

Local Area Traffic Management Program

aka Neighborhood Traffic Calming

Traffic Operations

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Bryan's History of Traffic Calming

- Many requests for “traffic calming”
 - Speeding traffic
 - Cut through traffic
 - Concerns for safety
- Structured program needed
 - Manage requests (and expectations)
 - Develop designs
 - Construct modifications to existing roadways
 - Include in new development
- Presentation to Council June 24, 2014 by Consultant
- Resources now available to move forward

Critical Program Parameters

- Objectives

- Improve safety and quality of life for people along local neighborhood and residential collector streets.
- Create a safer and more comfortable environment for pedestrians and bicyclists – regardless of age or ability – to travel along and across local neighborhood and residential collector streets.
- Facilitate appropriate levels of local mobility for all roadway users and public service providers consistent with the context of the community.

Critical Program Parameters

- Objectives
 - Provide acceptable levels of service along the city's arterial streets so as to minimize diversion of vehicular traffic onto local neighborhood streets.
 - Create opportunities for community enhancements, gateways or focal points.

Critical Program Parameters

- **Administrative Policy**
 - Developed by City Engineer
 - Public Service Providers Review and Comment
 - Community Review and Comment
 - Endorsement by Council Action
 - Administered under Authority of City Engineer
- **Funding Sources**
 - Program Funding from General Fund
 - Project Funding from General Fund, Transportation Fund, CIP

Critical Program Parameters

- Equitable, Objective, Transparent, Consistent, Responsive, Timely
- Relative Ease of Administration
 - Data collection and management
 - Community outreach
 - Inquiry response
 - Reporting
- State of the Practice Traffic Engineering
 - Context-Sensitive
 - People-Centric
 - Innovative

Critical Program Parameters

- Two Primary Issues
 - Speeding – Safety Issue
 - Cut-Through Traffic – Quality of Life Issue
- Initial Program Focus: Speeding
 - “Least restrictive that best mitigates” documented problem
 - Defined timelines and milestones
 - Defined criteria for Eligibility and for Ranking for Funding

