PROPOSED NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

WHY DOES THE POLICY NEED REVISING?

- Written in 1999
- To reflect changing industry standards
- Streamline process based on 14 years experience

SPECIFIC PROBLEMS WITH EXISTING POLICY

- Three ways to initiate a study
- Unclear as to when to conduct the traffic study
- Engineer's solution not the neighborhoods
- Council report for each traffic calming project

TRAFFIC CALMING POLICY V.S. NTMP

Existing Traffic Calming Policy

- Blurry
- Can be driven by single voice
- Drawn out

Neighborhood Traffic Management Program

- Transparent
- Data Driven
- Responsive

TRAFFIC CALMING POLICY V.S. NTMP

Existing Traffic Calming Policy

- Farfetched
- Unfulfilling
- Council report for each project

Neighborhood Traffic Management Program

- Credible
- Evaluation
- Single annual report

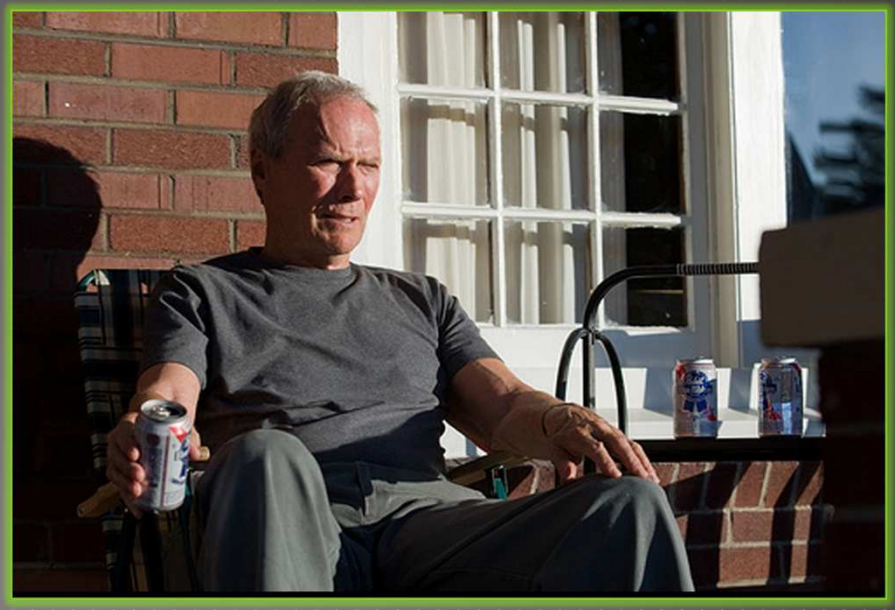
FOR BEGINNERS

- ADT- Average Daily Traffic
  - Number of cars that drive on that street a day

- 85th Percentile Speed
  - Speed at or below which 85 percent of vehicles travel

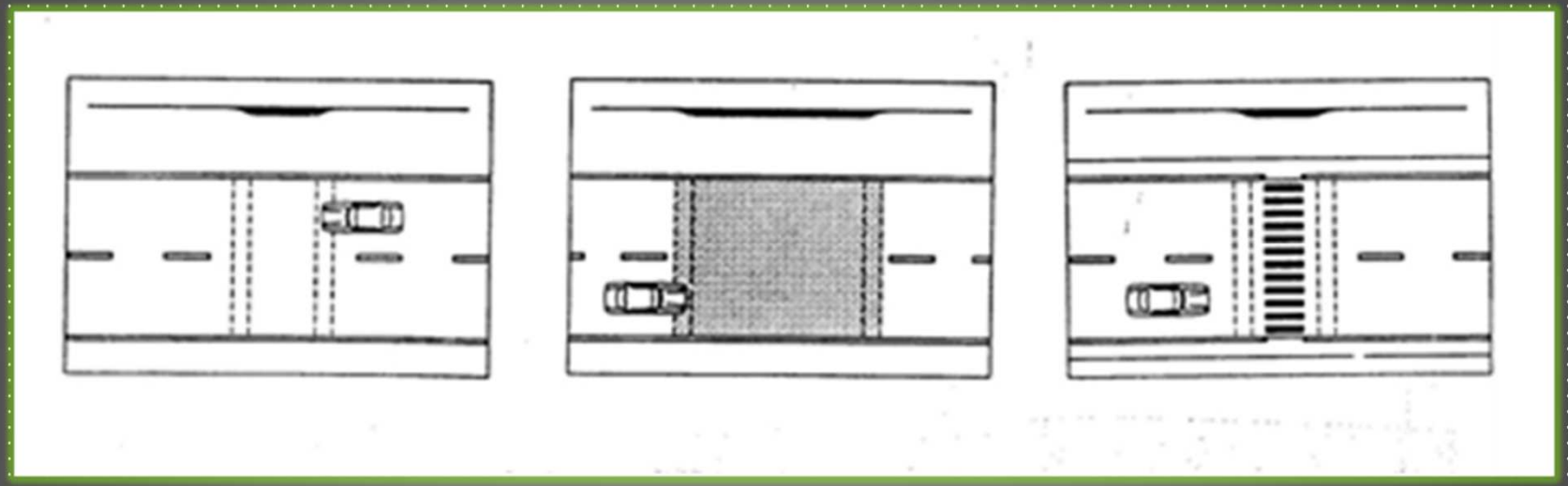
WHAT IS TRAFFIC CALMING?

- Too many people, driving too fast, past my house!



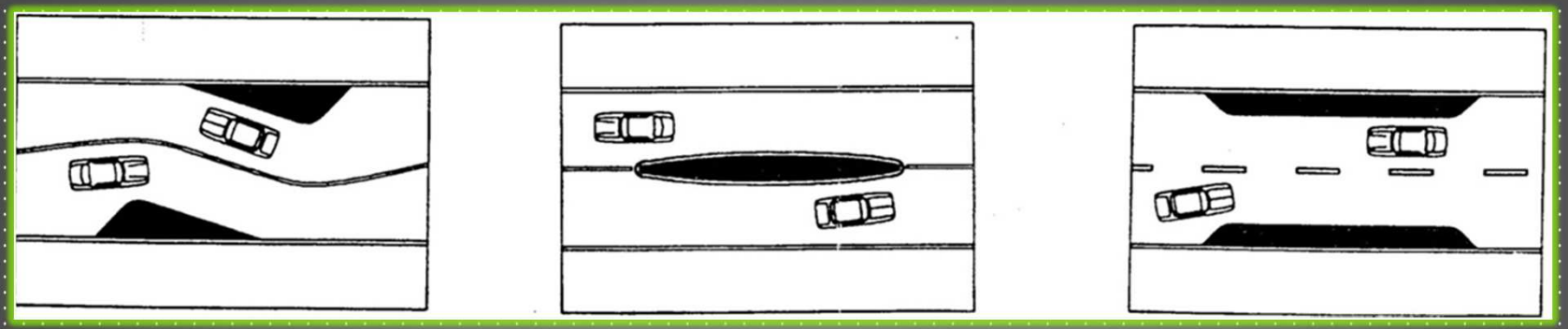
TRADITIONAL TRAFFIC CALMING DEVICES

- **RAISED SURFACES**
  - Speed humps
  - Raised intersections
  - Raised crosswalks



