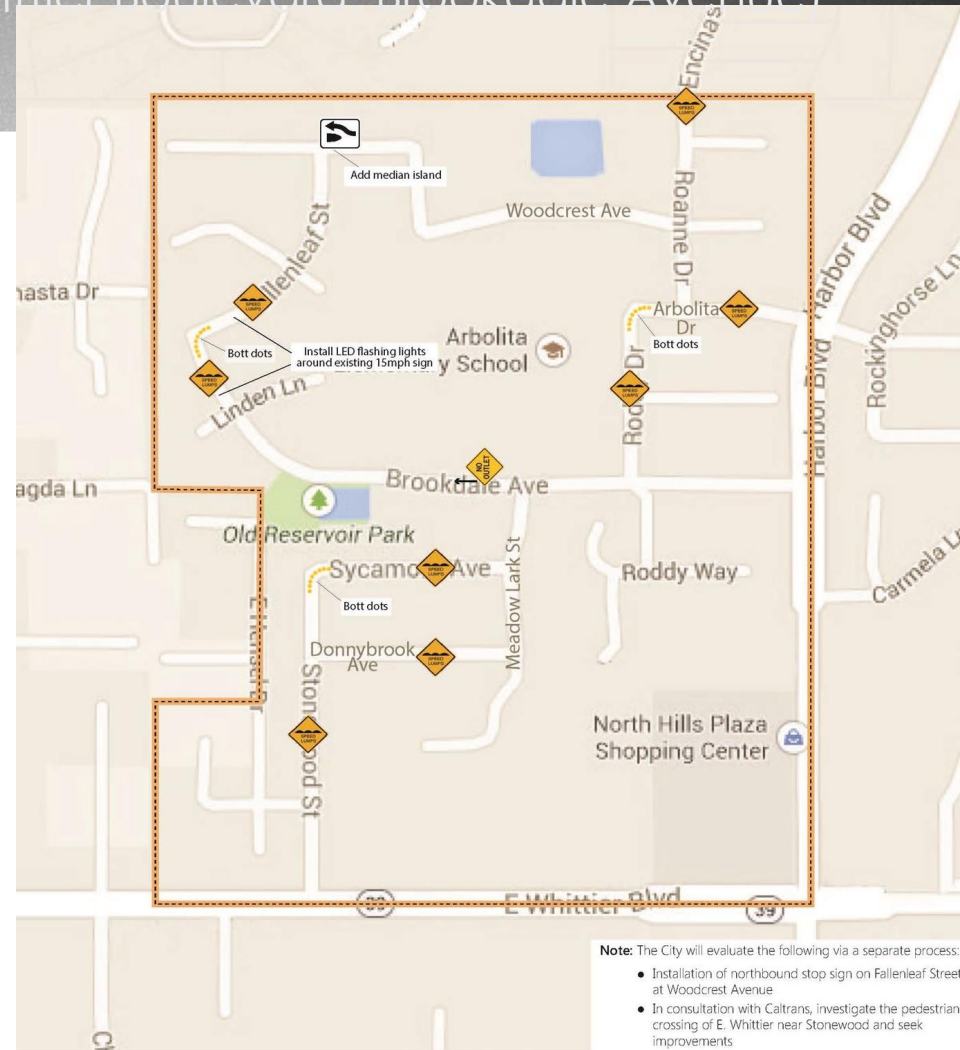


Neighborhood D (2016)

(North City Limits, Harbor Boulevard, Whittier Boulevard, Brookdale Avenue)

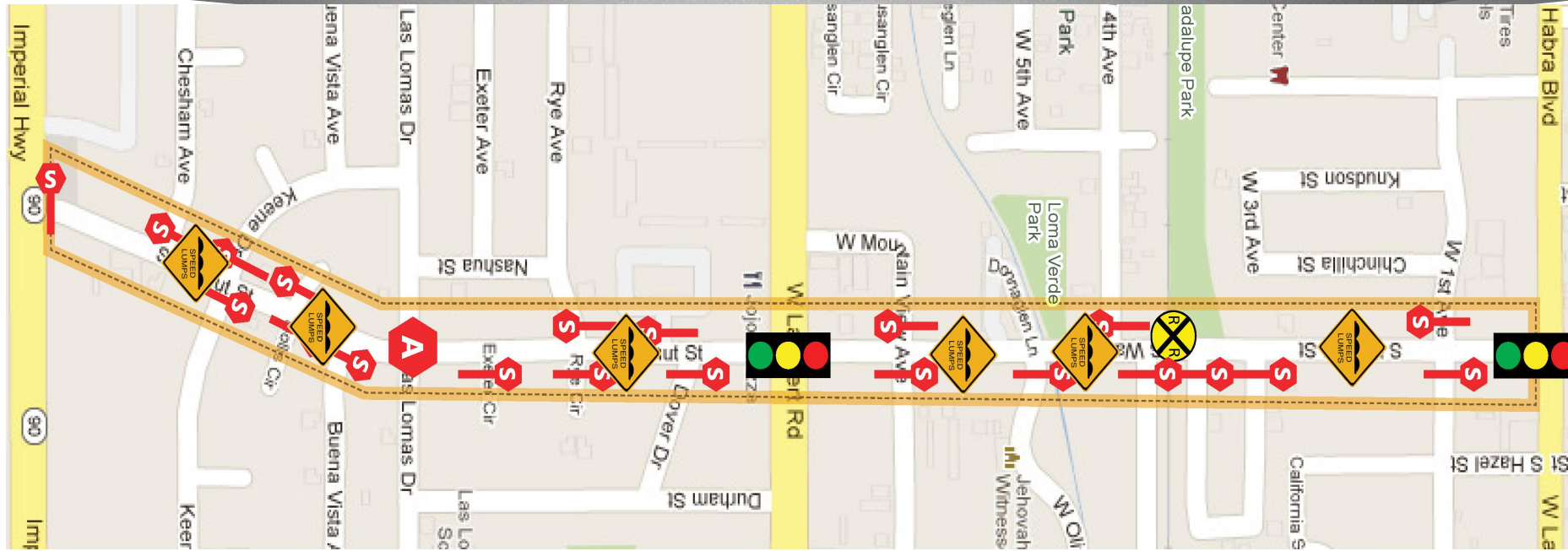
▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (7)
- ▶ “Traffic Calmed Area” Sign (4)
- ▶ Flashing Beacon (2)
- ▶ Warning Sign (1)
- ▶ Bott’s Dots (350 LF)