Example Project – Viewpoint Drive

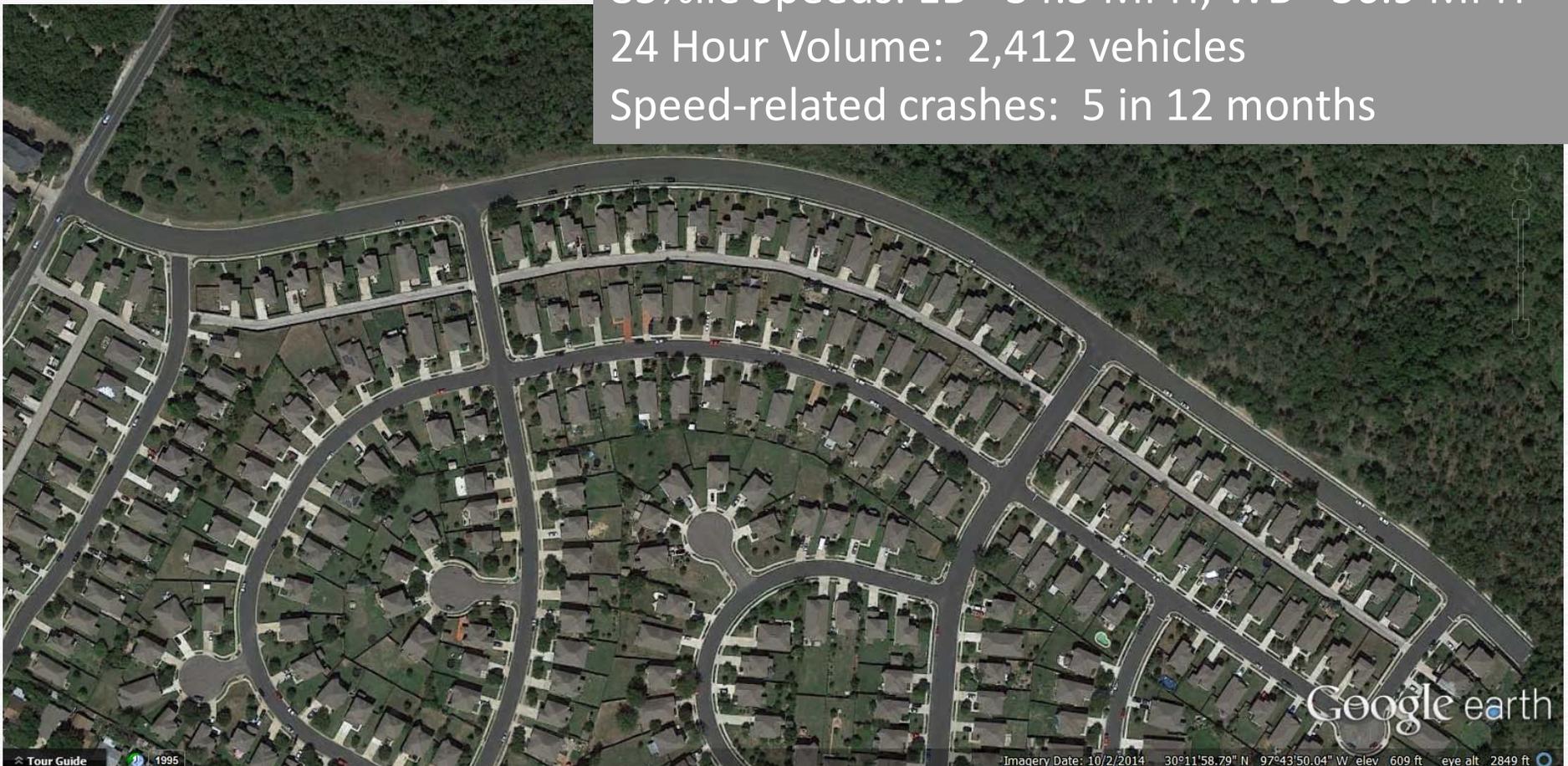
Street Width: 44 Feet

Speed Limit: 30 MPH

85%ile Speeds: EB - 34.5 MPH; WB - 36.9 MPH

24 Hour Volume: 2,412 vehicles

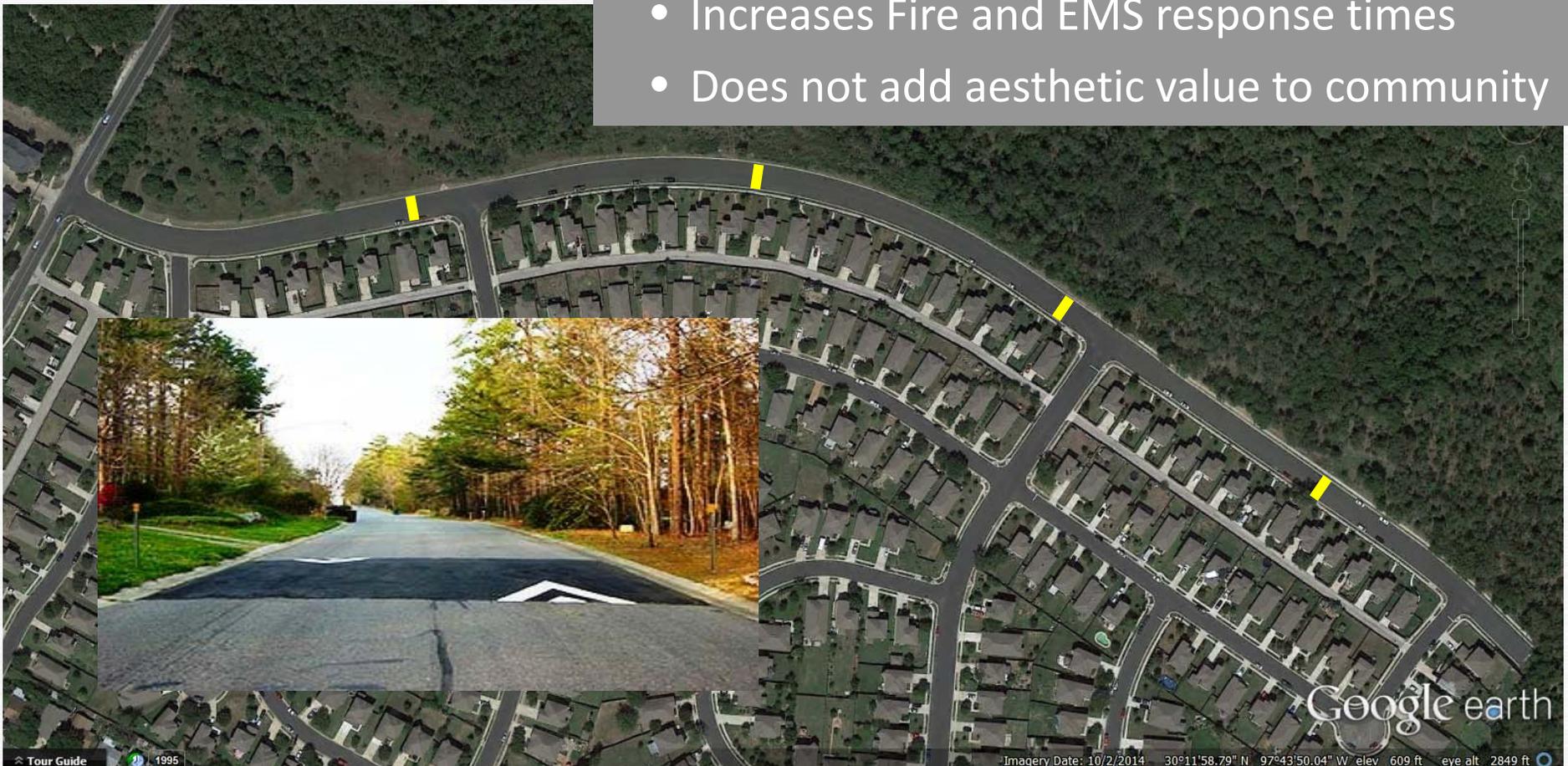
Speed-related crashes: 5 in 12 months



Example Project – Viewpoint Drive

Speed Humps

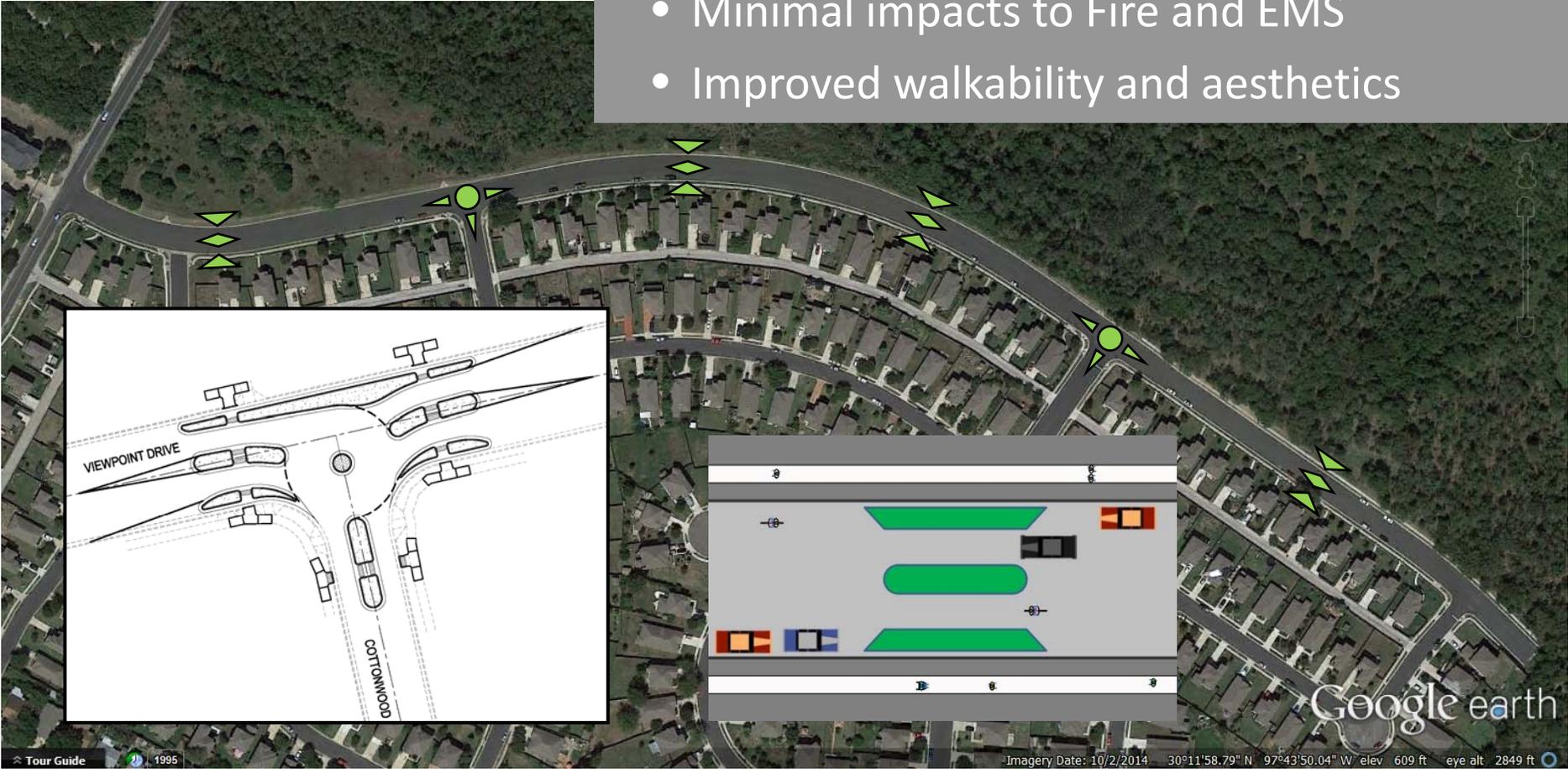
- Cost effective – about \$60,000
- Increases Fire and EMS response times