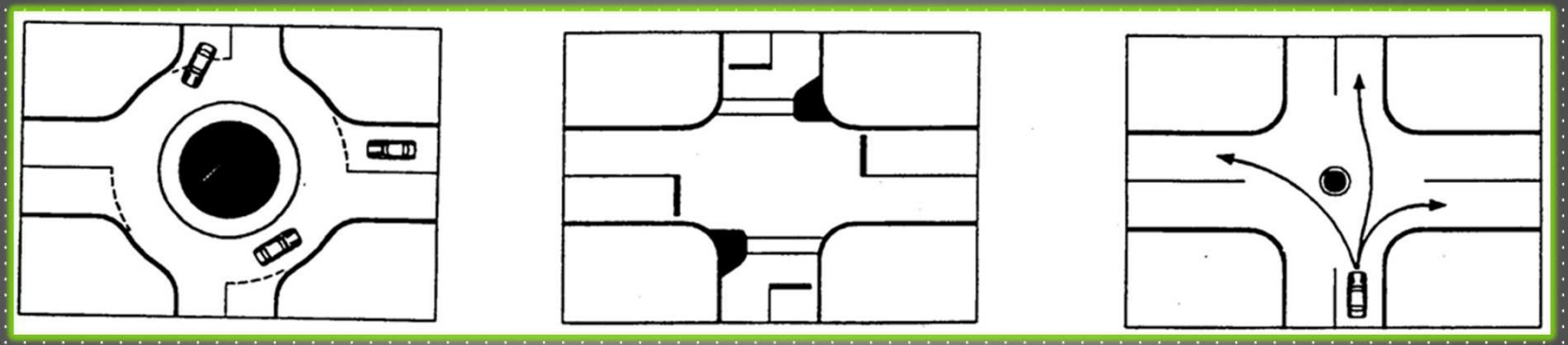
TRADITIONAL TRAFFIC CALMING DEVICES

- **ROAD NARROWING**
  - Bulbouts
  - Chicanes
  - Medians



TRADITIONAL TRAFFIC CALMING DEVICES

- **INTERSECTION CHANGES**
  - Traffic circle/roundabouts
  - ½ closures
  - Right-in, right-outs



FOUNDATION OF NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

- Reduce collisions and the severity of collisions should they occur
- Improve the neighborhood quality of life and the safety of the residents in the neighborhood
- Integrated approach by utilizing the 5 E's
  - Education
  - Engineering
  - Enforcement
  - Emergency Response
  - Evaluation

GOALS OF NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

- Increase transparency
- Prioritize solutions based on data
- Improve customer service by being more responsive

REFERENCES

- Columbia is:
  - A college town
  - Population of ≈100,000
  - Bike friendly

- Cities Referenced
  - Eugene, OR
    - Population 157,00
    - University of Oregon
  - Baton Rouge, LA
    - Population 230,000
    - Louisiana State University
  - Athens/Clark County, GA
    - Population 116,000
    - University of Georgia
  - Ann Arbor, MI
    - Population 115,000
    - University of Michigan

LEVELS OF TRAFFIC CALMING

- Three basic levels of traffic calming
- Level 1: Increase Safety
- Level 2: Reduce Speed
- Level 3: Mitigate cut-through traffic

LEVEL APPROACH TO TRAFFIC CALMING

- Provide a high level of customer service. Level I implementations are designed to be quick and visible.
- Allows the neighborhood to take ownership in the problem and result
- Continues the discussion with the neighborhood

LEVEL 1

- Level 1: Increase Safety
  - Basic traffic calming elements implemented on a day to day basis to regulate, warn, guide, inform, enforce and educate.
  - Includes standard striping and signing, increased enforcement, radar trailer, curb markings, high visibility crosswalks, neighborhood traffic safety campaigns
  - NEW Neighborhood Speed Watch Program
  - Co-fund Speed limit signs NEW

LEVELS 2 AND 3

- Level 2: Reduce Speed
  - Includes speed humps, medians, chicanes etc…
- Level 3: Mitigate cut-through traffic
  - Includes diverters, extended medians, and street closures

PETITION FOR TRAFFIC CALMING

Neighborhood Request for Level 1 Traffic Calming

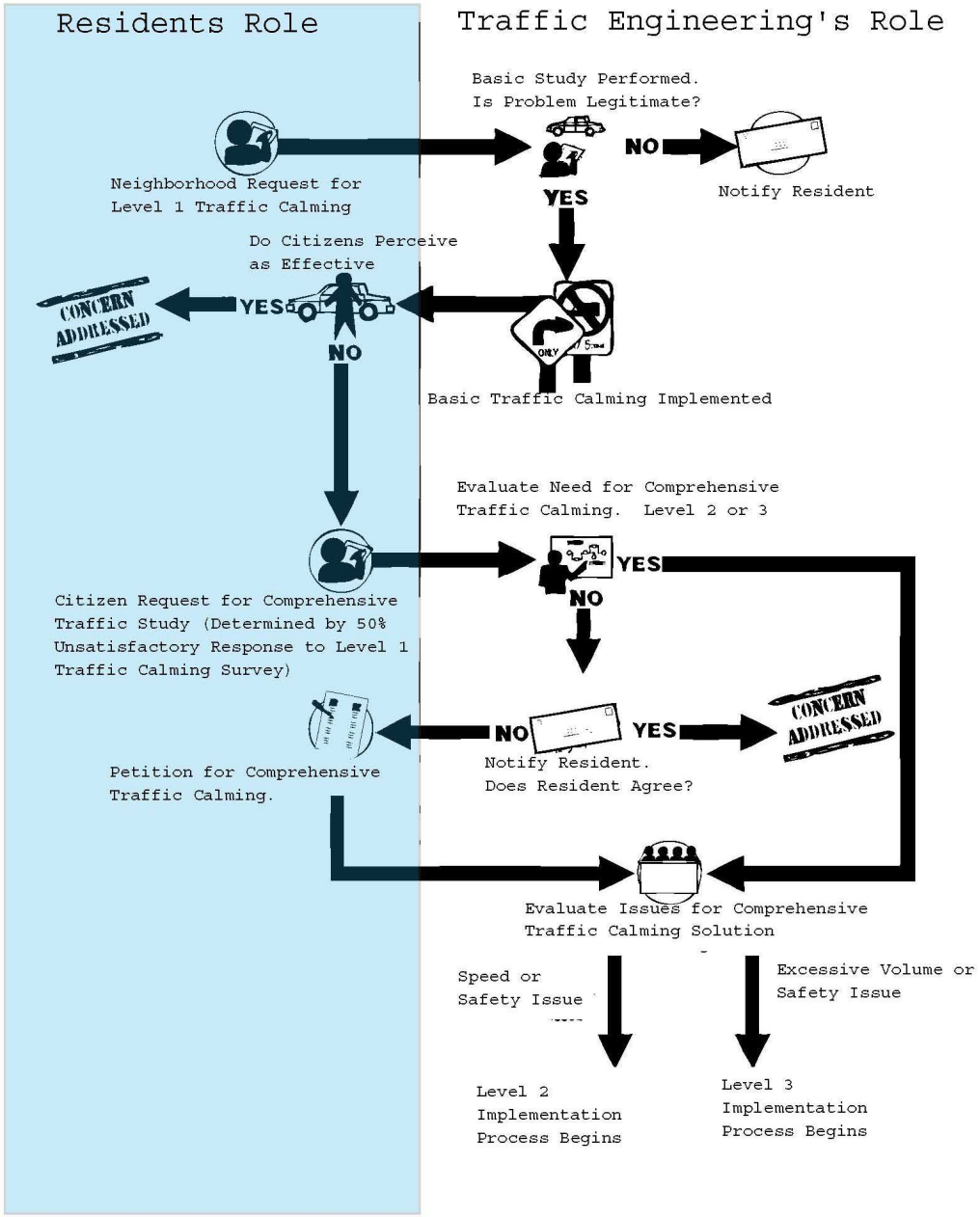
#	Name	Address	Phone #	E-mail	Signature
*1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					

*Name is line number 1 will be assumed the main point of contact throughout the project

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM QUALIFICATIONS

- Paved Street in the City Limits
- Must be a residential street
- Minimum ADT of 400 & 85th percentile speed of 33
- OR
- Minimum ADT of 250 & 85th percentile speed of 38

Traffic Calming Decision-Making Process



- Level 1: Increase Safety
- Standard striping and signing
- Increased enforcement
- Radar trailer
- Curb markings
- Neighborhood traffic safety campaigns
- Neighborhood Speed Watch Program
- Co-fund Speed limit signs

NEIGHBORHOOD SPEED WATCH PROGRAM

NEW

- To be used as a Level I Traffic Calming Device
- Loan a radar gun out for a deposit of $200
- Have the citizens collect data to see if the speeds are still a problem
- City can send co-send letter with neighborhood

