



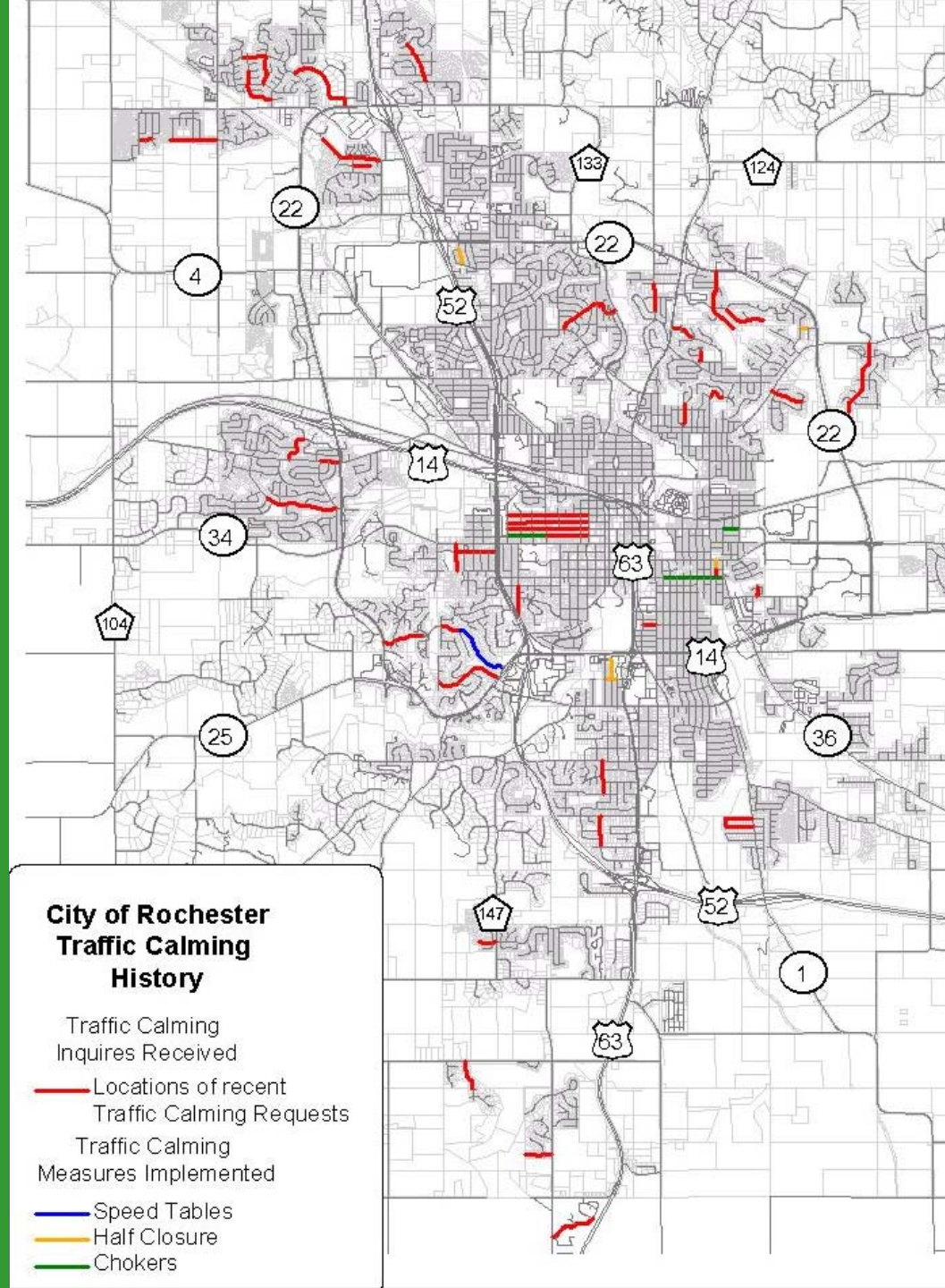
# Proposed Rochester Neighborhood Traffic Management Program

Program Overview

# What are the Issues?

- Growing number of requests from neighborhood areas for assistance in responding to traffic problems – traffic speeds in particular
- What options are available to respond?
- How should limited public resources be utilized in response to this need?
- What is the role of the neighborhood?

