



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: May 2, 2016

Re: Neighborhood Traffic Management Program (NTMP) 2015 Year End Report

Executive Summary

The February 15, 2016 Council agenda included Report #13-16, Neighborhood Traffic Management Program Year End Report, as it relates to current traffic calming projects. The report included a summary of the program, a traffic calming priority list, traffic calming projects listed by Ward, and diagrams for each project location. During Council discussion, several questions were asked of staff, and those questions and responses are attached to this report. Council also requested that the report be placed on a future agenda with a resolution to allow the public to comment on staff's recommendations.

Discussion

In August of 2015, the voters passed a ballot initiative to continue the tax for the Capital Improvement Program (CIP). The ballot initiative included an increased budget for traffic calming and the Neighborhood Traffic Management Program (NTMP). With the increased funding for the NTMP, staff plans to utilize consultants to take a more comprehensive look at streets in gridded areas of town (a network of streets that cross each other to form a series of squares or rectangles).

The NTMP was implemented in November of 2013 to streamline and prioritize traffic calming projects. The scoring system, which is data driven, ensures that the traffic calming projects are prioritized in a fair and equitable manner. The program establishes three categories, or levels, of traffic calming projects. Level 1 projects can be handled administratively by staff, and include tasks such as signing and marking, that can be accomplished in a relatively short period of time. Level 2 and Level 3 projects are generally more time consuming because they typically have a greater impact on the neighborhood, i.e. requiring I.P. meetings, response and data collection, etc. Additionally, these projects usually require more expensive calming devices such as speed humps or medians.

As part of the NTMP, staff will provide to Council an annual progress report with an update of the existing projects. Documentation attached to this 2015 Year End Report includes:

- 2015 Year End Report Summary
- Neighborhood Traffic Management Score Sheet
- Ward Summary
- Map of each scored street within the NTMP



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As indicated on the NTMP score sheet, the highest priority project is now Stewart Road; moving from 6th ranked in 2014, to 1st, after obtaining new data in 2015. No I.P. meetings have yet been held.

An I.P. meeting was held for Rice Road (2nd priority) on December 2nd 2015. The attendees indicated that they had as much concern about speeding on Kelsey Drive, as they do on Rice Road. Upon further review, the concern on Rice Road and Kelsey Drive could be related. Staff would recommend expanding the scope of Rice Road traffic calming to include Kelsey Drive, prior to having a second I.P. meeting.

Most of the project scores stayed in the same range; however, the main reason for a variation in the scores is due to the three year rolling collision history. New speed data for Stewart Road and Rollins Road brought significant changes to the score sheet. Stewart Road now ranks 1st after being 6th in 2014, and Rollins Road now ranks 4th after being 27th in 2014.

Staff has received three requests to move the following streets to the top of the priority list. See the Year End Report Summary for more detailed information.

West Parkway (currently 33rd on the Priority List with a score of 44.99).

Rollins Road (currently 4th on the Priority List with a score of 79.65).

Heritage Meadows (currently 30th on the Priority List with a score of 45.91)

Current staffing levels allow for only a few calming projects to be completed per year. Unless otherwise directed, staff would like to pursue the following projects in 2016:

1. Expand the scope of Rice Road in conjunction with Kelsey Drive.
2. Comprehensive look at Sexton Road in conjunction with the West Central Transportation & Infrastructure Priorities Plan, as it is part of a gridded network.
3. Comprehensive look at Stewart Road.

At the February 15, 2016 Council meeting, several questions were asked of staff, and those questions and responses are attached to this report. Council also requested that the report be placed on a future agenda with a resolution to allow the public to comment on staff's recommendations.

Fiscal Impact

Short-Term Impact: As staff moves forward with implementation of a Level 2 or Level 3 project, a public hearing will be scheduled, which will include specific costs for each project.
Long-Term Impact: None with this report

Vision & Strategic Plan Impact



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Vision Impacts:

Primary Impact: Transportation, Secondary Impact: Secondary, Tertiary Impact: Tertiary

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

Legislative History

Date	Action
11/18/2013	(PR 230-13) Policy Resolution adopting the Neighborhood Traffic Management Program for calming traffic on residential streets
01/06/2014	(REP1-14) Traffic Calming Year End Report for 2013
01/20/2015	(REP15-15) Traffic Calming Year End Report for 2014
02/15/2016	(REP13-16) Traffic Calming Year End Report for 2015

Suggested Council Action

Adopt the resolution accepting the Neighborhood Traffic Management Program Year End Report for 2015 and authorize staff to pursue a comprehensive study of Stewart Road; expand the scope of Rice Road to include Kelsey Drive; and pursue a comprehensive study of Sexton Road in conjunction with the West Central Transportation and Infrastructure Priorities plan.

Introduced by _____ Council Bill No. _____ R 50-16

A RESOLUTION

accepting the Neighborhood Traffic Management Program 2015 Year End Report Summary; authorizing a comprehensive study for possible traffic calming projects on Rice Road, Kelsey Drive, Sexton Road and Stewart Road.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council hereby accepts the Neighborhood Traffic Management Program 2015 Year End Report Summary. The form and content of the report shall be substantially in the same form as set forth in "Exhibit A" attached hereto.

SECTION 2. The Public Works Director, or the Director's designee, is hereby authorized to pursue the following traffic calming projects in 2016:

- Expand the scope of the comprehensive study of the Rice Road project to include Kelsey Drive.
- A comprehensive study of the Sexton Road project in conjunction with the West Central Transportation Infrastructure Priorities Plan.
- A comprehensive study of the Stewart Road project.

ADOPTED this _____ day of _____, 2016.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor

Neighborhood Traffic Management Program

2015 Year End Report Summary

Neighborhood Traffic Management Program Summary:

In August of 2015, the voters passed a ballot initiative to continue the tax for Capital Improvement Program (CIP). The ballot initiative included an increased budget for traffic calming and the Neighborhood Traffic Management Program. With the increased funding for the Neighborhood Traffic Management Plan staff plans to utilize consultants to take a more comprehensive look at streets in gridded areas of town and potential utilize additional staffing to allocate more staff towards the Program.

The following questions need to be answered by Council:

- Does Council wish to expand the scope of the Rice Road calming project to include Kelsey Drive?
- Does Council wish to expand the scope of Sexton Road calming project in conjunction with the West Central Transportation and Infrastructure Priorities Plan
- Does Council wish to select West Parkway as a street to focus on instead of following the priority list?
- Does Council wish to select the Heritage Meadows area (Royal Heritage Drive and Muirfield Drive) streets to focus on instead of following the priority list?
- Does Council wish to select Rollins Road as a street to focus on instead of following the priority list?

All of the aforementioned streets are discussed in further detail within this report.

The Neighborhood Traffic Management Program (NTMP) was established in the fall of 2013. The NTMP has a leveled approach to traffic calming. Level 1 solutions are designed to increase safety and be quick and visible. Level 2 & 3 solutions require more involvement with the neighborhoods. One of the key aspects of the NTMP is the scoring system which helps Public Works Staff prioritize the work.

Neighborhood Traffic Management Program (NTMP) scores can change slightly annually because they are calculated based on collision history on a three-year basis. The scores may differentiate also due to the changes in the bus route information by implementing the Como Connect system. Last year the Como Connect data was still being finalized, this year the data is complete.

An additional change in the scoresheet is the Status column has been replaced with the Petition Received column. All streets that have a score have had a study started on their street. The only differentiating factor was if the petition has been received. Prior to the Neighborhood Traffic management Program the traffic calming process allowed Council or the Public Works Director to request that a study be completed on a street which resulted in streets with studies completed but no petition being received.

While most streets did not significantly change position, staff plans to continue to move forward but would like to expand the scope to take a comprehensive look at Rice Road (with Kelsey Drive) and Sexton Road. Rice Road and Sexton Road are near the top of the Priority List, although with new speed data Stewart Road is atop the 2015 Priority List, it was 6th on the 2014 Year End Report Priority List. Heritage Meadows, West Parkway, and Rollins Road neighborhoods are asking for consideration to have calming implemented on their street regardless of the score. Staff plans to move forward with Rice Road and Sexton Road with an expanded scope taking a more comprehensive look at the area, unless Council directs otherwise.

West Parkway

West Parkway is currently 33rd on the Priority List with a score of 44.99. A resident with the West Parkway home-owners association contacted Public Works earlier this year, and indicated their son has a visual disability resulting from Keratoconus, a degenerative eye condition, and requested consideration to be moved to the top of the priority list. Public Works provided the resident with information concerning the Blind and Deaf Child sign policy (found on the City's website), but declined the additional signage being placed on West Parkway so as not to draw attention to the disability.

