

**M/S Duboc/Winkler motion to accept the staff recommendation to authorize the City Manager to enter into an agreement in the amount of \$35,850 with Kimley-Horn Associates, Inc. to develop the City of Menlo Park Neighborhood Traffic Management Program including but not limited to consideration of the following elements:**

- 1. Menlo Park must have a coherent statement of philosophy:**
  - a. Stable residential neighborhood traffic requires efficient arterial and collector traffic flow to minimize incentives to cut through residential neighborhoods. The first line of defense against neighborhood traffic problems is an efficient arterial and collector grid.**
  - b. Streets are a community resource. Denial of public access by closing streets is not a valid goal of the Neighborhood Traffic Management Program (NTMP) except in cases of over-riding safety concerns.**
  - c. The primary goal of the NTMP is to correct demonstrably unsafe conditions, with priority to locations with higher accident incidences.**
  - d. A secondary goal of NTMP is to provide residents of residential streets with protection and relief from disproportionate traffic increases. It is not the goal of the NTMP to modify traditional traffic patterns within a neighborhood or between neighborhoods.**
  - e. Enumeration of rights of residents of a “project” street: right to safe and peaceful environment; right to a fair share of law enforcement resources; protection from disproportionate increases in undesirable traffic conditions.**
  - f. Rights of residents of streets in vicinity of project streets; specified numerical limits to adverse consequences (traffic diversion, emergency vehicle delay as example) due to traffic controls on “project” streets. This includes limits on cumulative effects from multiple traffic calming projects.**
  - g. Rights of public at large: equal right to access public streets free of hazardous devices designed to impede vehicular traffic.**
  
- 2. Quantitative citywide system for prioritizing traffic calming requests based on accident statistics, volume and speed data (per Portland protocol). Specific numeric standards are all-important.**
  
- 3. Definition of affected residents to include not only residents of “project” street but all residents of side streets plus all streets likely to be adversely affected (diverted traffic, delayed emergency response) by traffic control measures.**
  
- 4. Verifiable numeric limits to diverted traffic and delayed emergency response (per Portland protocol).**
  
- 5. Petition to study: Should require supermajority of residents on “project” street as well as side streets within one block before initiating traffic study.**
  
- 6. Petition to test: Supermajority of all affected residents (as defined above) required before proceeding with installation.**
  
- 7. Ballot to make permanent: Supermajority of all affected residents (as defined above). This is done after 6-month trial period.**

**8. Uniform standards for esthetics and the effect of traffic calming devices on neighborhood esthetics. This should include a policy regarding landscaping and maintenance thereof.**

**9. Provision for formal participation of fire district and police department. This should include measurement of actual delays to emergency vehicles by various devices so that residents have data on which to base these decisions.**

**10. Permanent installation: All projects must have Council review after all the above stated steps have been completed.**