NEIGHBORHOOD SPEED WATCH PROGRAM

NEW

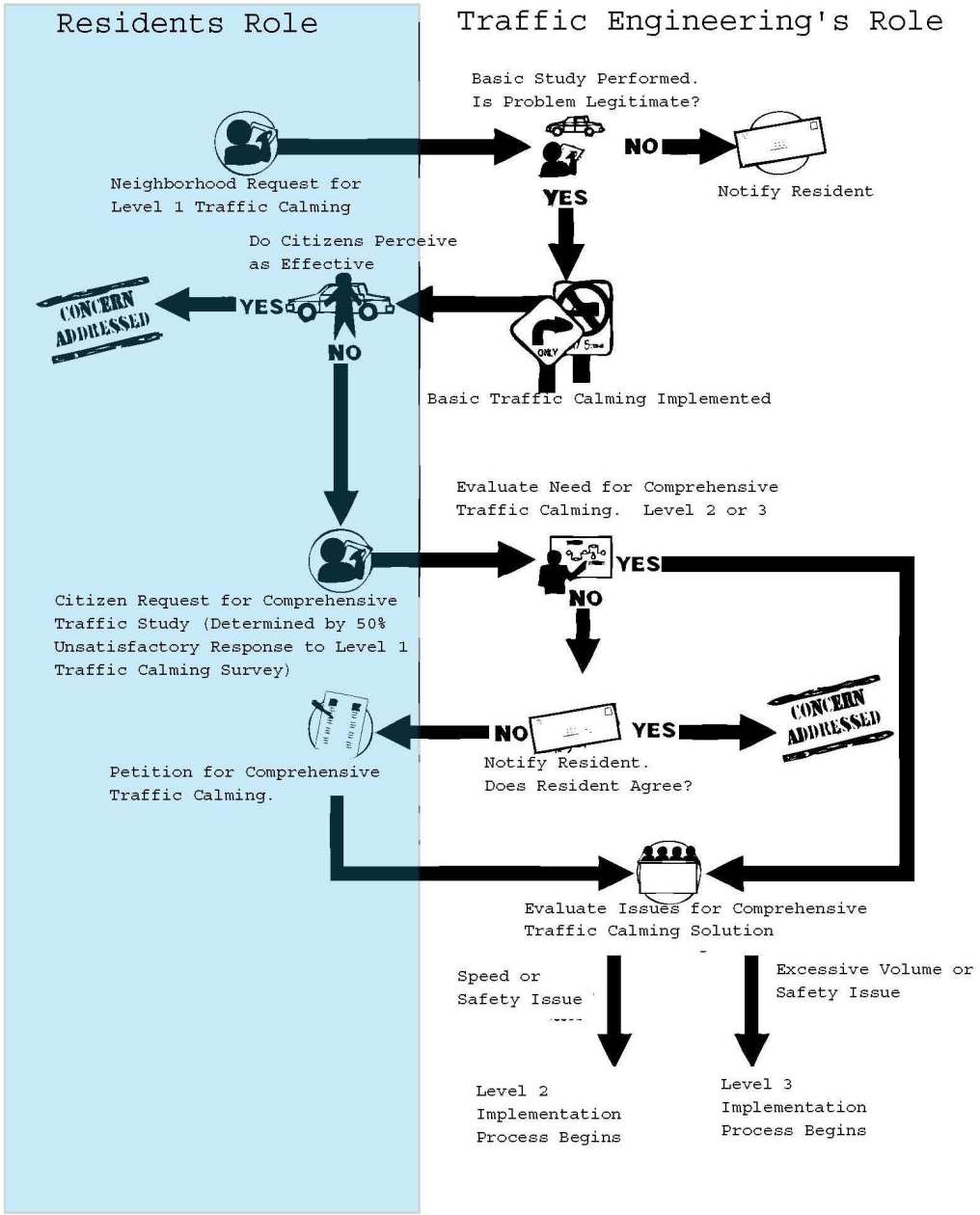
Benefits:

- Can create a behavioral change (which is very hard to make)
- Low cost to the City
- Citizens complete the study
- Transparency
- Problem may be "resolved" with minimal staff time

CO-FUNDING SPEED LIMIT SIGNS

NEW

Traffic Calming Decision-Making Process



LEVEL I TRAFFIC CALMING SURVEY

- Are you satisfied with the results of the Traffic Calming Project Installed?
  - Satisfied
  - Unsatisfied
  - Neither
- Did the Traffic Calming Project fix the problem at hand?
  - Score from 1 to 5. 1 being somewhat fixed and 5 being problem fixed
- Blank space for description of any problems seen since the installation of the Traffic Calming Project.

Petition for Comprehensive Traffic Calming

This form is designed to help you evaluate your street, and to indicate if you support the City investigating potential traffic calming devices on your street. The information you supply is also crucial for helping the City understand and define specific problems. Please answer the questions below and mail this postage paid sheet by following the instructions on the back. Your survey will not be counted if you do not return this form indicating your decision.

* Required

Name of Obvserver *

one form per household please

Are you in favor of the City investigating potential comprehensive (Level 2 or 3) traffic calming devices? *

- Yes
- No

Address *

Age

age in years

- 18-40
- 41-64
- 65+

Phone Number

E-mail Address

- Web-based form

Are you a

Check all that apply

- pedestrian
- bicyclist
- motorist
- disabled

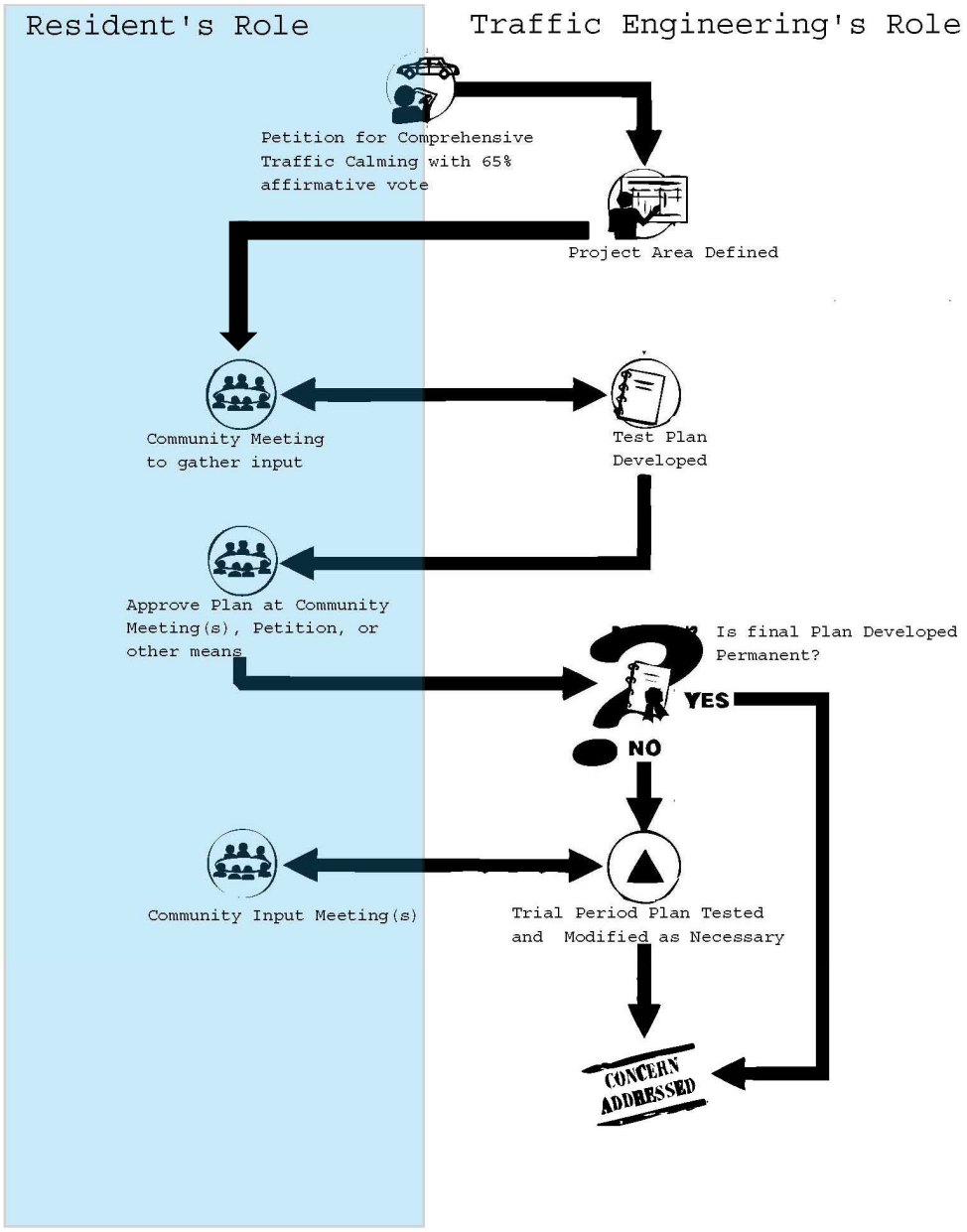
Please indicate the number that best describes conditions in your neighborhood

	1 Not a Problem	2	3	4	5 Serious Problem
Motorist courtesy toward pedestrians					
Crossing the street as a pedestrian					
Backing out of driveways (difficult due to speeding cars)					
Speeding Cars					
Motorist behavior at intersections (turning fast, disobeying signs)					

Describe problems at specific intersections

Where are important pedestrian crossings?