Staff recommends following the priority list

Rollins Road

Christopher Hayes represents the homeowners association in the Rollins Road neighborhood between Stadium Boulevard and Sunset Drive. This section of Rollins Road had a fatality this year. The neighborhood feels that traffic calming could help prevent any future collisions in this area. Rollins Road had previously had speed data recorded on it in the curve between Maplewood Drive and Westridge Drive. Scoring of Rollins Road is 79.65 being 4th on the Priority List.

Staff recommends following the priority list

Heritage Meadows

Heritage Meadows was mentioned in the 2013 year end report due to their work completed prior the NTMP being implemented. Heritage Meadows had a plan in place to be implemented once the neighborhood gave the City permission to proceed. In November of 2015 Public Works was once again contacted by the Heritage Meadows HOA. An IP meeting was held on December 1st at Mill Creek Elementary School. Typically two IP meetings are held in the NTMP process the first to listen to the neighborhood and target the problem areas. The second options of plans are presented to the neighborhood and selected to move forward. Given the nature of this particular neighborhood the previous plan was presented at the meeting that was handled similarly to a second IP meeting. While the overwhelming majority of the neighborhood was in support of traffic calming, they wanted to modify the plan. The plan was modified by changing a speed hump to a speed table and moving it from Muirfield Drive to Royal Heritage Drive at Northfield Drive.

Table 1- Heritage Meadows Speed Study Analysis

Heritage Meadows Speed Study Analysis						
	2010		2015		Change	
Location	ADT	85th % Speed	ADT	85th % Speed	ADT	85th % Speed
	(vehicles per day)	(miles per hour)	(vehicles per day)	(miles per hour)	(vehicles per day)	(miles per hour)
2000 Muirfield	513	37	330	35	(183.00)	(2.00)
4705 Royal Heritage	906	39	579	34	(327.00)	(5.00)
Royal Heritage S of Muirfield	561	33	423	37	(138.00)	4.00

The City had speed and volume data from 2010 but since 2010, Southampton has been connected to Sinclair Road. This connection has affected the traffic within Heritage Meadows. Traffic used to use Royal Heritage Drive and Muirfield Drive as a way to cut through to Sinclair Road. As can be seen by the above table the average daily traffic has been reduced by 25%-36% on these streets. There has also been a reduction in speed along the northern portion of Royal Heritage Drive and Muirfield Drive, which used to carry traffic trying to get to Sinclair Road. With the connection of Southampton changing the traffic in the Heritage Meadows Subdivision, the scoresheet will only show the data from 2015, as using data from 2010 would be unrepresentative of the current conditions.

Table 2- Royal Heritage Score Summary

Priority	Neighborhood	Year	Score
21	Royal Heritage	2010	54.17
31	Royal Heritage	2015	45.91

Royal Heritage had a score of 54.17 using 2010 data and 45.91 using 2015 data that would have dropped Royal Heritage from 21st on the 2015 list to 31st. Taking out the 2010 data Royal Heritage is 30th on the Priority List.

Table 3- Muirfield Score Summary

Priority	Neighborhood	Year	Score
41	Muirfield	2010	38.83
50	Muirfield	2015	31.50

Muirfield had a score of 38.83 using 2010 data and 31.50 using 2015 data that would have dropped from 41st on the 2015 list to list to 50th. Taking out the 2010 data (for Royal Heritage and Muirfield) Muirfield is 48th on the Priority List.

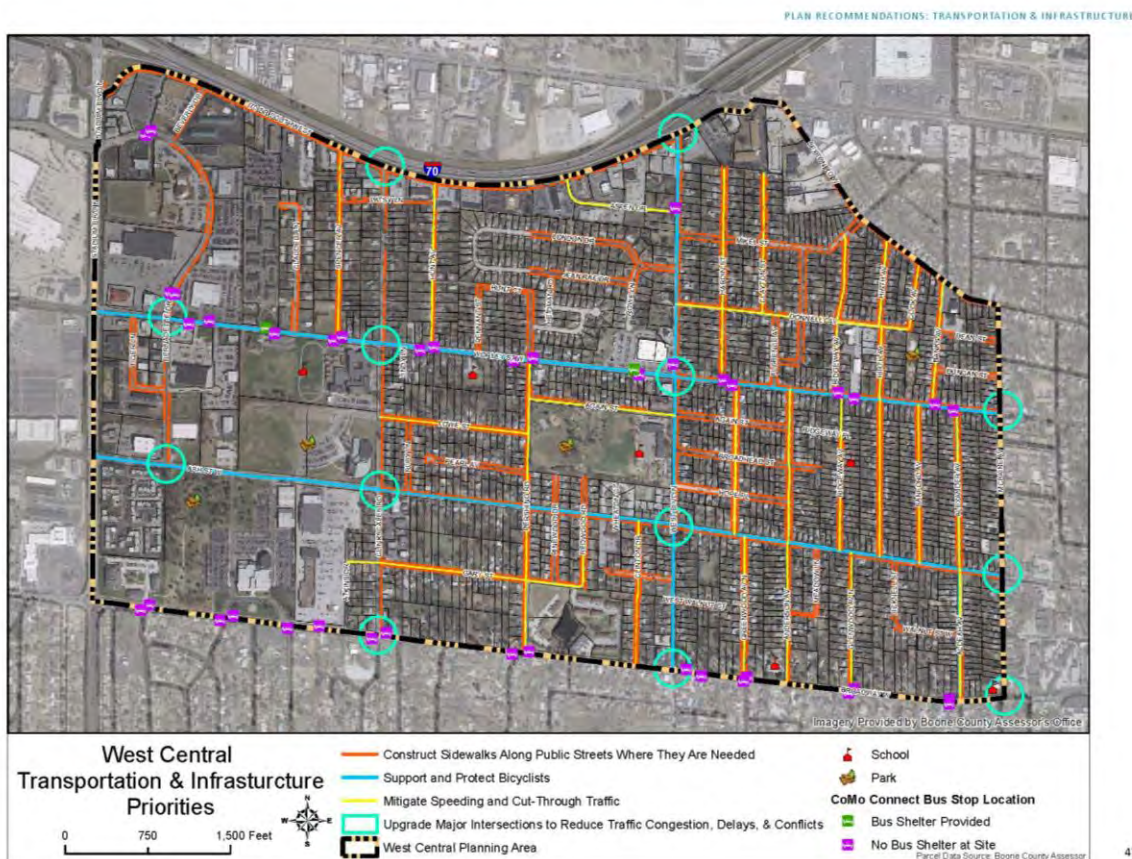
Staff recommends following the priority list

Sexton Road

The Sexton Road score has remained the same from 2014 at 83.52 and is 2nd on the 2015 Priority List. Sexton Road is within Ward 1 and connects to a gridded street network. This is different from newer subdivisions with a neighborhood collector and residential streets due to the connectivity. In newer subdivisions the neighborhood collector is used for collecting neighborhood traffic to transport traffic into and out of the subdivision. Placing calming on the neighborhood collector doesn't typically result in moving traffic off of that roadway. Placing calming on Sexton Road could result in movement of the vehicles traveling in excess of the posted speed limit onto neighboring streets. The West Central Transportation Infrastructure Priorities plan show streets to adjacent to Sexton Road (Cook Avenue, Hirth Avenue, Donnelly Avenue, Clayton Street, Ridgeway Avenue, Hardin Street, and Banks Avenue) as streets to "mitigate speeding and cut-through traffic. The West Central Transportation Infrastructure Priorities plan also shows other neighboring streets in the same category. It is recommended a comprehensive study be completed in this area prior to placing traffic calming on Sexton Road. The comprehensive study would be bounded by Broadway, Stadium Blvd, I-70 Drive SW, and McBaine. The comprehensive study would like be handled by an outside consultant due to the large area.