# Locations where Concerns with Traffic have been submitted



# Two Pronged Response

- Existing Neighborhoods
  - Neighborhood Traffic Management Program (NTMP)
    - ACTION: Adopt NTMP Handbook
- New Development
  - Updated Neighborhood Street Design principles (NSD)
    - ACTION: Adopt policies as part of the City Land Development Manual for use in review of General Development Plans

# Framework of Neighborhood Traffic Management Program

- Two Phase process
  - Phase I – emphasize Education and Enforcement
  - Phase II – emphasize Physical Design improvements
- Neighborhood participation in developing – implementing – funding the plan
- Requests must meet minimum thresholds
- Phase II plan subject to prioritization process
- Property Owner balloting to determine level of support

# NTMP Process

## Six Step Program

- Step 1: Initiate Request / Determine Eligibility for program
- Step 2: Develop / Implement Education & Enforcement measures (Phase I)
- Step 3: Assess Results of Phase I
- Step 4: Determine Phase II ranking
- Step 5: Develop Phase II Plan / Ballot / Trial Installation
- Step 6: Refine Phase II Plan / Ballot / Funding Plan / Installation

# Step I

## Initiation of Neighborhood Management Request

### PETITION TO INITIATE A NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY

#### 1. CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

#### 2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

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#### 3. Please describe the nature of the neighborhood problem you are concerned with. You may attach additional sheets if necessary. *(Please print or type attached sheets)*

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#### 4. Please list possible solutions to the problem you would like the City of Rochester to consider:

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**PETITIONER'S SIGNATURES:** The petition requesting preparation of a Neighborhood Traffic Management Plan must be signed by owners of at least ten (10) different properties in the study area. Those signing the petition certify that they reside within the area impacted by the problem described in #2 above and agree that the description in Item #3 accurately reflects the concerns of the neighborhood. Persons signing the petition acknowledge it is the City's policy that they will be required to participate in the costs directly associated with any physical changes to the street system implemented as part of the petition. Financial participation typically includes property tax special assessments. Before any permanent construction, there would be neighborhood meeting(s), neighborhood ballot(s), and a city council hearing prior to levying any special assessments.

**FACILITATORS:** All persons signing this petition agree that the contact person indicated in item 1 above may represent the neighborhood as a facilitator between the neighborhood residents and the City of Rochester in matters pertaining to this petition described in items 2 and 3 above.

	Printed Name	Signature	Address	Phone or Email
1.				
2.				
3.				
4.				
5.				

# Program Eligibility Criteria

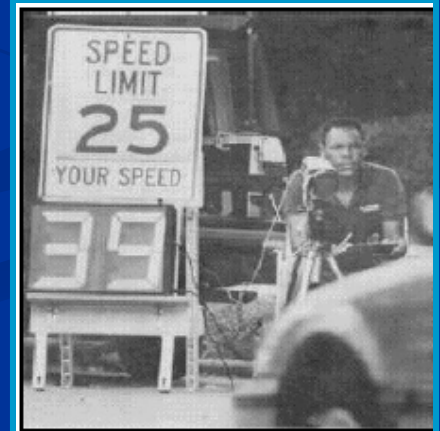
- Street must be **primarily residential** in nature:
  - 75% residential or institutional frontage
  - Classified as a local residential or Residential collector street
  - Street has no more than two through travel lanes.
  
- Minimum traffic conditions:
  - **Volume:**
    - Minimum volume of at least 400 vehicles per day on local street
    - Minimum volume of at least 900 vehicles per day on residential collector
  
  - **Additional Qualifying Criteria** (Location must meet one of the following)
    - Three or more crashes in a 12 month period
    - 85th percentile speed at least five (5) miles per hour over the posted speed.
    - Truck volumes exceed 5 percent of the total traffic volume
      - Truck traffic not related to construction activity within neighborhood.
    - > 50% of traffic on street in any hour of the day is cut-through (i.e., non-neighborhood) traffic

# Step II

## Phase I Program

- **Process**
  - Neighborhood Meeting
  - Formation of Neighborhood Task Force
  - Identify education / enforcement plan
  - Implement (city \$\$)

- **Measures**
  - Speed Monitoring Trailer
  - “Traffic Tamers” / Neighborhood Speed Watch Program
  - Neighborhood Traffic Safety Campaign
  - Focused Police Enforcement