Neighborhood O (2016)

(Walnut Street between Imperial Highway and La Habra Blvd.)



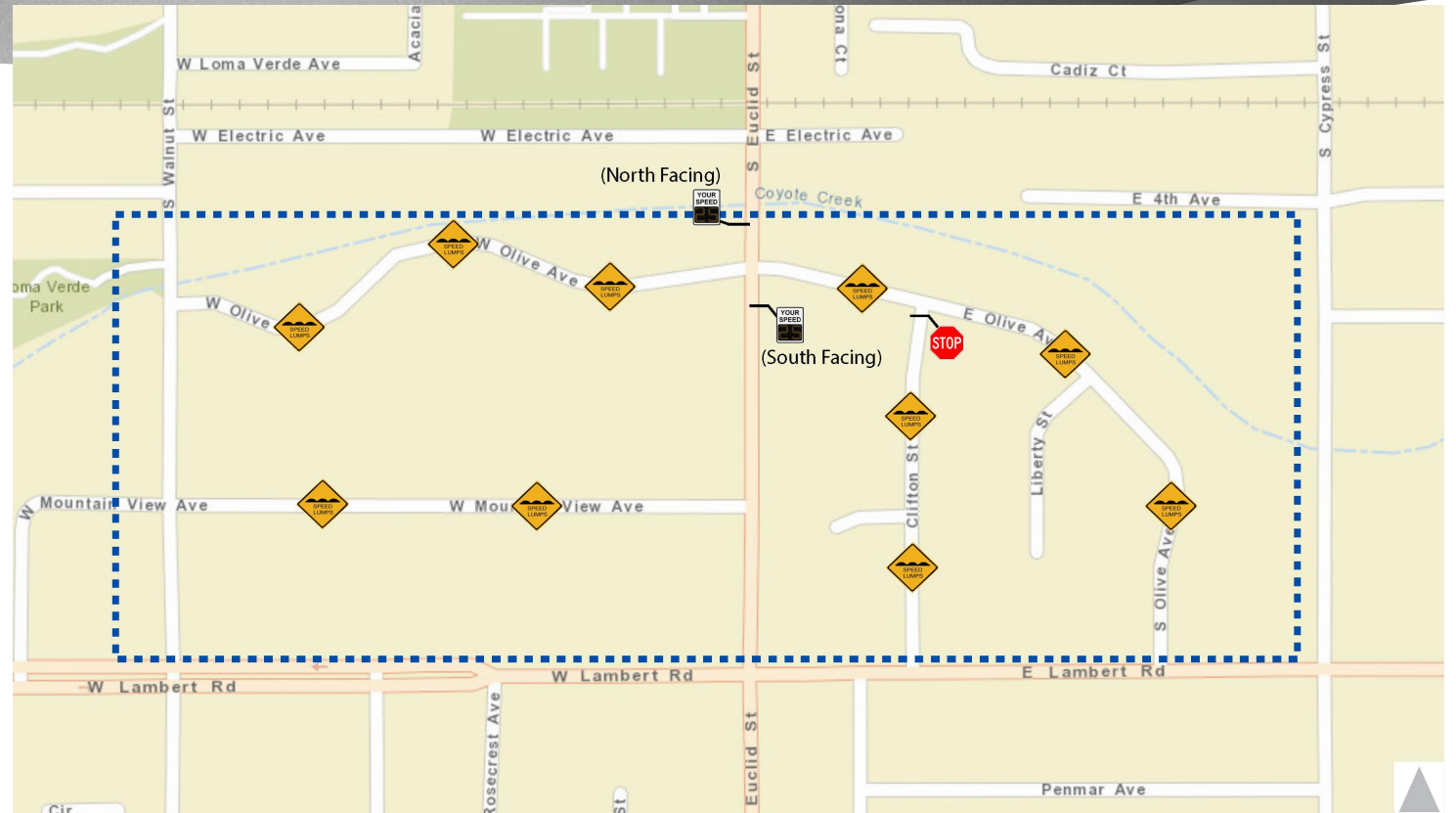
▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (3)
- ▶ “Traffic Calmed Area” Sign (10)