- Does not add aesthetic value to community



Example Project – Viewpoint Drive

Splitter Islands, Bulb Outs, Mini Roundabouts

- Higher costs – about \$300,000
- Minimal impacts to Fire and EMS
- Improved walkability and aesthetics



Program Challenges

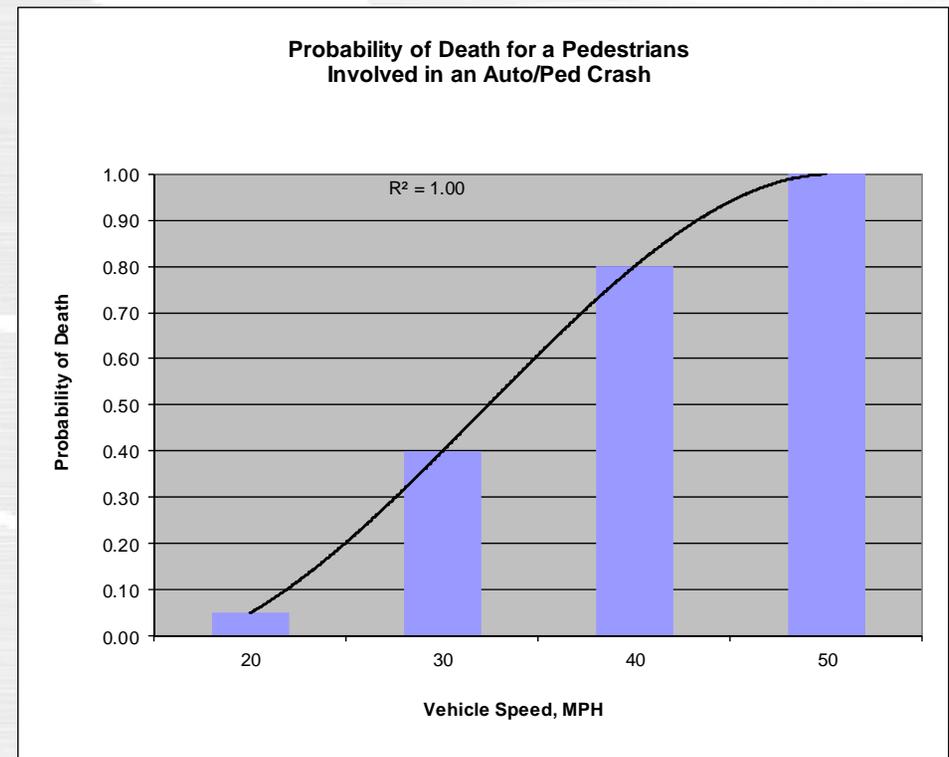
- Consensus
 - What constitutes a “problem”?
 - What to do about it?
- Managing Perceptions, Expectations and Emotions
 - “It’s not us; it’s ‘those people’ who are cutting through!”
 - “Nothing should occur unless we vote on it and approve it.”
 - “I don’t want ‘that’ in front of my house. Why can’t you move it down the street?”
 - “Something needs to be done before someone gets killed!”
 - “If there haven’t been any wrecks then why do anything?”
 - “Why didn’t we get approved? We have worse problems than those other streets!”

