

Specific Neighborhood Traffic Mitigation Program Steps

(Updated 06/16/25)

The City and County of Broomfield Neighborhood Traffic Mitigation Program provides goals, policies and procedures directed at the prioritized and cost-effective implementation of traffic mitigation measures where needed. This section outlines procedural steps to address traffic mitigation needs for a particular roadway segment. The steps are as follows:

Project Initiation
Education and Enforcement
Engineering Treatments

The procedural steps are as follows:

Project Initiation

Task 1 - Initial Request. Traffic mitigation projects can be nominated for inclusion in the City and County of Broomfield traffic mitigation program through various channels, including resident requests, resident petitions, staff initiation, and City Council initiation.

Staff will email the initial requestor next steps.

Task 2. Data Collection. Traffic engineering staff will collect average daily traffic (ADT) and speed data at selected points along the roadway segment during typical weekday conditions. Traffic and speed data will be deemed valid for a 3-year period unless circumstances, such as development or construction, warrant doing an additional study. Additionally, a 3-year crash history will be compiled.

Task 3. Street Segment Qualification Determination. Staff will determine if the subject roadway segment meets minimum thresholds to continue with traffic mitigation. If the project does not qualify, the roadway segment will not be considered for additional study or treatment (the person who made the initial recommendation will be notified as such).

The minimum threshold criteria for implementation of Engineering Treatments are as follows:

- Roadways must have an ADT volume of greater than 500 ADT

Education and Enforcement treatments can be implemented without meeting the ADT requirement

- Any roadway without a school immediately adjacent to it must have an 85th percentile speed of 7 miles per hour above the speed limit
- Any roadway with a school, park, or care facility immediately adjacent to it must have an 85th percentile speed of 5 miles per hour above the speed limit
- Any roadway segment with a documented traffic crash history of three or more correctable crashes in a one-year period is automatically eligible regardless of ADT or speed

Task 5. Staff Review. Staff will review the project to date, including the results of the data collection and Roadway Segment Qualification. At the direction of staff, engineering treatments or education and enforcement treatments may be implemented. At this stage, the person who made the initial request will be notified as to the status of the project and the next steps (if any).

Education and Enforcement (If Applicable)

Task 1. Advanced Educational Tools. City and County staff will provide advanced educational tools to help mitigate traffic issues along the roadway segment, which may include:

- Neighborhood education
- Speed radar signs
- Additional signage

*Speed limits may be raised if deemed appropriate to be more in line with the 85th percentile speed, particularly along collectors and arterials.

Task 2. Targeted Police Enforcement. At the discretion of City and County staff, “targeted” police enforcement may be used to target the roadway segment and mitigate speeding problems.

Task 3. Re-Evaluation of Traffic Concerns. Following the education and enforcement efforts, City and County staff will re-evaluate the roadway segment to determine if a problem still exists. Additional data collection and discussion with the neighborhood may be needed. If the problem has been mitigated and the residents' concerns have been met, the project is complete.

Task 4. Staff Review. Staff will review the project to update the status of the project and potential treatments. At this stage, the initial requestor will be notified as to the status of the project and the next steps (if any).

Engineering Treatments

Task 1. Documentation of Neighborhood Support. Once a plan has been developed, Broomfield staff will document neighborhood support for the plan. This typically includes a neighborhood survey card. Engineering treatments in a proposed plan may include:

- Speed cushions
- Traffic circles
- Curb extensions

If surveys are distributed, these will be mailed to residents within the neighborhood who live within 500 feet on either side of the proposed traffic mitigation device to determine if they are in favor of the project.

There must be a two-thirds majority of the surveys returned that are in favor of the project for the project to be eligible for implementation. The plan will not be implemented without a two-thirds majority response in favor of it unless City and County staff determine that there is an overriding safety need that warrants implementation of all or part of the plan. Additionally, there must be 100% approval of the project for those property owners whose driveways are located within one home adjacent to and fronting to a device location.

If the plan is not implemented a new proposal may be made using other traffic mitigation treatments. A revote on a previous proposal may occur after 3 years or if circumstances, such as any change in traffic volume, arise to warrant a revote.

Task 2. Funding and Project Prioritization. Based on availability of funding, staff may authorize City and County funds towards full or partial funding of qualified projects that have been approved by the residents per the previous survey/acceptance criteria.

Staff will prioritize projects as needed which involve City and County funding based on the Project Prioritization Score.

Task 3. Final Design and Implementation. Once project funding is secured, final engineering plans and specifications will be prepared for approved projects by staff based on City standards. All physical traffic mitigation treatment designs will be approved by the North Metro Fire Department.

Task 4. After Study. In order to gauge the effectiveness of various traffic mitigation devices, staff may conduct an after study to compare traffic volume, speed, safety, and cut-through data from before and after the installation of devices. This data will be useful in grading the effectiveness of the particular project, as well as identifying the proper application of devices for future projects.

Removal

Task 1. Documentation of Neighborhood Support. Once speed cushions are installed, if the neighborhood would like to have the speed cushions removed, a survey to the same outreach area can be completed. These will be mailed to residents within the neighborhood who live within 500 feet on either side of the last traffic mitigation device to determine if they are in favor of the project.

There must be a two-thirds majority of the surveys returned that are in favor of the removal of the traffic mitigation device.

A revote on a previous removal survey may occur after 3 years or if circumstances, such as any change in traffic volume, arise to warrant a revote.

Task 2. Removal of Device. Once support is documented, the traffic mitigation device will be removed at the next reasonable opportunity by the City which could include a repaving of the roadway.