Neighborhood K (2017)

(W. Olive Avenue , E. Olive Avenue, Lambert Road, Walnut Street)

- ▶ Traffic Calming Devices Installed:
 - ▶ Speed Lump (10)
 - ▶ “Traffic Calmed Area” Sign (4)
 - ▶ Speed Feedback Sign (2)

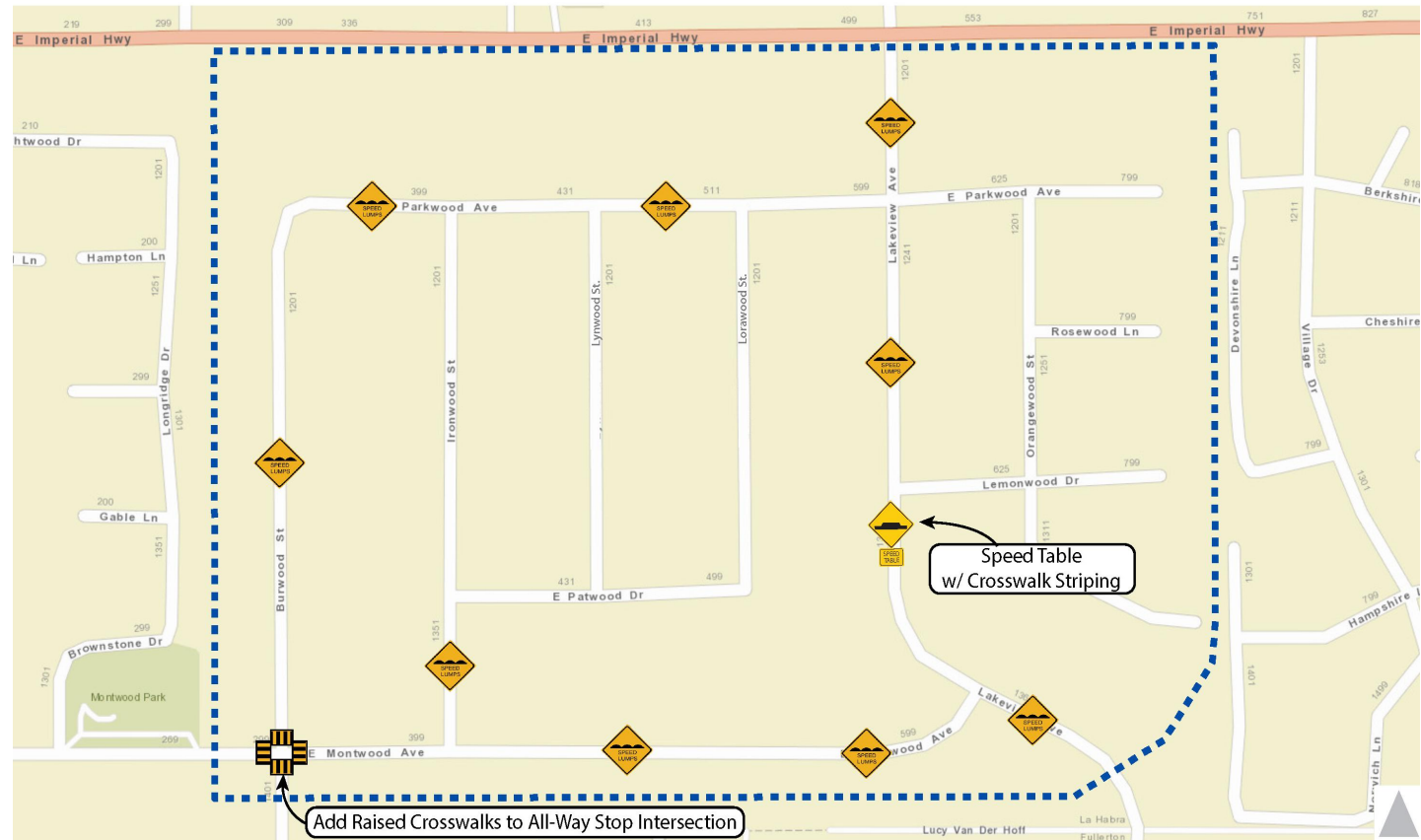


Neighborhood M (2017)

(Imperial Highway, Orangewood Street, South City Limits, Burwood Street)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (7)
- ▶ "Traffic Calmed Area" Sign (4)
- ▶ Striped Crosswalk (1)
- ▶ Flashing Stop Sign (4)