Program Challenges

- Solutions
 - Objectively defined parameters and processes
 - Differentiate between safety issues and quality of life issues
 - Balance community involvement with timeliness of response
 - Consider availability of staff resources
 - Consistent messaging and program management
 - Professionalism and patience

Speeding Mitigation

- Public Safety Issue
- Expedited process necessary
- Cannot delegate responsibility to a community “vote”



Leaf, W. A. and D. F. Preusser. *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries*, NHTSA, 1999

Speeding Mitigation

- Reasonable conformance with speed limit (not a “zero tolerance” program)
- Request driven process on a biannual schedule
- Individual street segments considered
- Requester must live or work along the street segment
- Mitigation plan developed by professional engineer
- Horizontal deflection devices preferred
- Landscaping opportunities encouraged
- Opportunities for public/private partnership for funding and enhancements

Speeding Mitigation Schedule

| <i>Process Step</i> | <i>Round "A"</i> | <i>Round "B"</i> |
|---|-------------------------|-------------------------|
| Deadline for request submission | April 1 | October 1 |
| Planning and eligibility determinations completed Preliminary placement maps and petition forms prepared Finding of eligibility letters sent to requesters Evidence of support petitions with mitigation plans sent to requesters of eligible requests | June 1 | December 1 |
| Final date to submit evidence of support | August 1 | February 1 |
| Ranking of eligible requests for City funding | September 1 | March 1 |
| Design begins on funded projects | October | April |

Speeding Mitigation Process

- Eligibility
 - Traffic Study: 85%ile Speed \geq Speed Limit + 3 MPH, *or*
 - Five or more speed-related crashes in past 24 months
 - Minimal impacts to Public Services (BFD/BPD can veto)
 - No conflicts with other projects
 - Not along multilane roadways or arterials
- Ranking for Funding
 - Based on 12 weighted criteria
 - Higher score = Higher priority
 - Eligibility \neq Funding
- Unfunded requests expire after two years

Speed Mitigation – Ranking Criteria

- Number of Egregiously Speeding Vehicles (Speed Limit + 5 MPH)
- Percent Evidence of Support from Petition Area (Not a sole determining factor)
- Auto Crash Data (Speed-related crashes only)
- Auto/Pedestrian & Auto/Bike Crash Data
- Percent Residential Land Use
- Percent Front-Facing Residential Land Use

Speed Mitigation – Ranking Criteria

- Absence of Sidewalks
- Adjacent Schools and Parks
- Designated Bike Route
- Environmental Justice Area
- Percent Truck Traffic
- Diversion of Traffic
(From adjacent LATM projects – low risk but not zero)

Speeding Mitigation

- Two Types of Devices
 - Horizontal Deflection Devices - Preferred
 - Bulb-Outs
 - Splitter Islands
 - Modern Roundabouts
 - Vertical Deflection Devices
 - Speed Humps
 - Speed Tables
 - Speed Cushions