# Step III

## Assess Phase I / Consider Phase II

- Follow-up data collection to assess effectiveness of Phase I
- Evaluation of Phase I results with Task Force
- Where problems persist, determine with Task Force whether to move to Phase 2
- Add request to list of candidate projects eligible for annual ranking to determine Phase 2 priority projects
  - Projects retained for three years on list before reassessment
- Option for Neighborhood Initiative Request for projects not making priority cut-off

# Step IV

## Phase II Project Priority Ranking

- Vehicular Speeds
- Traffic Volume levels
- Presence of Elementary and Secondary Schools
- Presence of other Pedestrian Generators
- Presence or lack of Sidewalks
- Key Emergency Response Route ?
- History of Crashes
- Sight distance problems ?

# Step V

## Development of Phase II Plan

### ■ Process

- Neighborhood Task Force / Staff develop draft plan
- Neighborhood Meeting
- Preliminary Neighborhood Ballot
- Trial Installation at City cost
- 4 – 6 month trial period
- Data collection

### ■ Measures

- Speed Control Measures
- Volume Control Measures
- Pedestrian Safety Measures

# Speed Control Measures



Neighborhood Entry  
Island– Gateway

Speed Table

Raised Median Islands

Intersection Bulb-Outs

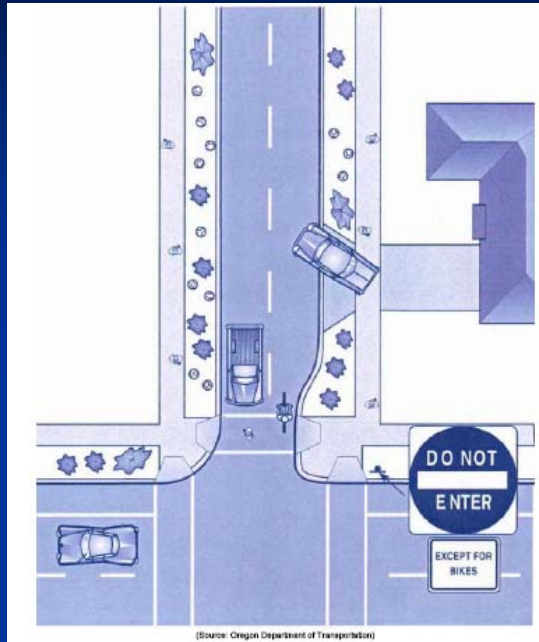
Traffic Circles

Mid-Block Narrowing

Use of Street Trees as a  
Traffic Calming Strategy



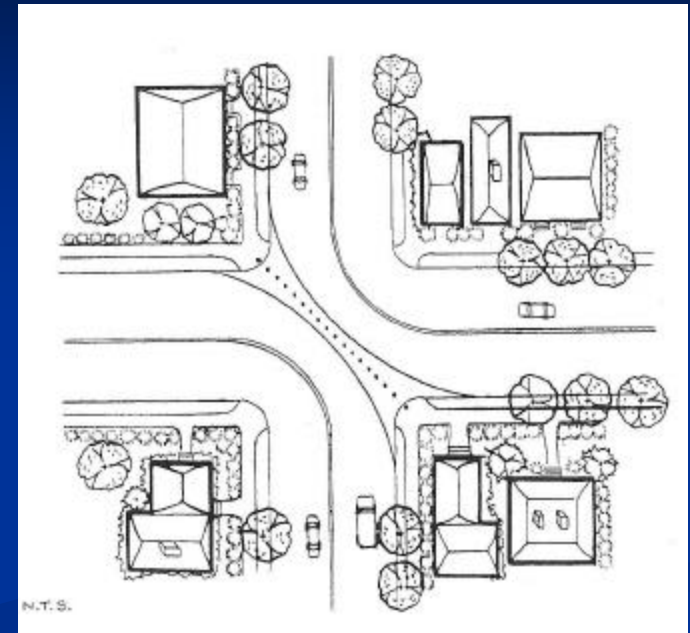
# Volume Control Measures



Half Closure / Semi-Diverter

Diagonal Diverter

Street Closure



# Step VI

## Permanent Installation of Devices

- Neighborhood Meeting
- Final Neighborhood Ballot
- Report to City Council
- Included as Candidate for Funding in next annual Capital Improvements Program
- Feasibility Report / Project Assessment Hearing
- Financial Participation
  - Projects cost sharing at 50/50