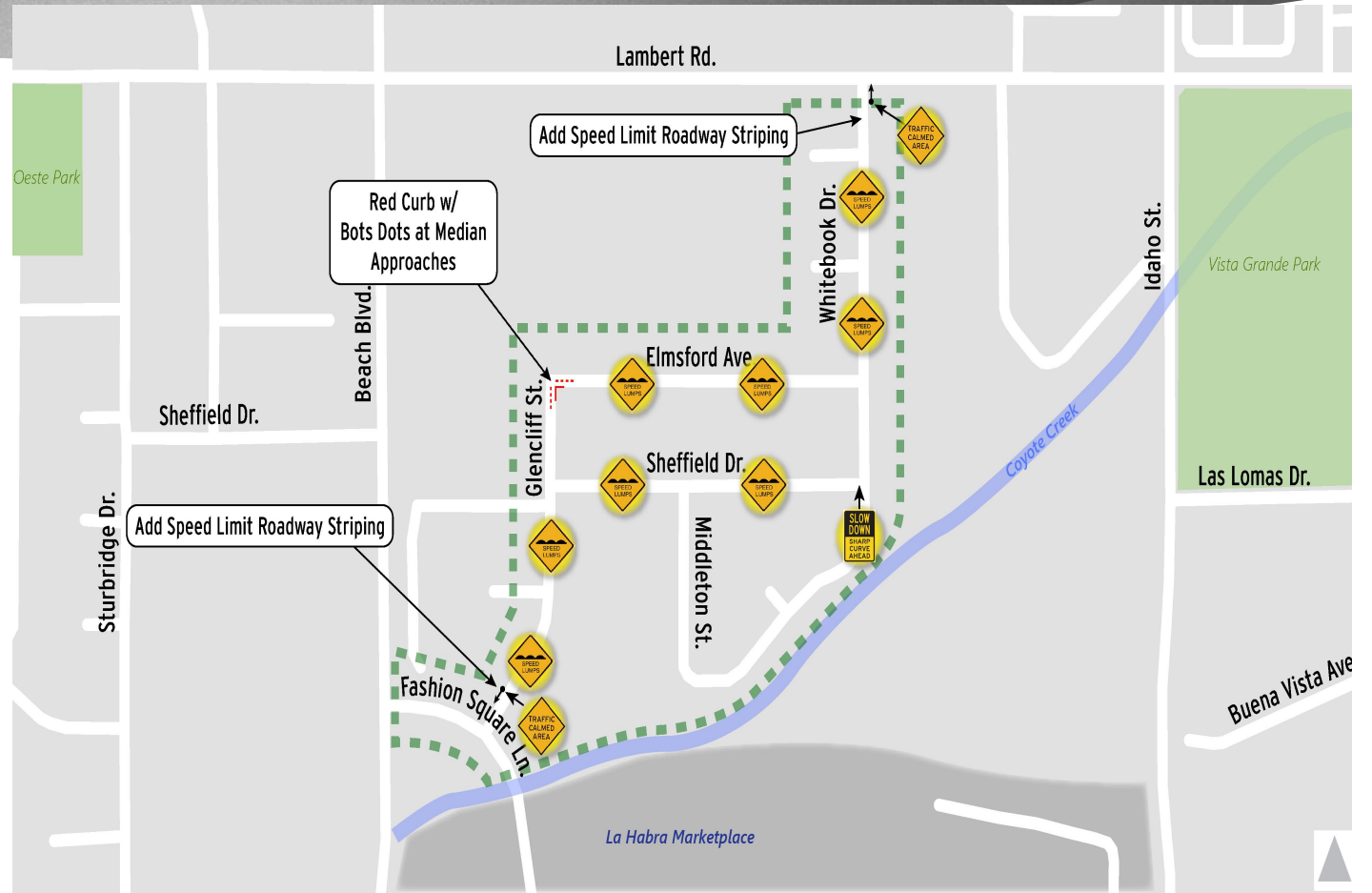


Neighborhood J (2018)

(Lambert Road, Whitebook Drive, Fashion Square Lane, Beach Boulevard)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (8)
- ▶ “Traffic Calmed Area” Sign (2)
- ▶ Striped Speed Limit Legend (2)
- ▶ Warning Sign (3)
- ▶ Red Curb Paint (84 LF)
- ▶ Bott’s Dots (200 LF)



Neighborhood F (2018)

(Francis Avenue, Euclid Street, La Habra Boulevard, Walnut Street)

