



Neighborhood Traffic Management Program (NTMP)

City Council

April 1, 2008





Traffic Calming Measures

“Express” Non-Physical Measures (1-6 months)

Purpose - Response to individual complaints

Project prioritization - First-come, first-serve basis

“Express” Physical Measures (6-18 months)

Purpose - Response to individual complaints, block or street long complaints

Project prioritization - Twice per year, using selection criteria

Neighborhood Traffic Management Plan (1-3 years)

Purpose - A comprehensive approach to neighborhood traffic issues, covering multiple streets, submitted by a neighborhood association

Project prioritization - Annually, using selection criteria

Rating Criteria for Projects with Physical Measures

Measure	Definition	Points
Speeding	Average daily percentage of vehicles traveling more than 5 mph over the speed limit.	0-40
Volume	Average daily traffic volume, divided by 100.	0-30
Accidents	Number of reported, correctable accidents in the past 3 years.	5 each
Bike/Transit Route	Street is designated as official bike route (per adopted Bikeway Plan) or is a regular Sun Metro transit route.	5 each
Pedestrian Generators	Public and private community facilities near the project such as school and parks	5 each
Hazardous Conditions	Existing conditions such as absence of sidewalks, inadequate site distance, substandard street.	5 each
Community support	Additional support from area resident association or area PTA, above the required on application petition.	5 each



Average Cost of Tools

- Bulbout
 - Choker
 - Traffic Circle
 - Lateral Shift
 - Chicanes
 - Center Island
Narrowing/Pedestrian Refuge
Island
- \$2,000-5,000
 - \$5,000-10,000
 - \$10,000
 - Varies
 - \$8,000-14,000
 - \$6,000-9,000



Average Cost of Tools

- Roundabout • \$100,000-200,000
- Full closure • \$30,000-100,000
- Half-closure • \$6,500
- Diagonal Diverter • \$15,000-35,000
- Forced-Turn Island • \$3,000-5,000

Average Cost of Tools

- Lane Striping
- Signage
- Raised pavement markers
- Delineator
- High visibility crosswalk
- Angle parking
- Radar Trailer
- Speed Feedback signs
- \$1 per linear foot
- \$200 per sign
- \$5 per marker
- \$45 per delineator
- \$2,000
- \$300 per stall
- \$6,000-20,000
- \$3,300-4,200



Allocation of funds

- \$1,000,000 if divided equally by 8 districts would be \$125,000 per district
- Some of the physical measures would not be available to any district under this method, even if the application received highest ratings
- Comprehensive neighborhood plans that include multiple streets could exceed this amount
- The ratings are done on a city-wide basis. A District may not have any applications in a cycle that are in the highest-rated tier, or may have highly-rated applications that total less than \$125,000, what would happen to those funds?

Example, Funding Recommendation

Application	Rating	Request	Staff Recommends
Street A	87	Bulbouts: \$10,500 Angle parking: \$22,700 Pedes. island: \$22,500	\$55,700
Neighborhood B	85	Traffic Circles: \$30,000 Median: \$187,500 Speed Table: \$7,500 <i>Chicanes:</i> \$66,000	\$225,000
Street C	82	Bulbouts: \$7,000 Speed tables: \$3,500 Chicanes: \$99,000	\$109,500

Example, Funding Recommendation

Application	Rating	Request	Staff Recommends
Neighborhood D	77	Forced turn isl: \$100,000 Bulbouts: \$10,500 <i>Median:</i> \$55,500 Speed Table: \$3,500	\$114,000
Neighborhood E	72	Roundabout: \$150,000 <i>Traffic circles:</i> \$20,000 <i>Street closure:</i> \$260,000 Angle parking: \$10,450 Crosswalk: \$4,000	\$164,450
Street F	65	Speed hump \$7,000 Crosswalk \$4,000	\$11,000