# Maintenance / Modification / Removal

- Neighborhood Association responsible for landscaping associated with device installations
- Removal will be at cost to neighborhood

# Findings from Other Communities (p.1)

## Summary of practices (based upon survey of 21 agencies)

Issue	Findings
<b>Program budget</b>	Program capital budgets range from \$30,000 to \$600,000 per year. Of the agencies surveyed, approximately 50 percent either are unfunded or rely exclusively on resident funding.
<b>Resident funding</b>	Approximately half of the agencies rely on residents to fund some or all of the construction costs.
<b>Installed with new development</b>	Approximately half of the agencies incorporate traffic calming devices into new developments. Two agencies have adopted guidelines for traffic calming in new developments.
<b>Public involvement</b>	All agencies surveyed rely on resident or neighborhood associations to submit petitions requesting treatment. Some agencies also would consider staff or commission appointed petitions. More than half involve the public through a committee or neighborhood association to help develop a plan.

# Findings from Other Communities (p.2)

<b>Fire department involvement</b>	All of the agencies surveyed involve the fire department in the design of the available devices and/or during the plan development process. Some agencies give veto power to the fire department. Several agencies have designated primary emergency response routes that preclude certain types of treatments.
<b>Treatment of arterials</b>	Six of the surveyed agencies consider treating arterials, with a limited toolbox of eligible devices. None of these agencies allow the use of vertical devices on arterials.
<b>Priorities</b>	In total, 75 percent of the agencies rely on some form of a quantifiable priority ranking system to determine priorities. Some agencies treat problems in the order petitions are received; two agencies rely on resident funding and, therefore, no prioritizing system is needed.
<b>Device eligibility</b>	A majority of agencies use warrants or guidelines to determine device eligibility; the remaining eight agencies rely on a staff determination.
<b>Toolbox</b>	All but two of the agencies have comprehensive toolboxes. Almost half of the agencies reject STOP signs as a traffic calming devices.

# The Issue of 4-way Stop Signs

## Results of unjustified ALL-WAY STOP signs.

If unjustified ALL-WAY STOP signs are installed, you can expect:

Speeds to increase on the street. As stated previously, people increase their speed to “make up time” for unjustified stops.

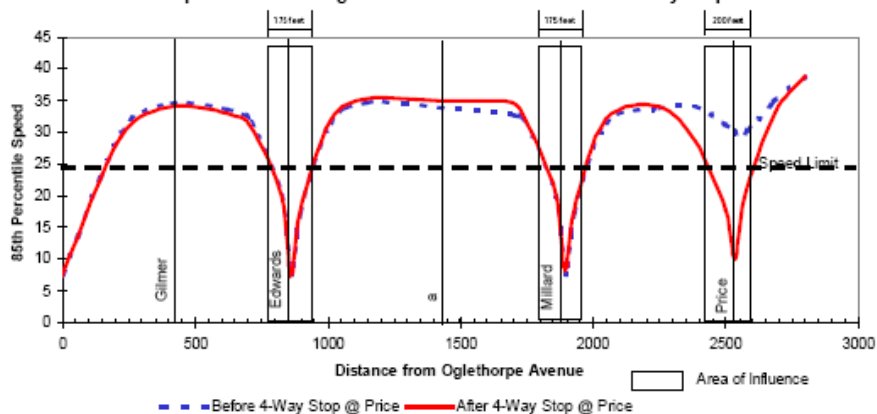
Accidents to increase. The number of -end accidents increase at intersections where unjustified ALL-WAY STOP signs are installed. AN unjustified ALL-WAY STOP forces a driver to stop unnaturally, thus the driver behind them doesn't stop.

Safety decreases. Streets with higher speeds and more accidents are not as safe as those with slower speeds and fewer accidents.

Increase pollution. It's a simple fact that stopping and starting increases pollution, wastes gas, and increases wear-and-tear on your car.

**REMEMBER, STOP signs are not effective tools to decrease speeding. They can increase air pollution and waste fuel, and when used improperly, may even increase speeding on adjacent streets.**

Speed Profile on Local Streets with Stop Signs



Speed Profile Along Speed Humps