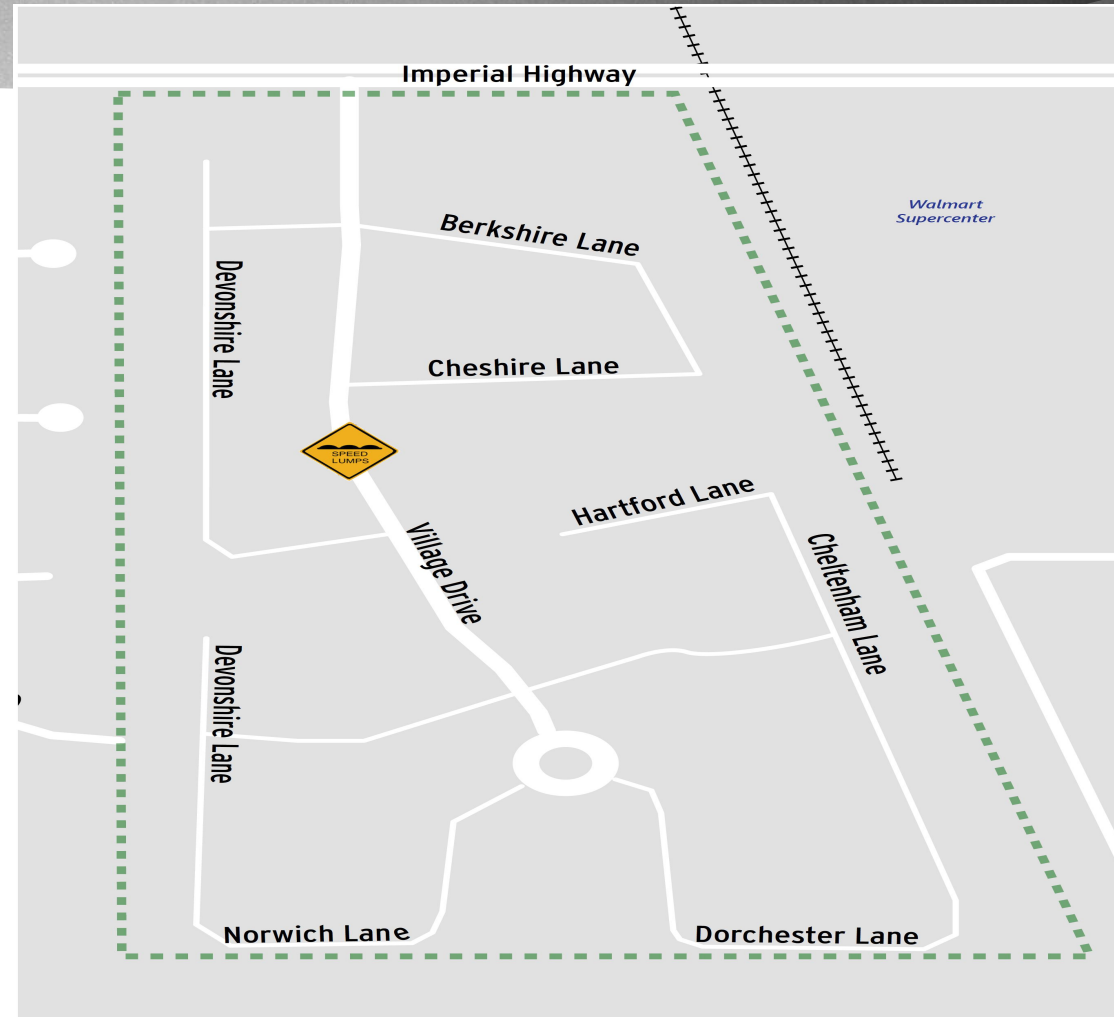
- ▶ Traffic Calming Devices Installed:
 - ▶ Speed Lump (5)
 - ▶ “Traffic Calmed Area” Sign (x7)
 - ▶ Radar Speed Feedback Sign (2)



Neighborhood N (2018)

(Imperial Highway, Cheltenham Lane, Dorchester Lane, Devonshire Lane)