Staff recommends studying the area with a comprehensive look in conjunction with the West Central Transportation Infrastructure Priorities plan

Figure 1- West Central Transportation & Infrastructure Priorities

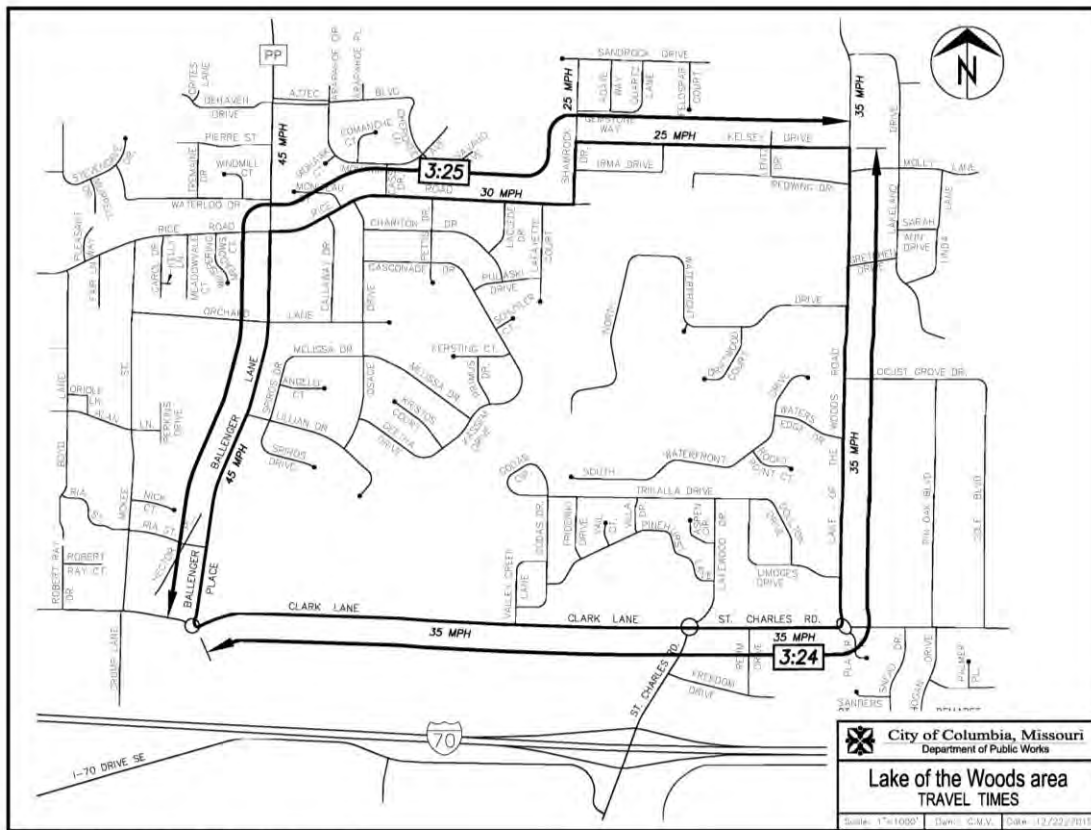


Rice Road

Rice Road has a score of 82.79 and is 2nd on the Priority List for 2015, while Kelsey has a score of 55.33 and is 19th on the 2015 Priority List. Both Kelsey and Rice have 85th percentile speeds which are at or above 15 mph over the posted speed limit.

An Interested Parties (IP) meeting was held for Rice Road on December 2nd 2015. At the meeting there was as much concern about speeding on Kelsey Drive, as Rice Road. When looking at aerial photograph of the streets it's easy to see that the concern is related.

Figure 2- Estimated Travel Times from Ballenger Road to Lake of the Woods Road



Traveling from the roundabout at Ballenger Lane and Clark Lane to Lake of the Woods Road to via Rice Road, Shamrock Drive, and Kelsey Drive is an easy way to get between from Ballenger Lane to Lake of the Woods Road. Using the distance and speed limits the travel time was estimated at 3 minutes 25 seconds. Starting from the same point and traveling along Clark Lane, to St. Charles Road, and Lake of the Woods Road travel time is estimated at 3 minutes 24 seconds. Based on the speed study data, vehicles are traveling faster than the 85th percentile speed through Rice Road and Kelsey Drive, making this route as appealing as taking Clark Lane, St. Charles, and Lake of the Woods Road. Showing the connectivity of Rice Road and Kelsey Drive and overall scope, staff requests that Kelsey Drive be evaluated with Rice Road in the Neighborhood Traffic Management Program.

Staff recommends expanding the scope of the project to include Kelsey Drive

Level 1 Highlights of Work Performed

Anderson Street- Neighborhood Speed Watch

Bluff Boulevard- participated in the “Kid Friendly” speed limit sign cost share program and placed two “Kid Friendly” speed limit signs on Bluff Boulevard.

Sussex Drive- participated in the “Kid Friendly” speed limit sign cost share program and placed four “Kid Friendly” speed limit signs on Bluff Boulevard.

Claudell Lane- participated in the “Kid Friendly” speed limit sign cost share program and placed one “Kid Friendly” speed limit signs on Bluff Boulevard.

Windsor Street- participated in the “Kid Friendly” speed limit sign cost share program and placed two “Kid Friendly” speed limit signs on Windsor.

Secretariat Drive- speed limit sign installation and worked with the police to place the radar trailer

Cook Avenue- worked with the police to place the radar trailer

Thornbrook Ridge- Neighborhood Speed Watch and worked with the police to place the radar trailer

Canterbury- Neighborhood Speed Watch and speed limit sign implementation

Crestwood Lane- worked with the police to place the radar trailer

Sunset Drive- worked with the police to place the radar trailer

Ann Street- worked with the police to place the radar trailer

Bluff Boulevard- worked with the police to place the radar trailer

Forest Avenue- “Cross Traffic Does Not Stop” Signs installed at Grand Avenue

McBaine- speed limit sign installation

Elm Grove Drive- had a remnant speed limit 30 sign, replaced with a correct speed limit 25 sign

Mohawk Drive- had a remnant speed limit 30 sign, replaced with a correct speed limit 25 sign

St. Joseph Street- assisted in placing additional “No left turn” signage in the Brookside parking garage to assist in keeping local traffic on St. Joseph Street.

Level 2 & 3 Highlights of Work Performed

Prairie Lane- as part of CIP project had a speed hump and speed table installed. Near the speed table and speed hump installation 85th percentile speeds are now 26 mph or less. No prior data was available on the road due the bridge being installed with the traffic calming elements.

Derby Ridge- installed 8 speed humps between Blue Ridge Road and Browns School Road. This has resulted in a decrease in volume on Derby Ridge and the 85th percentile speed has been reduced by 6 to 10 miles per hour.

College Park- installed 3 speed tables between Stadium Boulevard and Rollins Road resulting in a reduction of the 85th percentile speed between 6 and 10 miles per hour. Volumes did decrease on College Park but only slightly.

Manor Drive project that will implement traffic calming in conjunction with a Getabout project will be bid in January 2016.

APPENDIX

Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	85th % Speed	Speed Score	Volume Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Petition Received
1	Stewart	84.19	39.73	29.19	20	10	10	5	10.00	4	Yes
2	Sexton	83.52	34.84	29.52	19	10	10	5	10.00	1	No
3	Rice	82.79	44.93	44.79	15	10	0	5	8.00	3	Yes
4	Rollins	79.65	38.66	40.98	11	10	10	5	2.67	4	Yes
5	Hanover	78.80	43.6	40.8	18	5	0	5	10.00	3	No
6	Proctor	69.33	45.63	45	3	10	10	0	1.33	2	Yes
7	Audubon	69.00	36.11	33.33	11	5	10	5	4.67	6	No
8	Parkade	68.83	37.5	37.5	2	10	10	0	9.33	2	No
9	Edgewood	68.25	37.86	38.58	2	10	10	5	2.67	4	No
10	Parkside	63.67	42.5	45	6	5	0	5	2.67	2	No
11	Ridgefield	62.80	37.6	37.8	5	10	10	0	0.00	4	Yes
12	Ridgemont	62.25	38.64	40.92	5	10	5	0	1.33	4	Yes
13	Martinshire	61.33	43.25	45	5	10	0	0	1.33	4	No
14	Ann	60.62	32.65	22.95	6	10	10	5	6.67	3	Yes
15	Ridgeway	59.66	38.33	39.99	2	10	5	0	2.67	1	No
16	McBaine	59.49	35.94	32.82	5	5	10	0	6.67	1	No
17	Sunset	55.39	37.13	36.39	9	5	5	0	0.00	4	Yes
18	Kelsey	55.33	42.14	45	4	5	0	0	1.33	3	Yes
19	Thornbrook Ridge	54.35	38.45	40.35	7	0	5	0	2.00	5	No
20	4th Avenue	54.24	34.19	27.57	4	10	10	0	2.67	1	Yes
21	Aztec	51.25	37.86	38.58	2	10	0	0	0.67	3	Yes
22	Grand	50.21	28.07	9.21	13	10	10	0	8.00	1	No
23	Glenwood	49.67	37	36	1	5	5	0	2.67	4	No
24	Brookline	48.01	36.67	35.01	3	5	5	0	0.00	5	No
25	Greenwood	47.65	34.55	28.65	2	5	10	0	2.00	1	No
26	Highridge	47.25	34.75	29.25	8	10	0	0	0.00	4	No
27	Austin	46.73	31.02	18.06	6	10	10	0	2.67	1	No
28	Crabapple	46.58	37.86	38.58	8	0	0	0	0.00	5	No
29	Aldeah	46.33	30	15	4	5	10	5	7.33	1	No
30	Royal Heritage	45.91	37.08	36.24	4	5	0	0	0.67	5	Yes

Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	85th % Speed	Speed Score	Volume Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Petition Received
31	Godfrey	45.12	34.93	29.79	4	5	5	0	1.33	5	No
32	West Parkway	44.99	32.33	21.99	3	10	10	0	0.00	4	Yes
33	Brookfield Manor	44.50	37.5	37.5	2	5	0	0	0.00	5	Yes
34	Saddlebrook	43.67	35	30	3	0	10	0	0.67	2	No
35	Sanford	43.25	33.75	26.25	2	10	5	0	0.00	1	No
36	Silver Cliff	42.66	37.22	36.66	1	0	5	0	0.00	5	No
37	Hardin	42.34	32.78	23.34	2	5	10	0	2.00	1	No
38	Crabapple	42.32	37.44	37.32	5	0	0	0	0.00	5	No
39	Braemore	41.99	34.44	28.32	1	5	5	0	2.67	4	No
40	Glencairn	37.49	33.83	26.49	6	5	0	0	0.00	5	Yes
41	Greenbriar	36.75	31.25	18.75	3	10	0	5	0.00	5	No
42	War Admiral	34.83	31.72	20.16	4	0	10	0	0.67	2	No
43	Anderson	34.33	30	15	3	5	10	0	1.33	1	No
44	Barksdale Mill	33.93	35.31	30.93	3	0	0	0	0.00	5	No
45	Amelia	33.92	28.53	10.59	2	10	10	0	1.33	3	Yes
46	Prestwick	33.25	32.75	23.25	5	5	0	0	0.00	5	Yes
47	East Parkway	32.77	28.7	11.1	1	10	10	0	0.67	4	Yes
48	Muirfield	31.50	34.5	28.5	3	0	0	0	0.00	5	Yes
49	Crestemere	22.00	24.06	0	2	10	10	0	0.00	4	Yes
50	Falmouth	19.86	29.62	13.86	1	0	5	0	0.00	5	No

** The scoring system is as follows:

20 points allotted for traffic volume.

45 points allotted for 85th percentile speed.

10 points maximum allotted for proximity to pedestrian generators including Parks, Bus Stops, Hospitals, Colleges, Trails, and C2 zoning district.

10 points maximum allotted proximity to schools 5 points if a school is within 1/2 mile and an additional 5 points if a school is within 1/4 mile.

5 points if a street is on a bike route.

10 points for collision history on a street.

Points total to 100.

Ward Summary

Ward 1

Aldeah Avenue)

- 2014 Score-44
- 2015 Score-46.33

Anderson Avenue) Error in school calculation in 2014

- 2014 Score-30
- 2015 Score- 34.33

Austin Avenue) Large reduction in collision history

- 2014 Score-50
- 2015 Score- 46.73

Fourth Avenue)

- 2014 Score-53
- 2015 Score-54.24

Grand Avenue)

- 2014 Score-52.2
- 2015 Score-50.21

McBaine Avenue) Large reduction in collision history

- 2014 Score-62.8
- 2015 Score-59.49

Sanford Avenue)

- 2014 Score-43.3
- 2015 Score-43.25

Sexton Road)

- 2014 Score- 83.5
- 2015 Score-83.5

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 2

Parkade)

- 2014 Score-69.5
- 2015 Score- 68.83

Parkside Boulevard)

- 2014 Score-64.5
- 2015 Score- 63.67

Saddlebrook Place) -5 bus stop

- 2014 Score-49
- 2015 Score-43.67

Wad Admiral Drive)

- 2014 Score-35
- 2015 Score-34.83

Ward Summary

Ward 3

Amelia Street) New Score

- 2014 Score-N/A
- 2015 Score-33.92

Ann Street) New Score

- 2014 Score-N/A
- 2015 Score-60.62

Hanover Boulevard)

- 2014 Score-78.3
- 2015 Score-78.8

Kelsey Drive)

- 2014 Score-54
- 2015 Score-55.3

Rice Road)

- 2014 Score-82.3
- 2015 Score-82.8

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 4

Braemore Road)

- 2014 Score-41.3
- 2015 Score-41.99

Crestemere Avenue)

- 2014 Score-22
- 2015 Score-22

East Parkway)

- 2014 Score-32.1
- 2015 Score-32.77

Edgewood Avenue)

- 2014 Score-66.6
- 2015 Score-68.25

Glenwood Avenue)

- 2014 Score-50
- 2015 Score-49.67

Highridge Drive)

- 2014 Score-48.3
- 2015 Score-47.25

Martinshire Drive)

- 2014 Score-63.0
- 2015 Score-61.33

Ridgefield Road)

- 2014 Score-62.8
- 2015 Score-62.8

Ridgemont) +5 bus stop

- 2014 Score-57.4
- 2015 Score-62.25

Rollins Road) New Data

- 2014 Score-52.4
- 2015 Score-79.65

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 4 (continued)

Stewart Road) New Data

- 2014 Score-73.6
- 2015 Score-84.19

Sunset Drive) New Score

- 2014 Score-N/A
- 2015 Score-55.39

West Parkway Drive)

- 2014 Score-46
- 2015 Score-44.99

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 5

Barksdale Mill)

- 2014 Score-33.9
- 2015 Score-33.9

Brookfield Manor)

- 2014 Score-44.5
- 2015 Score-44.5

Crabapple Lane)

- 2014 Score-46.6
- 2015 Score-46.6

Falmouth Drive) -5 bus stop

- 2014 Score-24.9
- 2015 Score-19.86

Glencairn Drive)

- 2014 Score-37.5
- 2015 Score-37.5

Godfrey Drive)

- 2014 Score-44.8
- 2015 Score-45.12

Greenbriar Drive)

- 2014 Score-36.8
- 2015 Score-36.8

Muirfield Drive) New Data

- 2014 Score-38.8
- 2015 Score-31.5

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 5 (continued)

North Brookline Drive) -5 Bus Stop

- 2014 Score-53
- 2015 Score-48

Prestwick Drive)

- 2014 Score-32.3
- 2015 Score-33.25

Royal Heritage Drive) New Data

- 2014 Score-49.5
- 2015 Score-36.92

Silver Cliff Drive)

- 2014 Score-42.7
- 2015 Score-42.7

Thornbrook Ridge)

- 2014 Score-53.3
- 2015 Score-54.35

*Scores with less than 3 point change can be attributed to change in collision data

Ward Summary

Ward 6

Audubon Drive)

- 2014 Score-68.3
- 2015 Score-69.0

*Scores with less than 3 point change can be attributed to change in collision data