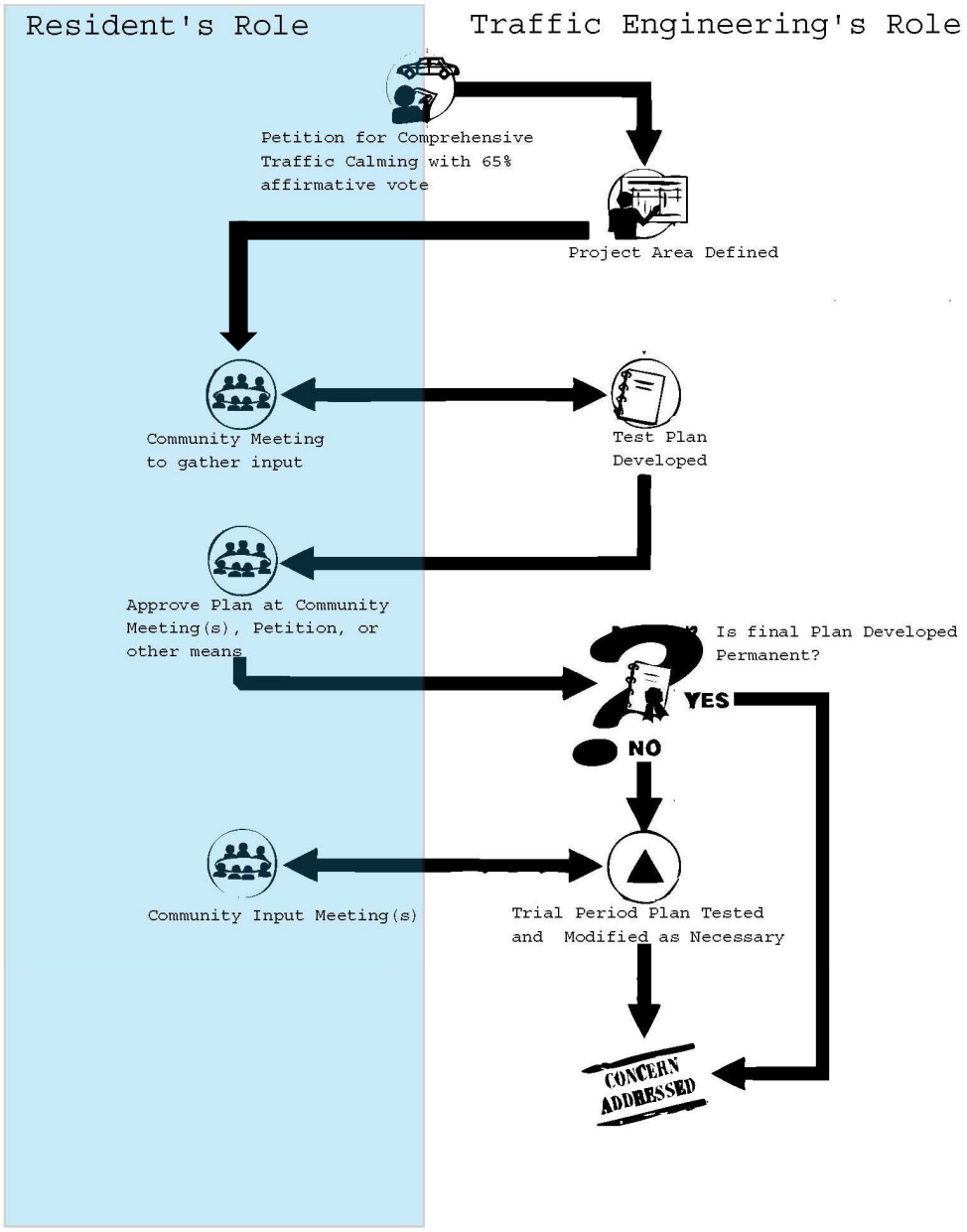
Level 2 and 3 Implementation Process



DEFINING PROJECT AREA

- The following are the only options to define a project area:
  - Houses along the street in question
  - Homeowners Associations
  - Per plat(s)/legal description(s)
  - Engineer's defined area

Level 2 and 3 Implementation Process



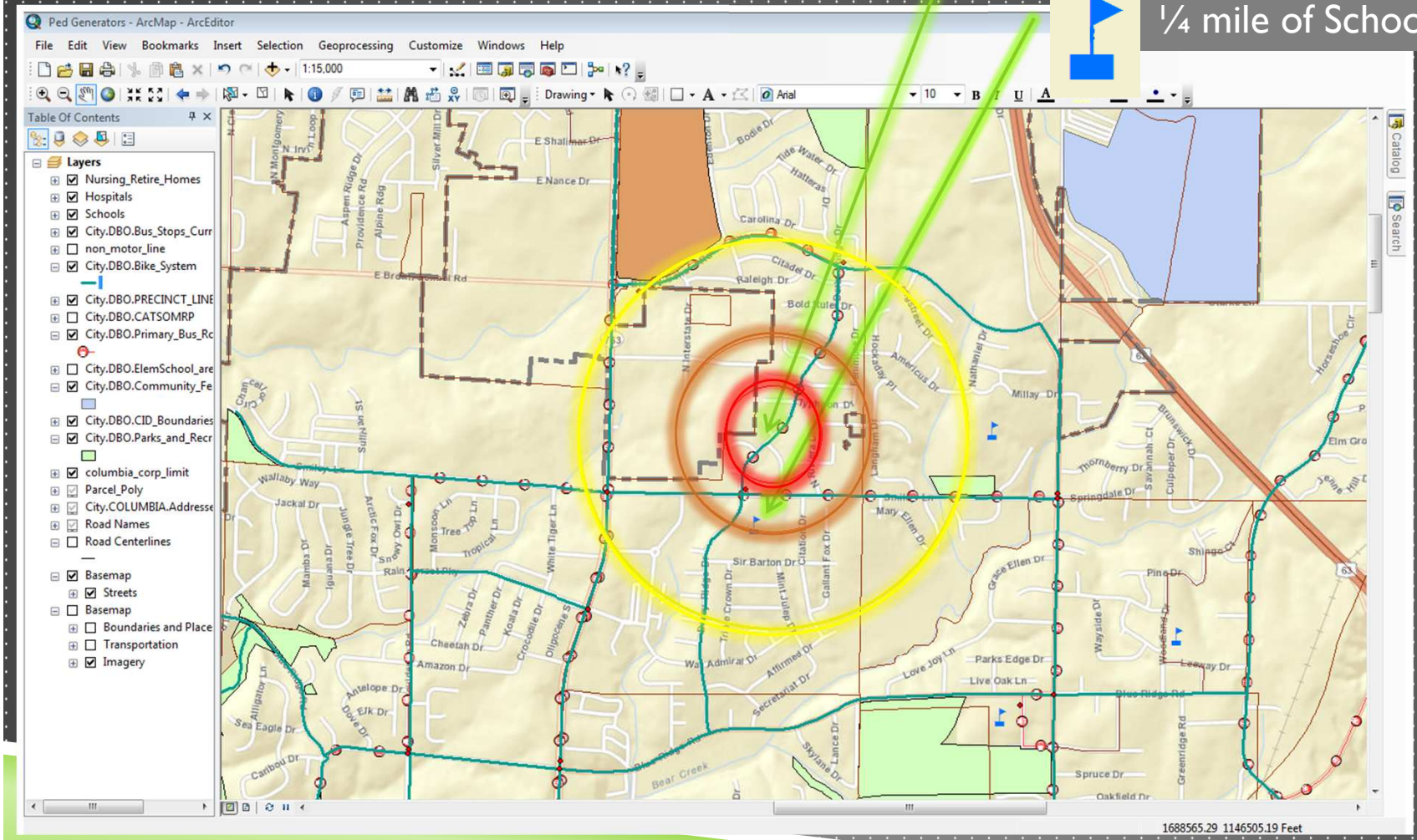
SCORING/PRIORITIZATION SYSTEM

Traffic Volume	20
Speed	45
Collisions	10
Bicycle Routes	5
Schools	10
Ped Generators	10
Point total	**100**