- ▶ Traffic calming plan was not approved by the neighborhood

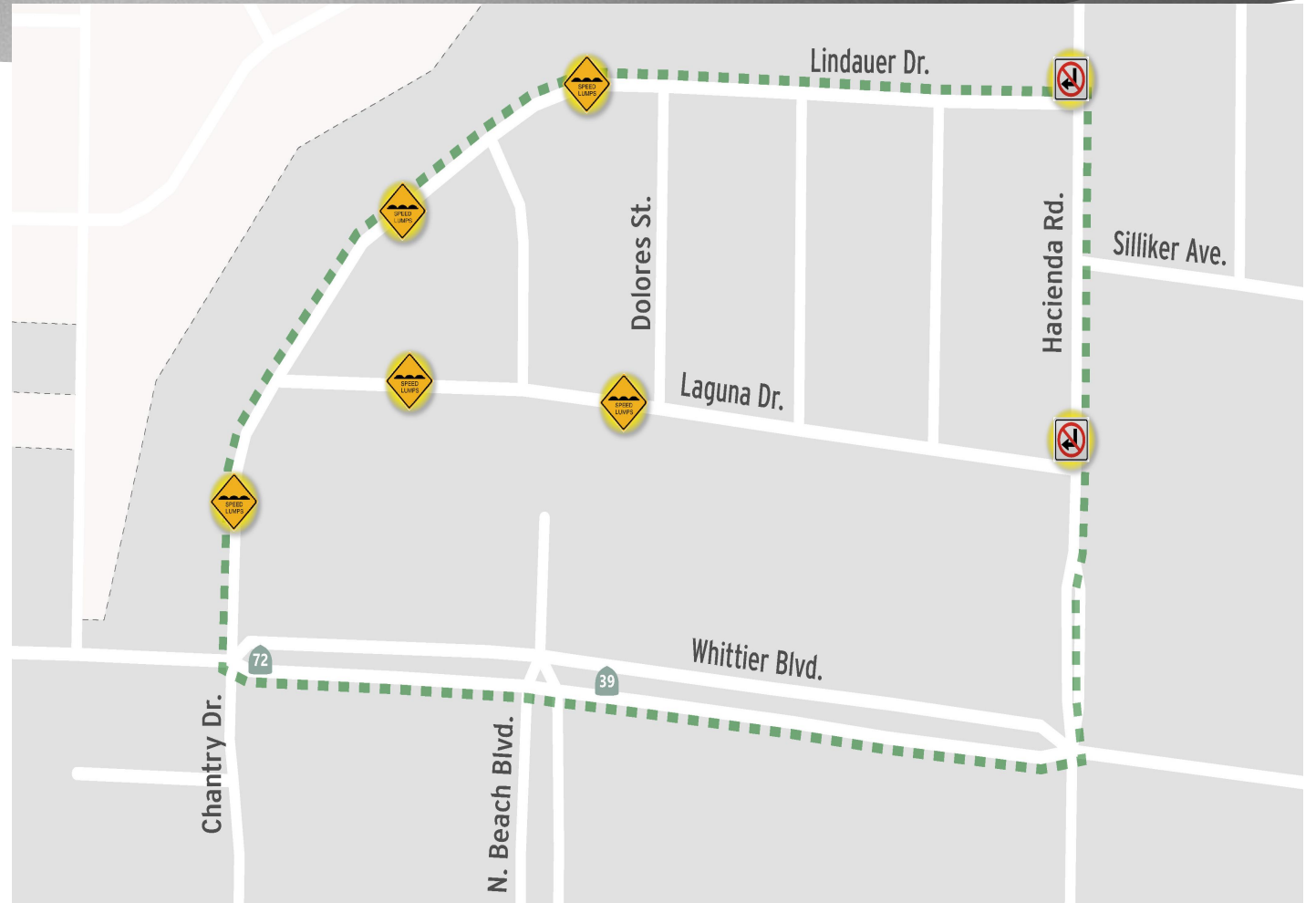


Neighborhood A (2019)

(Lindauer Drive, Hacienda Road, Whittier Boulevard, Lindauer Drive)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (7)
- ▶ "Traffic Calmed Area" Sign (3)

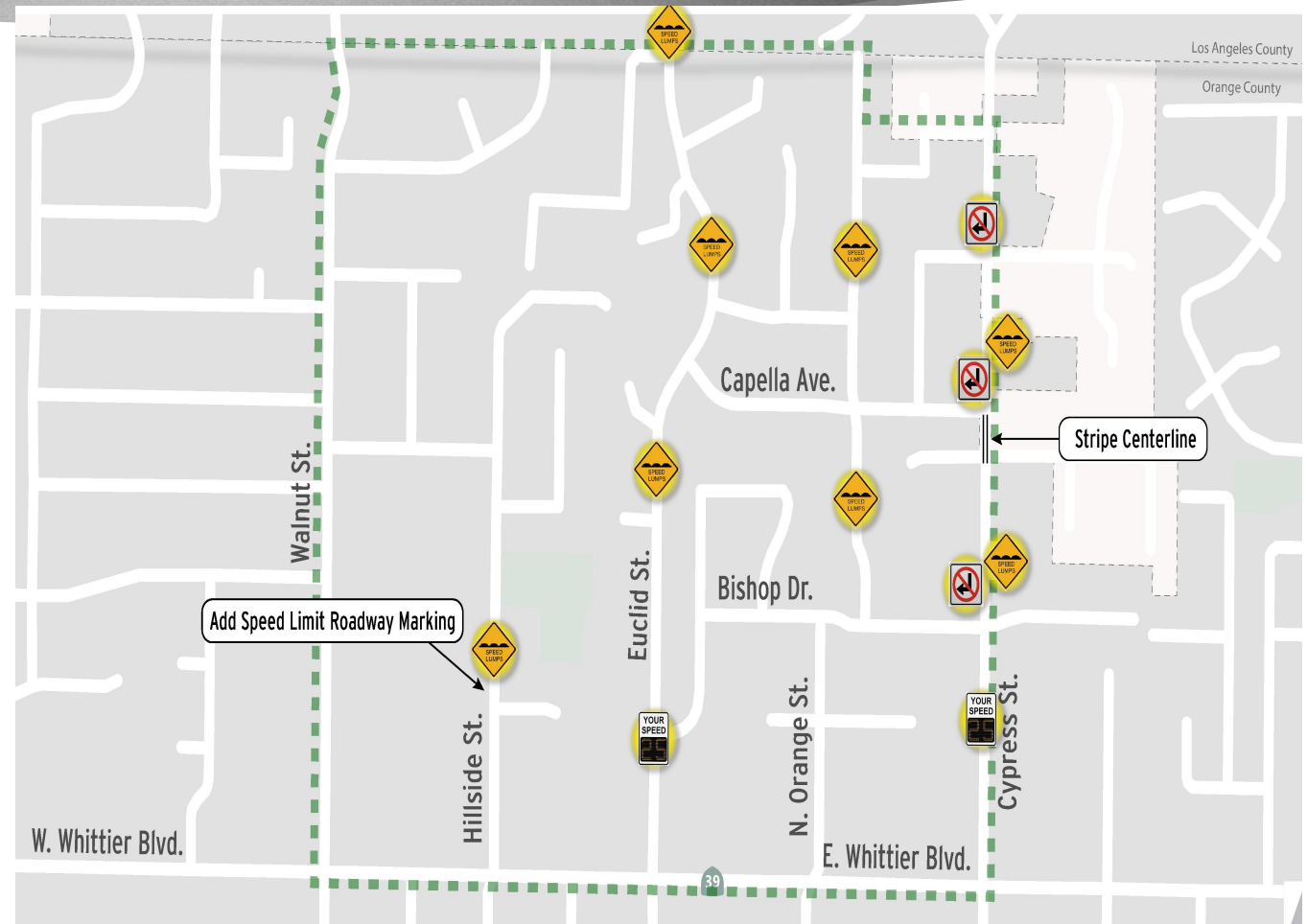


Neighborhood C (2019)