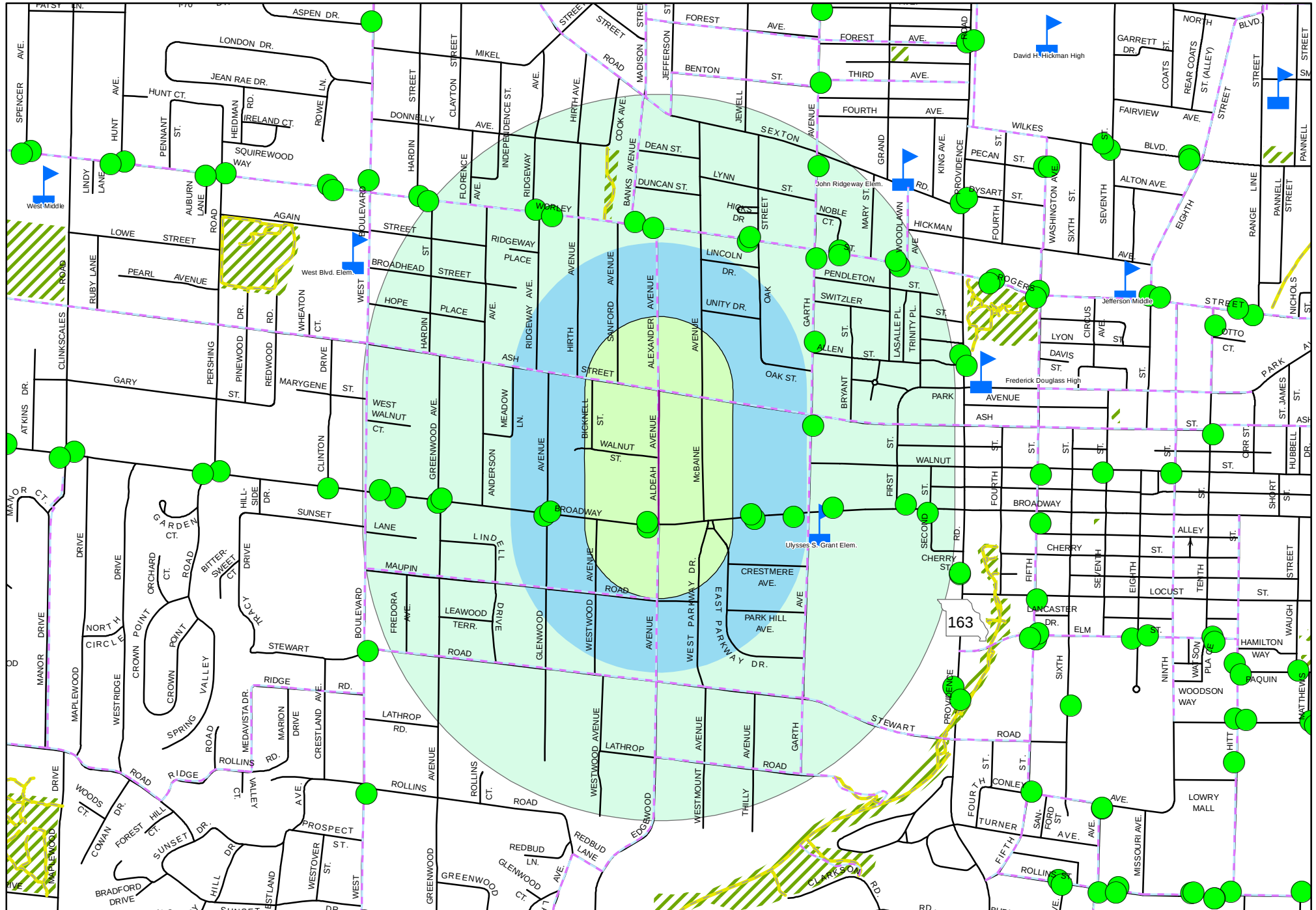


Legend

- Aldeah_Ave
- Trail
- Hospital
- Aldeah_Ave_660
- Aldeah_Ave_QuarterMile
- Aldeah_Ave_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park

Aldeah_Ave

0 0.0625 0.125 0.25 0.375 0.5 Miles



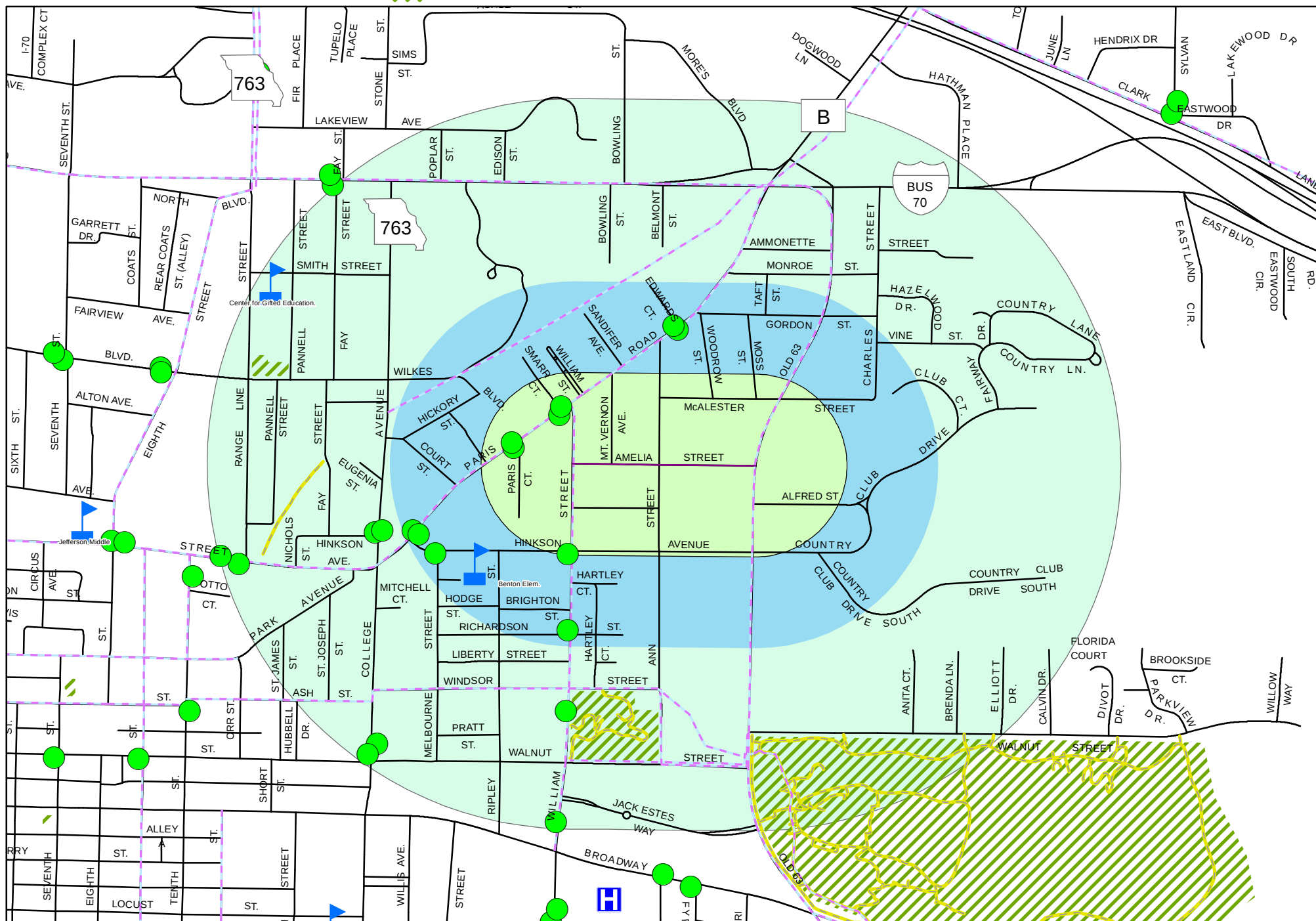


Legend

- Amelia_St
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Amelia_St_660
- Amelia_St_QuarterMile
- Amelia_St_HalfMile

Amelia_St

0 0.0625 0.125 0.25 0.375 Miles



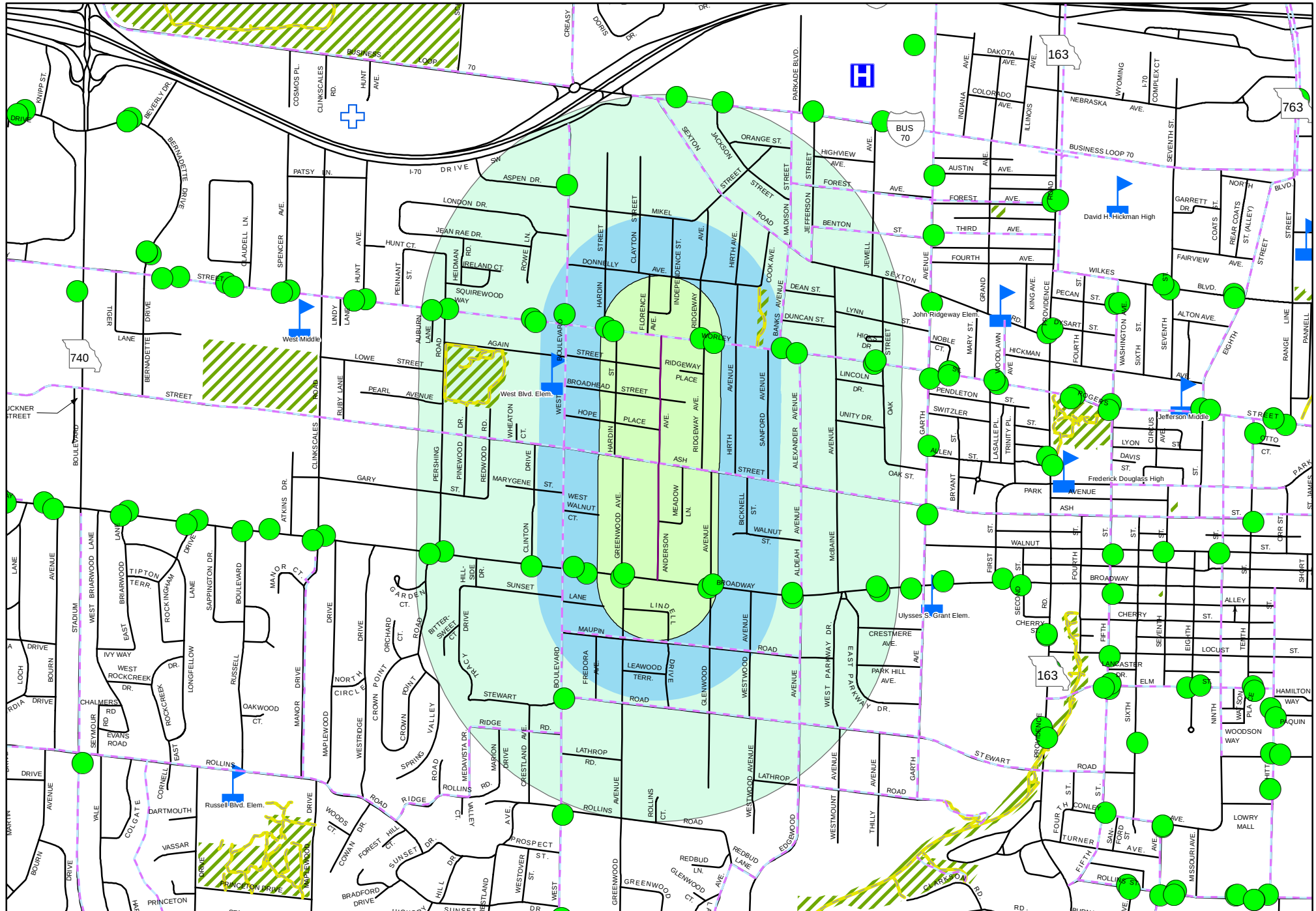


Legend

- Anderson_Ave
- Trail
- Hospital
- Anderson_Ave_660
- Anderson_Ave_QuarterMile
- Anderson_Ave_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park