USE GIS TO SCORE

On Bike Route- 5 pts

¼ mile of School – 10 pts



CURRENT PROJECTS

Annual Neighborhood Traffic Management Program Report

						Ped Generators						Schools						
Neighborhood	Score	Volume	Volume Score	Speed	Speed Score	Parks	Bus Stop	C2	Hospital	College	Trail	Total Ped	1/4 Mile	1/2 Mile	Total School	Bike Route	Ward	Request Year
Derby Ridge-Riva	**80**	2,470	20	40	45	0	0	0	0	0	0	0	5	5	10	5	2	2008
Sexton	**74**	2,239	19	35	30	5	5	0	0	0	0	10	5	5	10	5	1	2012
Hanover- N Chrleston	**73**	2,106	18	40	45	0	5	0	0	0	0	5	0	0	0	5	3	2008
Rice- Mckee	**73**	1,509	13	40	45	5	5	0	0	0	0	10	0	0	0	5	3	2006
College Park	**80**	1,244	10	40	45	5	0	0	0	0	5	10	5	5	10	5	4	2006
Bold	**67**	1,616	13	38	39	0	0	0	0	0	0	0	5	5	10	5	2	2008
Derby Ridge-Seattle	**66**	1,134	9	39	42	0	0	0	0	0	0	0	5	5	10	5	2	2008
Rice - Twin Oak	**65**	1,835	15	40	45	0	0	0	0	0	0	0	0	0	0	5	3	2006
Parkside	**61**	660	6	40	45	5	0	0	0	0	0	5	0	0	0	5	2	2007
Rice- Laclede	**61**	777	6	40	45	5	0	0	0	0	0	5	0	0	0	5	3	2006
Derby Ridge-Omaha	**59**	905	8	37	36	0	0	0	0	0	0	0	5	5	10	5	2	2008
Kelsey-5602	**54**	539	4	40	45	0	0	0	0	0	0	0	0	0	0	5	3	2007
Kelsey- 5502	**53**	497	4	38	39	5	0	0	0	0	0	5	0	0	0	5	3	2007
Upland Creek	**48**	301	3	40	45	0	0	0	0	0	0	0	0	0	0	0	3	
Crabapple 3500	**47**	1,013	8	38	39	0	0	0	0	0	0	0	0	0	0	0	5	2013
Bourn (N of Rollins)-204	**47**	290	2	40	45	0	0	0	0	0	0	0	0	0	0	0	4	2010
Rainforest Parkway	**47**	589	5	39	42	0	0	0	0	0	0	0	0	0	0	0	2	2006
4th Avenue	**46**	528	4	34	27	5	0	0	0	0	0	5	5	5	10	0	1	2006
Muirfield	**45**	513	4	37	36	0	0	0	0	0	0	0	0	0	0	5	5	2008
Crabapple 3302	**44**	558	5	38	39	0	0	0	0	0	0	0	0	0	0	0	5	2013
Kennesaw Ridge	**43**	386	3	35	30	0	0	0	0	0	0	0	5	5	10	0	2	2007

- Score all existing projects
- Ask contact person to verify in writing to still participate in program
- OR ask council person

FUNDING

- Funding will be shown in the annual report given to City Council. The score sheet will give the project name, score, and "Cost to City." This will allow lower priority projects to be built due to the funding.

Project	Score	Cost to City
Project "X"	80	$0
Project "Y"	70	$25,000
Project "Z"	60	$4,000

- Policy would allow for "in kind" funding also. The neighborhood could work with Volunteer Services for landscaping etc… where applicable.

PUBLICLY FUNDED

- Currently Traffic Calming projects come out of the Roadway Safety account
- Roadway Safety account is funded by 2005 transportation tax that sunsets in 2015
- The roadway safety account is also used signs, delineators and other roadway safety projects
- Typically spend $30,000 on traffic calming
- This systems allows us to serve more customers faster

EVALUATION

- Six months after the project is implemented a survey will be sent out to see if the concern is addressed.
- Survey will be the same as original Level I survey
- With positive evaluations the project can be closed out