(North City Limits, Cypress Street, Whittier Boulevard, Walnut Street)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (9)
- ▶ “Traffic Calmed Area” Sign (5)
- ▶ Speed Limit Sign (1)
- ▶ Striped Speed Limit Legend (1)
- ▶ Radar Speed Feedback Sign (2)
- ▶ Warning Sign (1)
- ▶ Turn-Restricted Sign (3)



Neighborhood E (2019-2021)

(Whittier Boulevard, Idaho Street, La Habra Boulevard, Beach Boulevard)

▶ Traffic Calming Devices Installed:

- ▶ Speed Lump (15)
- ▶ "Traffic Calmed Area" Sign (3)
- ▶ Flashing Stop Sign (10)
- ▶ RRFB System (1)
- ▶ Striped Crosswalk (1)
- ▶ Striping Yield Triangles (8)



Summary of Traffic Calming Devices Installed & Costs

- ▶ Speed Lumps (134)
 - ▶ Speed Table (5)
 - ▶ Raised Crosswalk (1)
 - ▶ “Traffic Calmed Area” Sign (97)
 - ▶ Turn-Restricted Sign (21)
 - ▶ Traffic Circle (1)
 - ▶ Raised Median Island (2)
 - ▶ “25 MPH” Speed Limit Sign (3)
 - ▶ Flashing Beacon (4)
 - ▶ Radar Speed Feedback Sign (11)
 - ▶ Flashing Stop Signs (14)
- ▶ Total Cost = **\$1,110,545**
- ▶ Average Cost / Neighborhood = **\$79,324**

Types of Traffic Calming Devices



Traffic Circle



Traffic Calmed Area Signs



- ▶ Speed Lumps (134)
- ▶ Speed Table (5)
- ▶ Raised Crosswalk (1)
- ▶ "Traffic Calmed Area" Sign (97)
- ▶ Turn-Restricted Sign (21)
- ▶ Traffic Circle (1)
- ▶ Raised Median Island (2)
- ▶ "25 MPH" Speed Limit Sign (3)
- ▶ Flashing Beacon (4)
- ▶ Radar Speed Feedback Sign (11)
- ▶ Flashing Stop Signs (14)
- ▶ RRFB System (1)
- ▶ Botts' Dots (975 LF)

Types of Traffic Calming Devices



Traffic Circle



Speed Lump



Radar Speed Feedback Sign



Raised Median Island



Traffic Calmed Area Signs



Flashing Stop Sign

NTMP Lesson's Learned

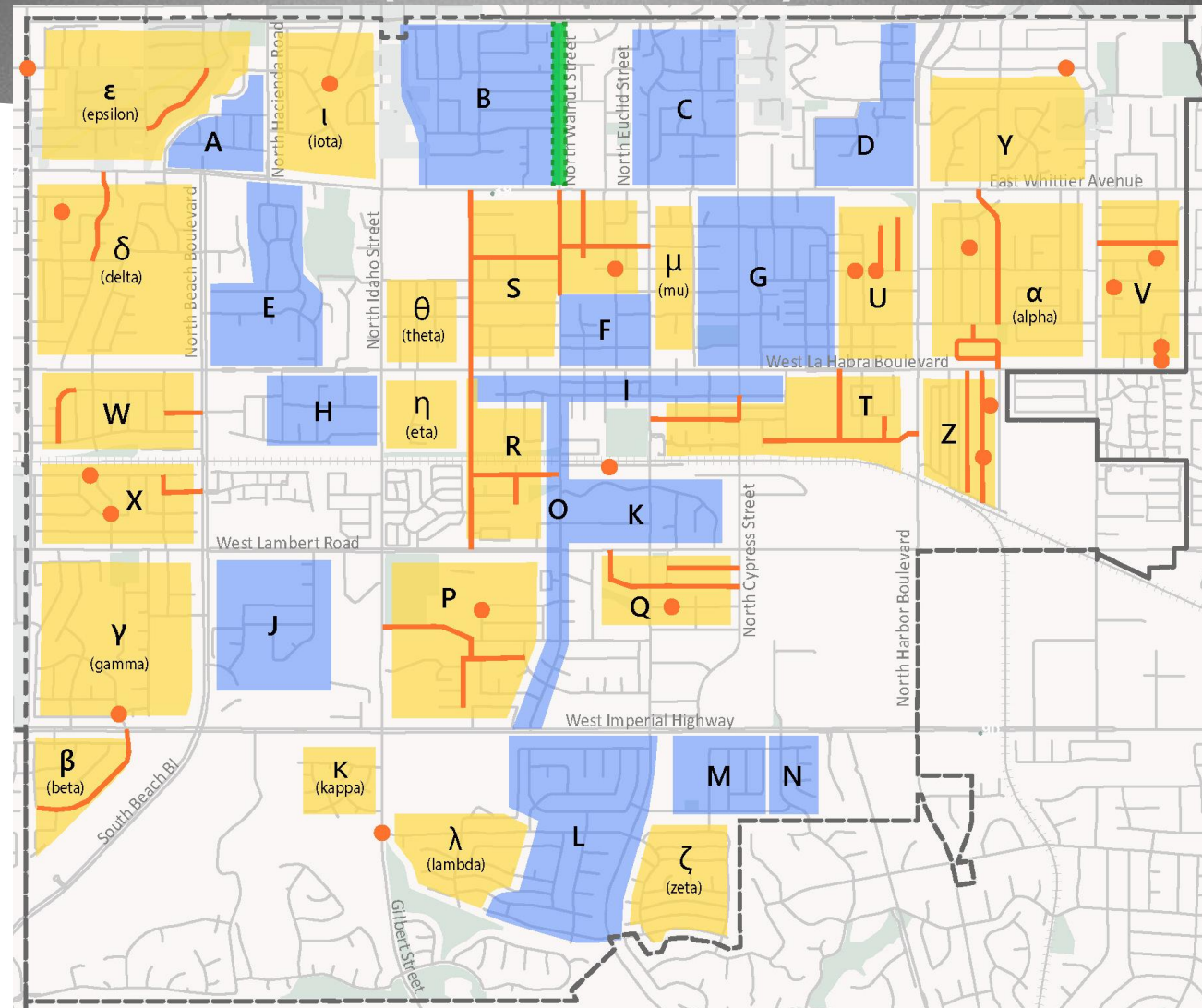
- ▶ Traffic Calming Implementation **is effective**
- ▶ Not everyone wants traffic calming
- ▶ Robert's Rules of Order
- ▶ NTMP Guidelines
- ▶ Respect / Common Goal
- ▶ Neighborhood approach = 1 year+
- ▶ Speed Lumps should **not** be first line of defense
- ▶ Consider Speed Lumps lighting
- ▶ **STOP Signs** are **not** Traffic Calming devices