Anderson_Ave

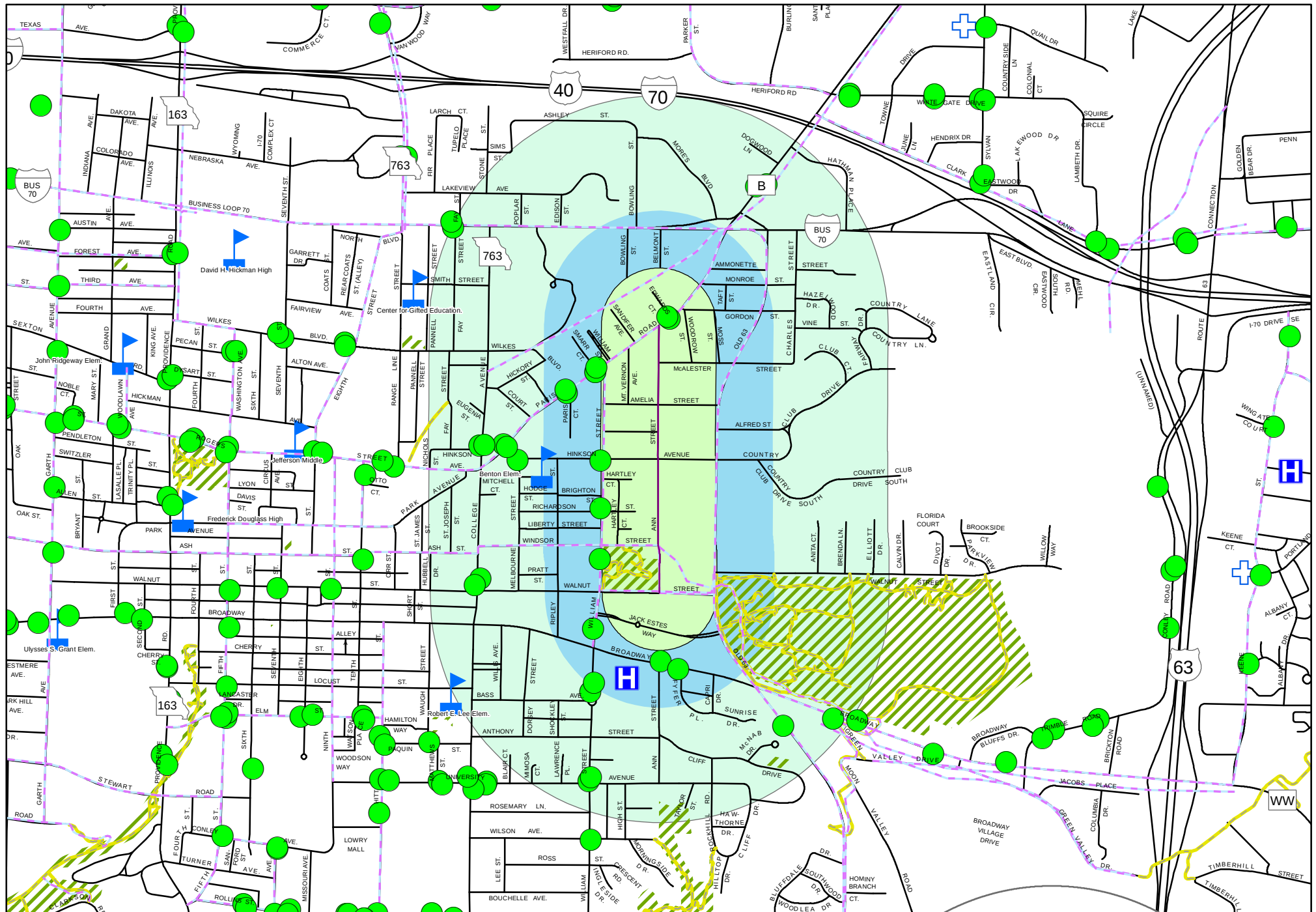
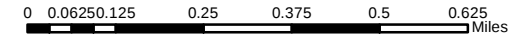
0 0.0625 0.125 0.25 0.375 0.5 0.625 Miles





Ann_St

 Park

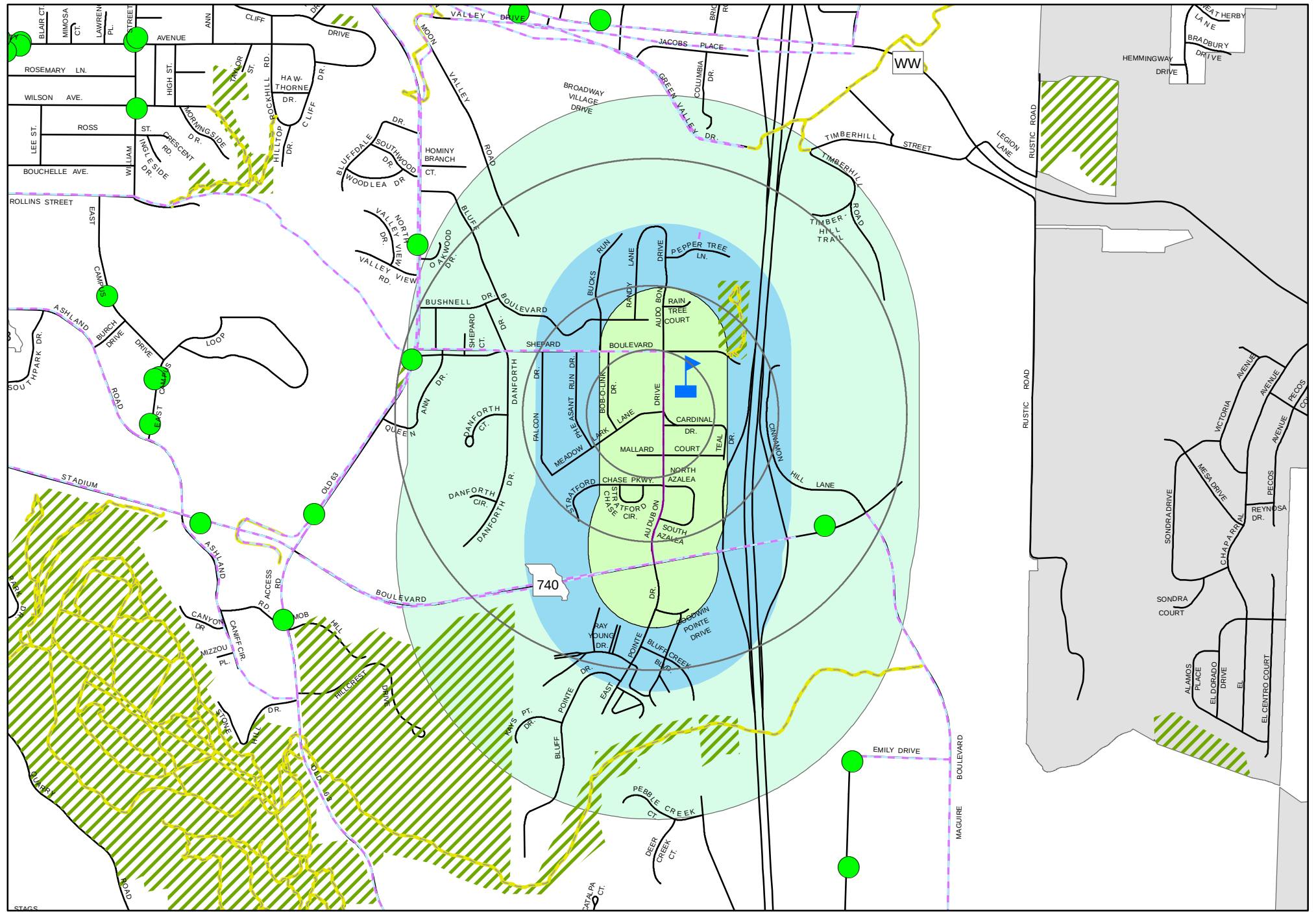
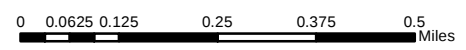