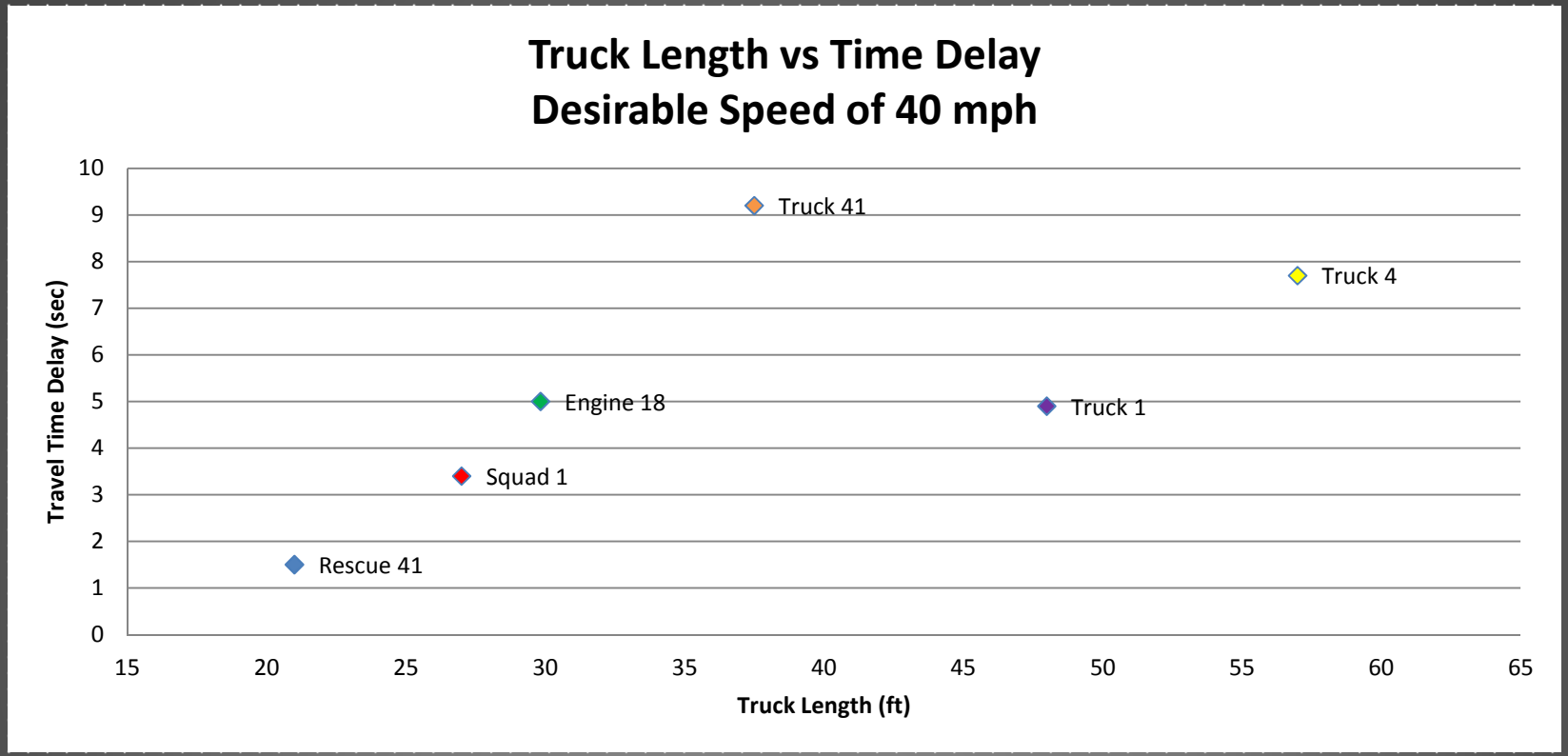
FIRE VEHICLE SPECIFICATIONS

Vehicle	Overall Length	Wheelbase	Weight (lbs)	Horse Power (HP)	Wt/HP Ratio (lbs/HP)	0-40 accel time (sec)
Engine 18	29'10"	15'5"	34,860.00	185	188	19
Rescue 41	21'	11'6"	N/A	185	na	12
Squad 1	27'	14'6"	23,170.00	275	84	17
Truck 1	48'	21'0"	5,300.00	450	118	20
Truck 4	57'	13'0"	53,960.00	450	120	22
Truck 41	37'6"	16'9"	42,100.00	350	120	27

"Truck 4"

Aerial Ladder – Tiller Single Rear TractorAxle

IMPACTS OF 22’ SPEED HUMPS ON EMERGENCY VEHICLES



CONCLUSIONS OF STUDY

- 22 foot bumps: 0 to 9.2 seconds of delay per bump
- 14 foot bumps: 1.0 to 9.4 seconds of delay per bump
- Assess of the impacts on response times for a given set of traffic calming devices needs to be balanced with the benefits of traffic calming on reducing speeding problems and enhancing public safety and livability along neighborhood streets.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM SUMMARY

- Level 1: Improve safety
- Level 2: Reduce speed
- Level 3: Mitigate cut through traffic

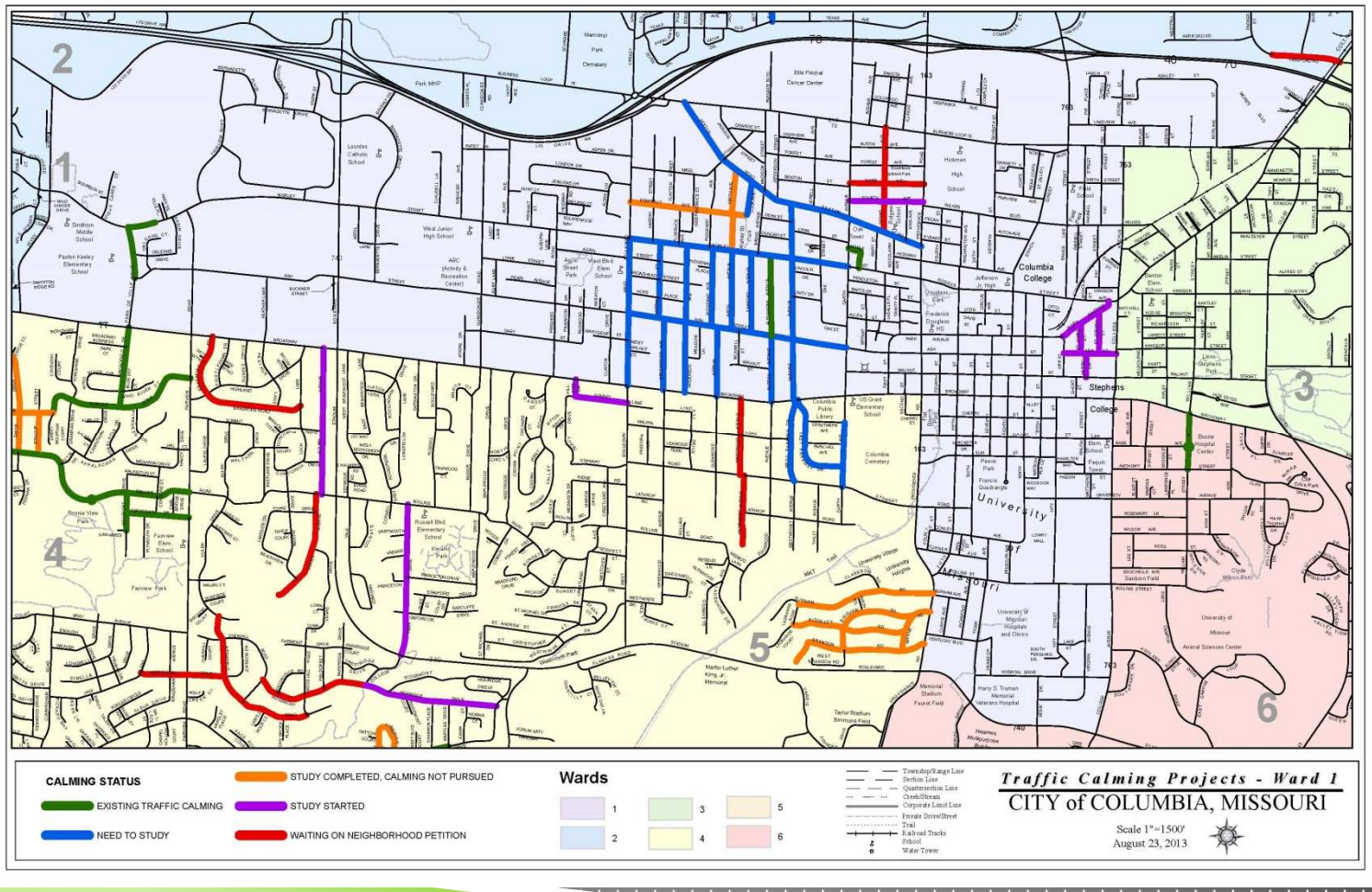
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM SUMMARY

- Use Data to prioritize projects
- Diagrams make the program transparent
- More responsive for our customers
- Performance measures are built in, making it credible