NTMP After Study - Results

Neighborhood	Year Treatment	Speed	Volume
A	2023	-8.0	83
B	2018	-6.0	-438
C	2023	-2.3	-56
D	2018	-5.3	45
E	2023	-8.5	28
F	2023	-5.4	-119
G	2016	-4.4	-210
H	2016	-4.0	-141
I	-	0.0	1
J	2023	-0.5	210
K	2023	-5.5	-260
L	-	2.0	-642
M	2023	-8.0	168
N	-	-2.5	-306
O	2023	-5.3	-2184
Average	-	-5.0	-293

NTMP New Neighborhoods (In Yellow)



NTMP New Neighborhoods Ranking

Neighborhood	Traffic Speeds Score	Traffic Volumes Score	Collision History Score	Total Score	Pedestrian Generator	Gateway Street	Priority	Previously Received Treatments
Epsilon	10	8	1	19	Yes	Yes	1	No
V	9	10	0	19	Yes	Yes	2	No
S	10	8	1	19	Yes	Yes	3	No
Lambda	10	7	0	17	Yes	Yes	4	No
P	10	6	1	17	Yes	Yes	5	No
Delta	10	7	0	17	Yes	Yes	6	Yes
Y	10	6	0	16	Yes	Yes	7	Yes
R	6	7	1	14	Yes	Yes	8	No
Kappa	10	1	2	13	No	Yes	9	No
Beta	10	1	1	12	No	Yes	10	No
T	7	3	2	12	Yes	Yes	11	No
Zeta	10	1	0	11	No	Yes	12	No
Gamma	7	3	1	11	Yes	Yes	13	No
Alpha	7	3	0	10	Yes	Yes	14	Yes

NTMP New Neighborhoods Ranking

Neighborhood	Traffic Speeds Score	Traffic Volumes Score	Collision History Score	Total Score	Pedestrian Generator	Gateway Street	Priority	Previously Received Treatments
X	7	2	1	10	Yes	Yes	15	No
U	4	4	1	9	Yes	Yes	16	No
Theta	5	4	0	9	Yes	Yes	17	No
Iota	7	1	0	8	Yes	No	18	No
W	4	3	0	7	Yes	Yes	19	Yes
Q	4	1	2	7	Yes	Yes	20	No
Mu	5	1	1	7	Yes	No	21	No
Z	3	2	0	5	Yes	Yes	22	No
Eta	1	1	0	2	Yes	Yes	23	No

NTMP New Policy Consideration

- ▶ Resident(s) submits petition
- ▶ Engineering evaluates petition, if approved, proceed with Phase I **ONLY**
- ▶ Phase I
 - ▶ 85th Percentile Speed 5-8 MPH above posted speed limit
 - ▶ Average weekday daily traffic is at least 1,000 vehicles
 - ▶ Conduct 6-month evaluation, determine if Phase II is necessary
- ▶ Phase II
 - ▶ 85th Percentile Speed is at or above 9 MPH of the posted speed limit
 - ▶ Average weekday daily traffic is between 1,000 and 3,500 vehicles
 - ▶ Conduct 6-month evaluation, determine if further action required

NTMP Recommendations

- ▶ Adopt **new** NTMP policy as recommended by staff
- ▶ Street approach
- ▶ Phase 1 vs Phase 2
- ▶ Engineering (data driven)
- ▶ Proceed with evaluating current petitions (32)