Speeding Mitigation Devices



Bulb-Outs

Speeding Mitigation Devices



Bulb-Outs

Speeding Mitigation Devices



Splitter Islands

Speeding Mitigation Devices



Modern Roundabouts

Speeding Mitigation Devices



Speed Humps

Speeding Mitigation Devices



Speed Tables

Speeding Mitigation Devices



Speed Cushions

Next Steps

- Stakeholders review and comment on program
- Council Resolution of Endorsement – December 2015
- Develop program database and train staff
- Implement speeding mitigation under pilot program
 - Begin process in January 2016
 - Only one application/funding round in 2016
 - Evaluate process in latter part of 2016
 - Consider expanding program in 2017
- Do not begin cut-through traffic mitigation at this time

Questions?

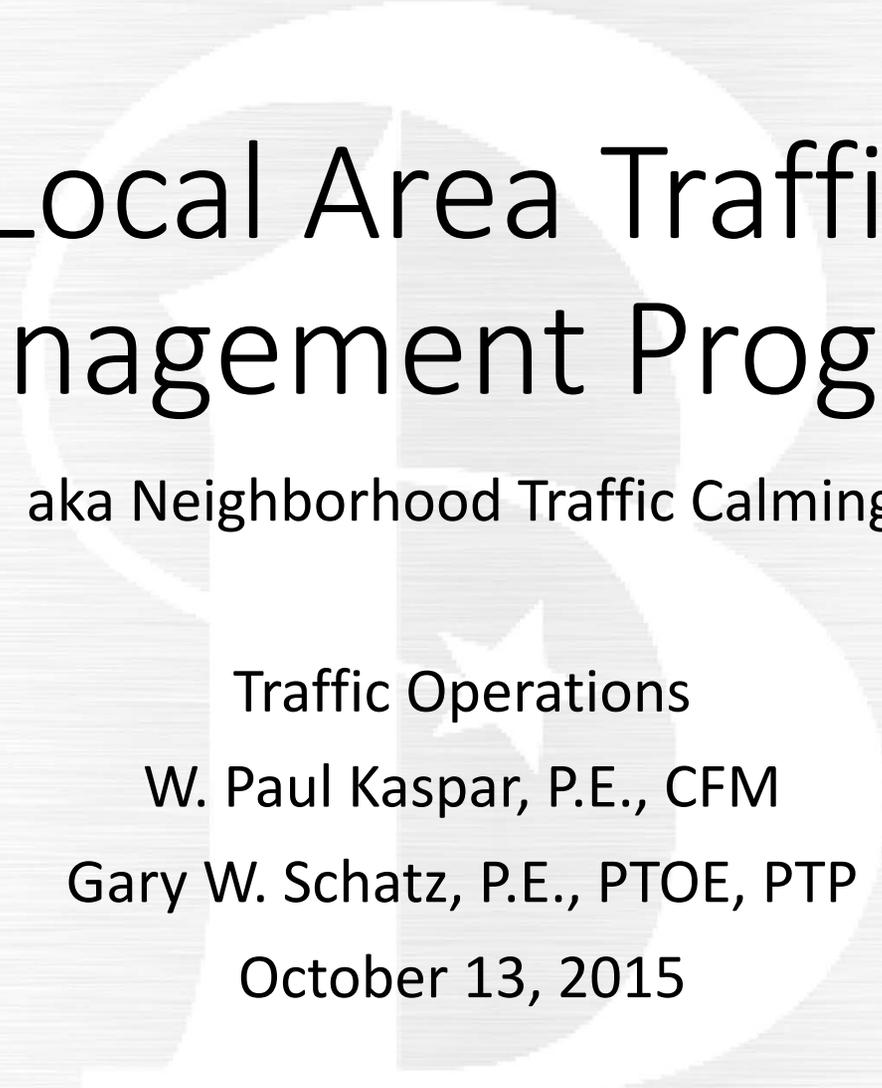


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Speeding
Mitigation
Process

Funding
Example

Cut Thru



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