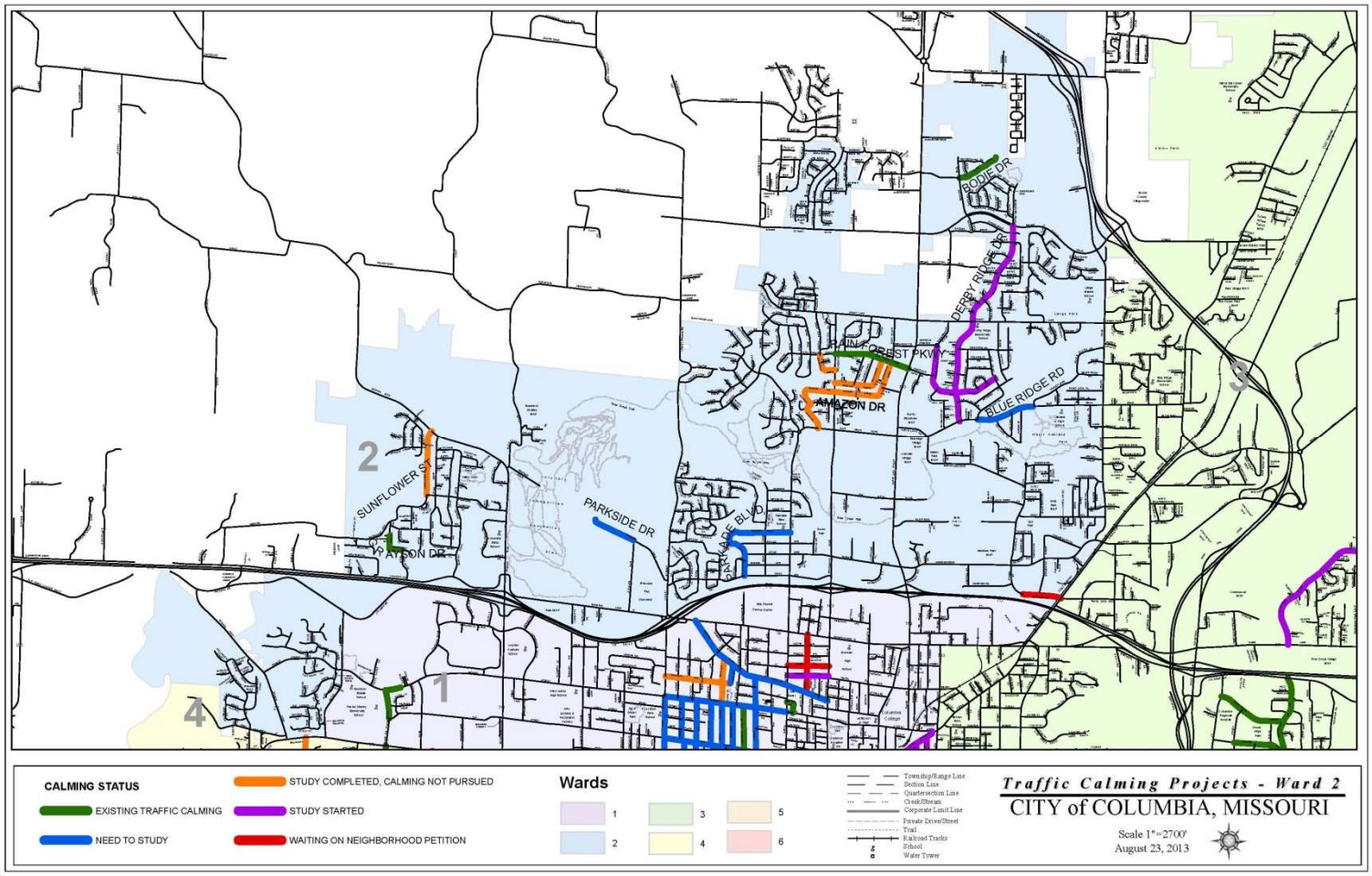
RECOMMENDED ACTION

- If Council agrees with staff, recommend that Council authorize staff to move forward with policy revision.