Legend

- Audubon_Dr
- Trail
- Bus Stops
- Bike Facility
- Hospital
- Nursing/Retirement Home
- School
- Park
- Audubon_Dr_660
- Audubon_Dr_QuarterMile
- Audubon_Dr_HalfMile

Audubon_Dr

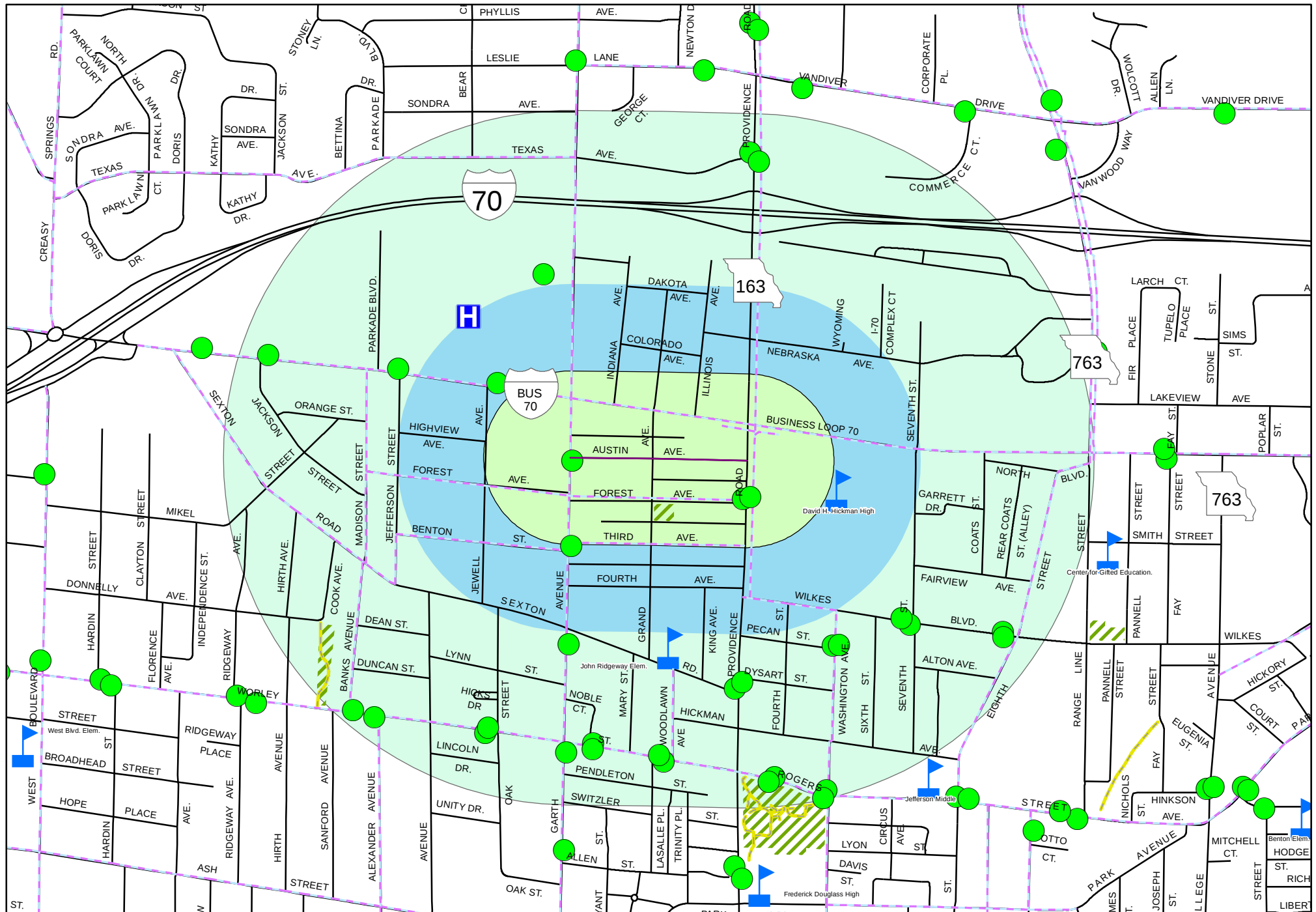




Legend

- Austin_Ave
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Austin_Ave_660
- Austin_Ave_QuarterMile
- Austin_Ave_HalfMile

Austin_Ave



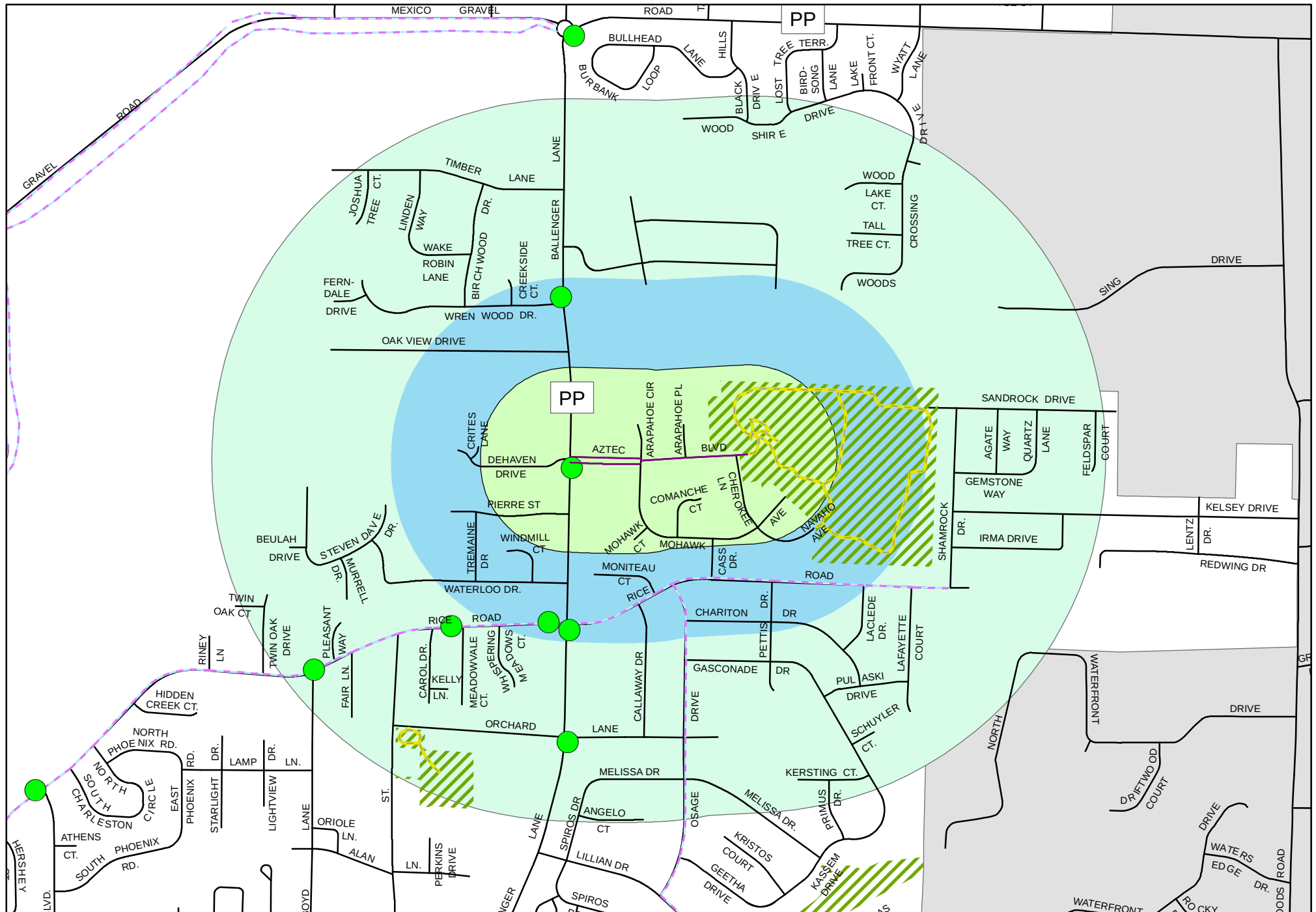


Legend

- Aztec_Bldv
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Aztec_Bldv_660
- Aztec_Bldv_QuarterMile
- Aztec_Bldv_HalfMile

