



iWatch Speed Awareness Program Overview

Requirement to become an iWatch neighborhood

For a neighborhood to become an *iwatch* neighborhood, at least 50% of the households are required to participate in the program. Participation in the program is done via signing the *iwatch* pledge either online or on a mailed postcard. By signing the pledge, consent will be given to install speed reduction devices in the neighborhood once the neighborhood is eligible. The community will provide input and locations will be approved by Thornton staff following the eligibility criteria outlined in the next section.

Eligibility Criteria for Traffic Control Devices

<p>VOLUME & SPEED</p>	<p>To be eligible for speed reduction devices in a residential street the following volume threshold criteria shall be met:</p> <ul style="list-style-type: none"> • Typical weekday traffic volume on the street is at least 500 vehicle in a 24hr period, <p>OR</p> <ul style="list-style-type: none"> • Typical weekday traffic volume on the street is more than the number of households x 9.44 x 1.5 (50% above ITE trip generation) <p>AND the following speed threshold criteria shall be met:</p> <ul style="list-style-type: none"> • 85th percentile speeds are at least 4 mph above the posted speed limit in at least one direction.
<p>SAFETY</p>	<p>To be eligible for speed reduction in a residential streets the following safety threshold criteria shall be met:</p> <ul style="list-style-type: none"> • There have been three speed related crashes in three years. (Note: this is what is in the current policy)
<p>SPACING</p>	<p>Speed reduction devices shall meet the following criteria:</p> <ul style="list-style-type: none"> • Distance between speed reduction devices is a minimum of 250' and a maximum of 500' when installed in sequence. • Distance from a speed reduction device to a stop controlled intersection flow line is a minimum of 150'
<p>RESIDENTIAL COLLECTOR</p>	<p>Similar to the existing process, to be eligible for speed reduction devices under the residential collector program:</p> <ul style="list-style-type: none"> • The street must be in a residential neighborhood. • The street must be classified as a collector or, based on engineering judgment, functions as a de-facto collector. • Typical weekday traffic volume on the street must be a minimum of 1,500 vehicles in a 24-hour period. • Homes must front the majority of the street in question. • The following speed threshold criteria shall be met: 85th percentile speeds are at least 4 mph above the posted speed limit in at least one direction. <p>Different from the existing process, speed cushions are not eligible as traffic calming devices in residential streets with volume of equal or more than 2,500 vehicle and less than 5,000 in a typical 24hr period. In these circumstances, other traffic calming devices can be considered such as curb extensions, raised crossings, etc.</p>
<p>ENGINEERING JUDGEMENT</p>	<p>Under special circumstances, deviation from the established criteria above may apply based on engineering judgment at the discretion of the traffic engineer or designee.</p>



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Temporary Traffic Calming Devices

When feasible, temporary traffic calming devices will be considered for installation. Before and after studies will evaluate the effectiveness of these devices. Permanent installation may be approved after temporary devices are proven effective. Some of the temporary traffic calming devices that will be considered are:

- Temporary speed monitoring radar signs,
- Temporary speed cameras (with speed monitoring radar signs) for speed awareness, not speed enforcement (with police department support),
- Temporary speed cameras for speed enforcement (with police department support),
- Temporary curb extensions using the rubber curbing, delineators, paint, etc.,
- Temporary traffic circles,
- Temporary pavement markings,
- Temporary chicanes, deflections, diversions, etc.

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