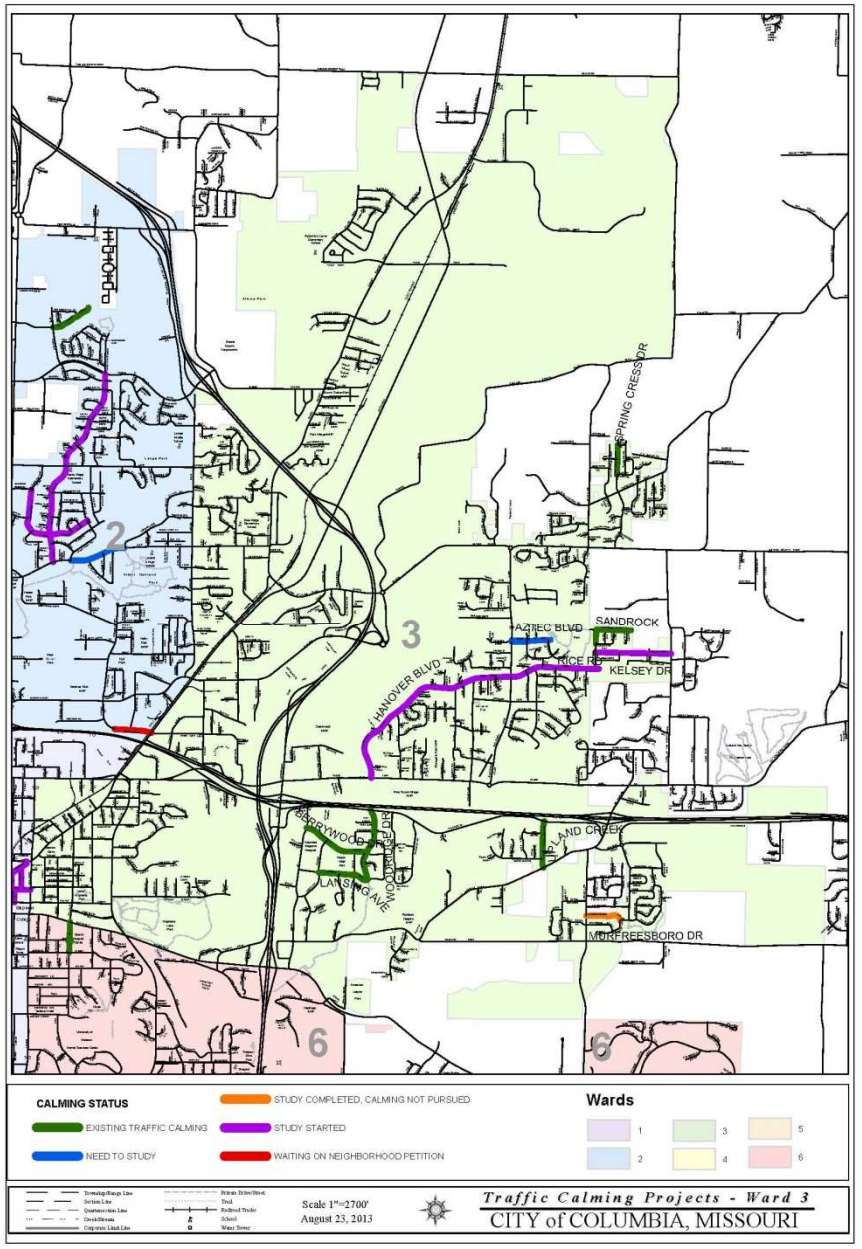
TRAFFIC CALMING BY WARD



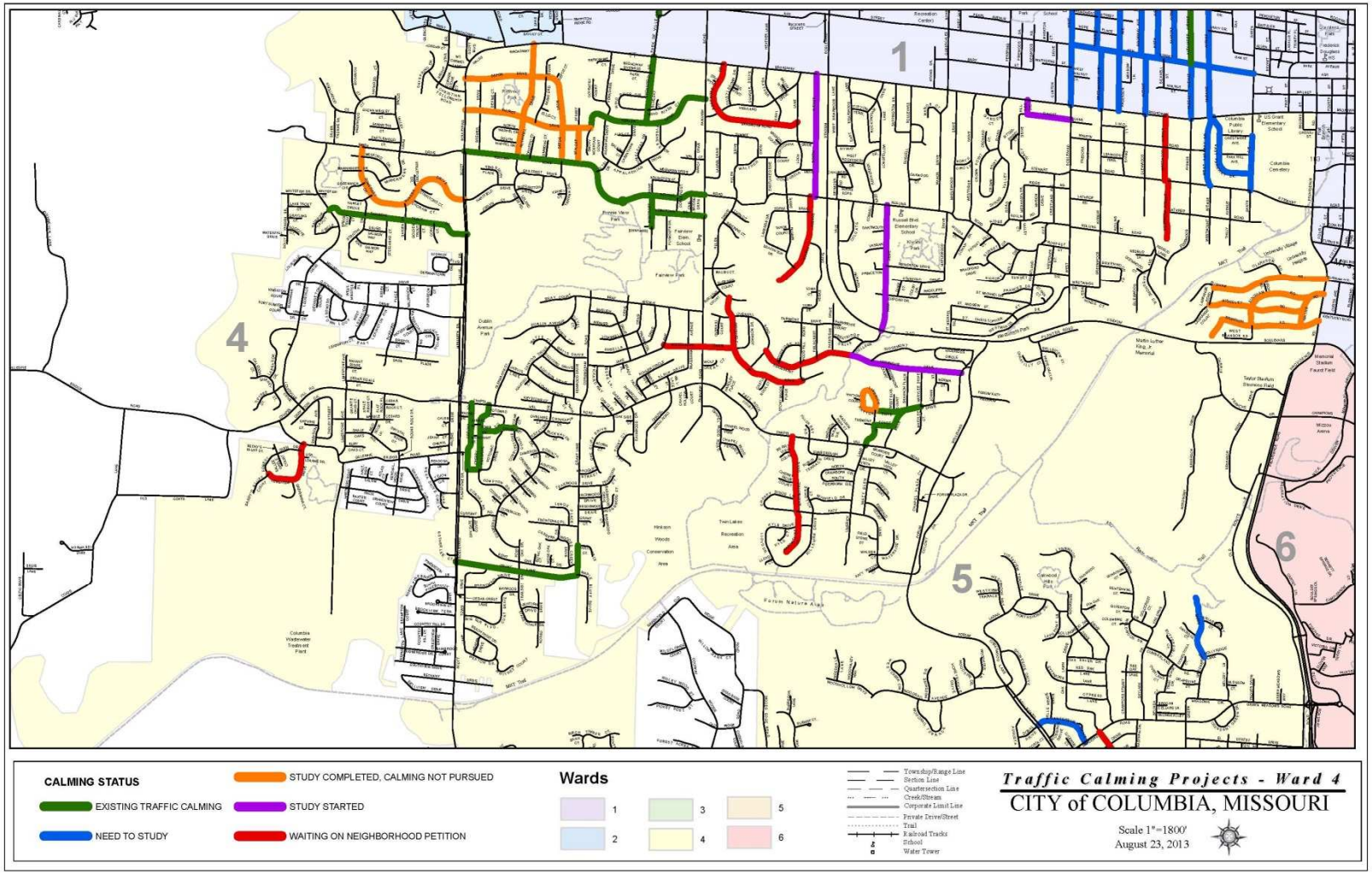
TRAFFIC CALMING BY WARD



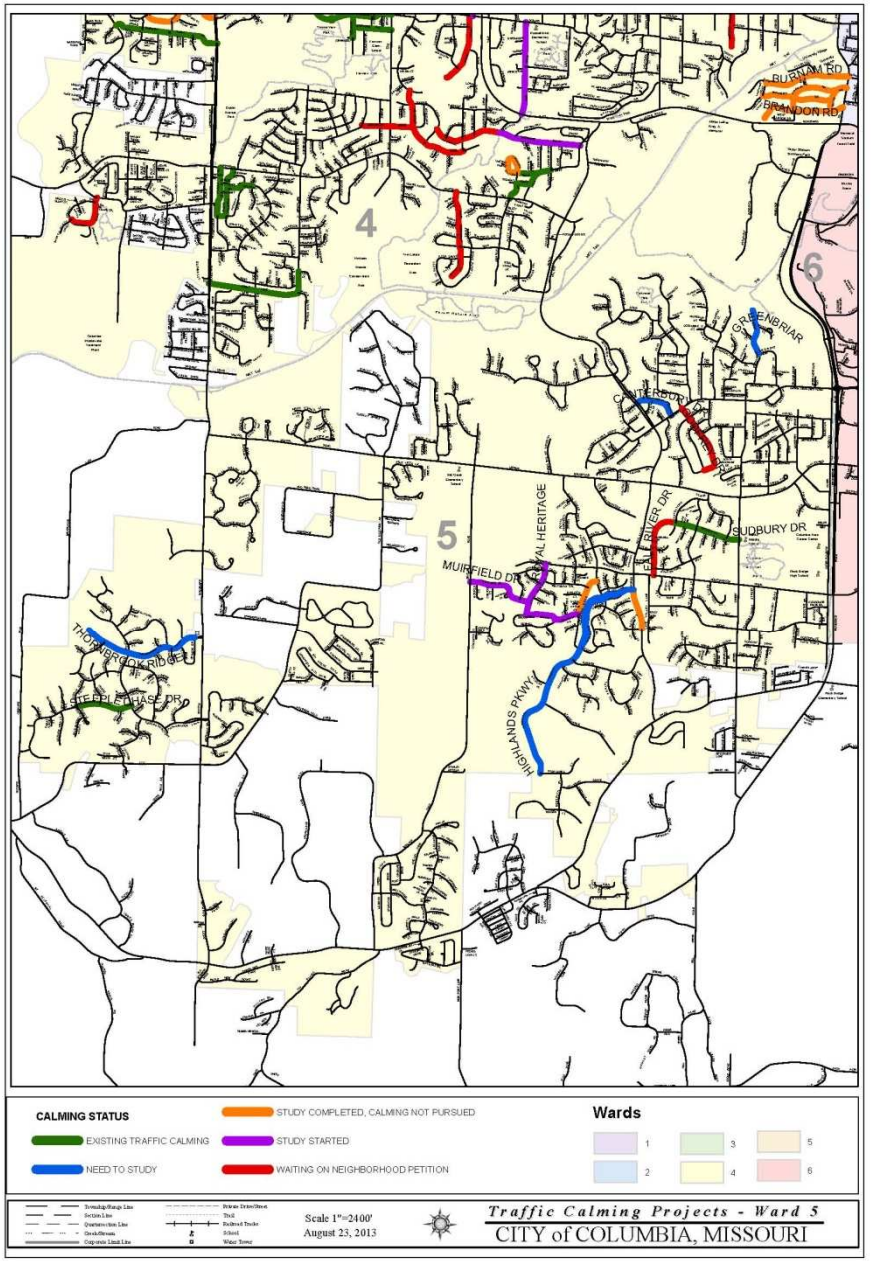
TRAFFIC CALMING BY WARD



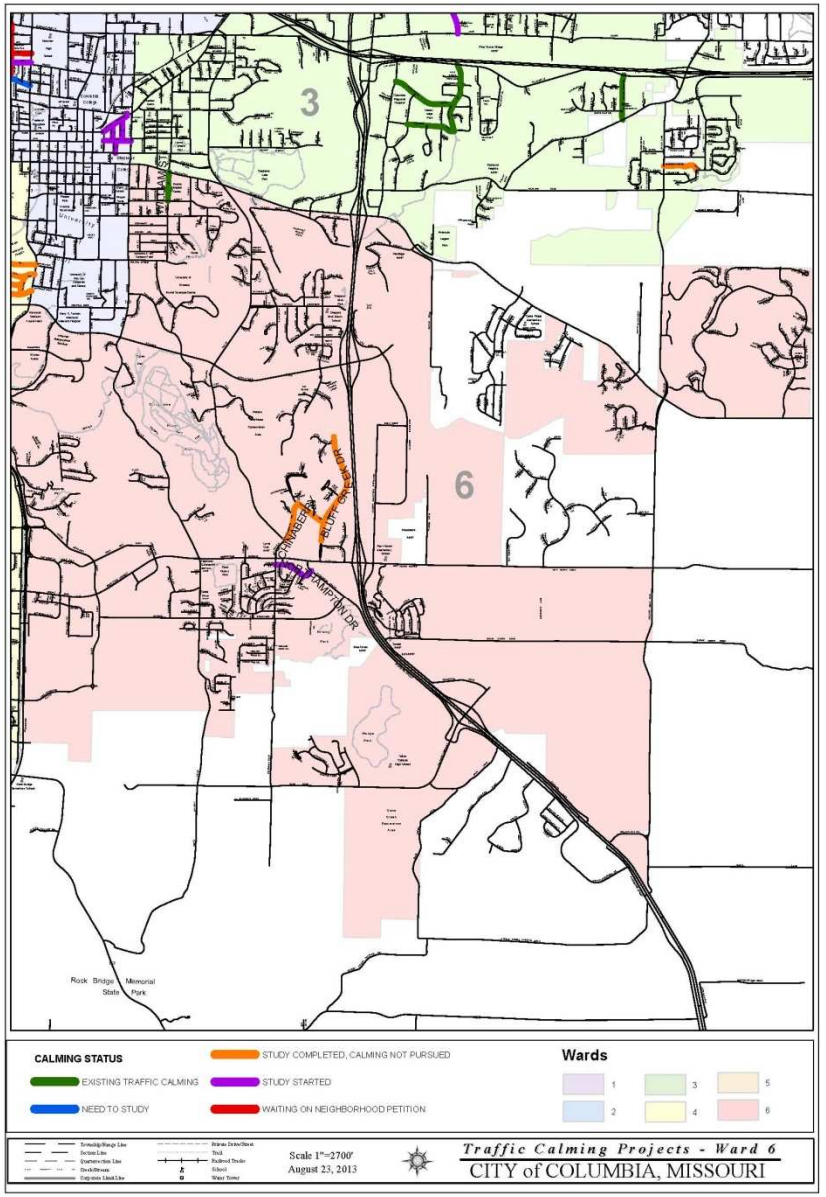
TRAFFIC CALMING BY WARD



TRAFFIC CALMING BY WARD



TRAFFIC CALMING BY WARD



QUESTIONS