Aztec_Bldv

0 0.0625 0.125 0.25 0.375 Miles





Legend

- Barksdale_Mill_Dr
- Bus Stops
- Bike Facility



Trail



Hospital



School



Nursing/Retirement Home



Park

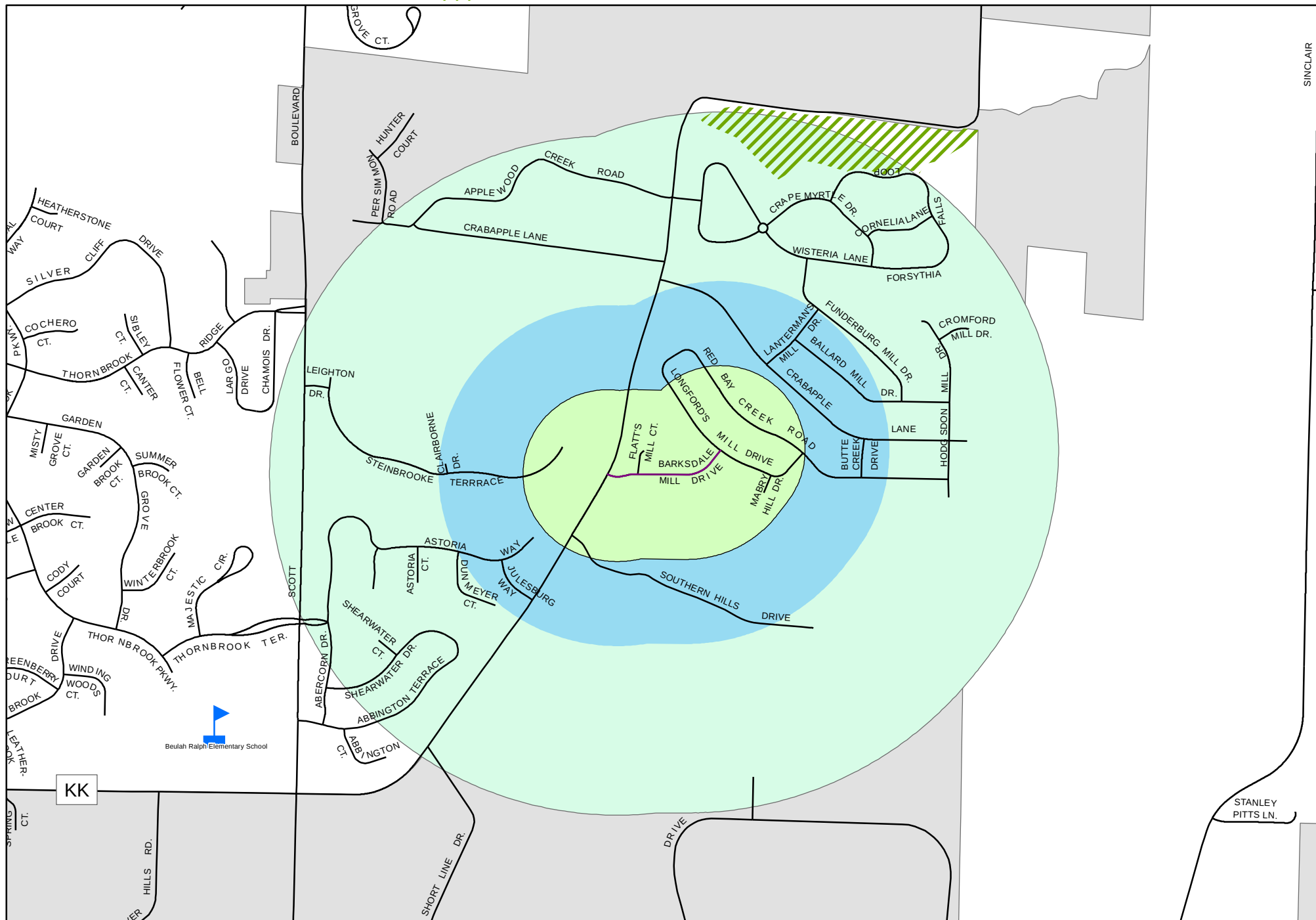
Barksdale_Mill_Dr_660

Barksdale_Mill_Dr_QuarterMile

Barksdale_Mill_Dr_HalfMile

Barksdale_Mill_Dr

0 0.0625 0.125 0.25 0.375 Miles

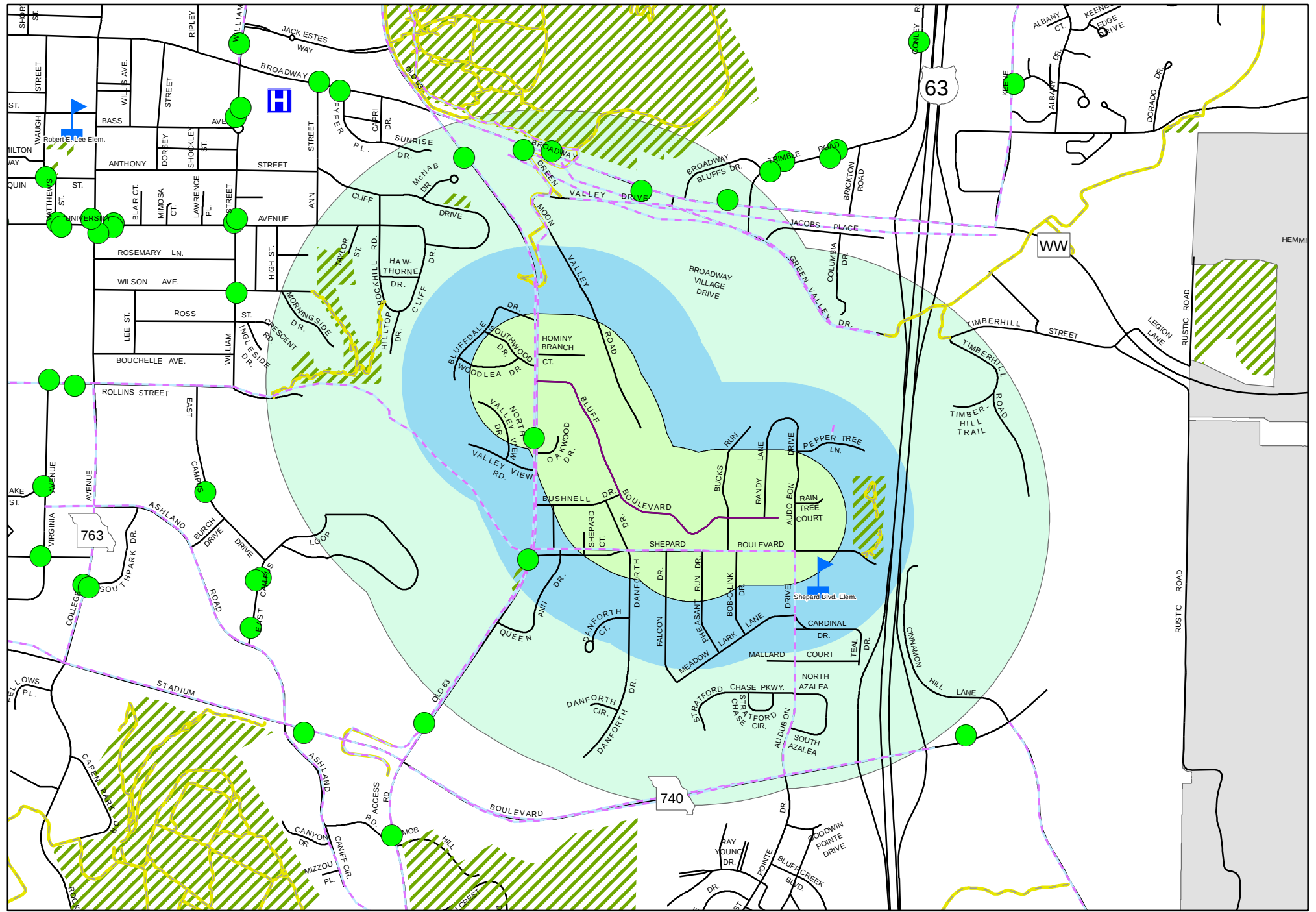
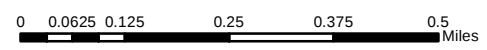


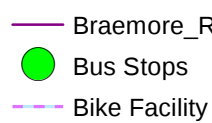


Legend

- Bluff_Bldv
- Trail
- Hospital
- Bluff_Bldv_660
- Bus Stops
- School
- Nursing/Retirement Home
- Bluff_Bldv_QuarterMile
- Bike Facility
- Park
- Bluff_Bldv_HalfMile

Bluff_Bldv





Hospital

Nursing/Retirement Home

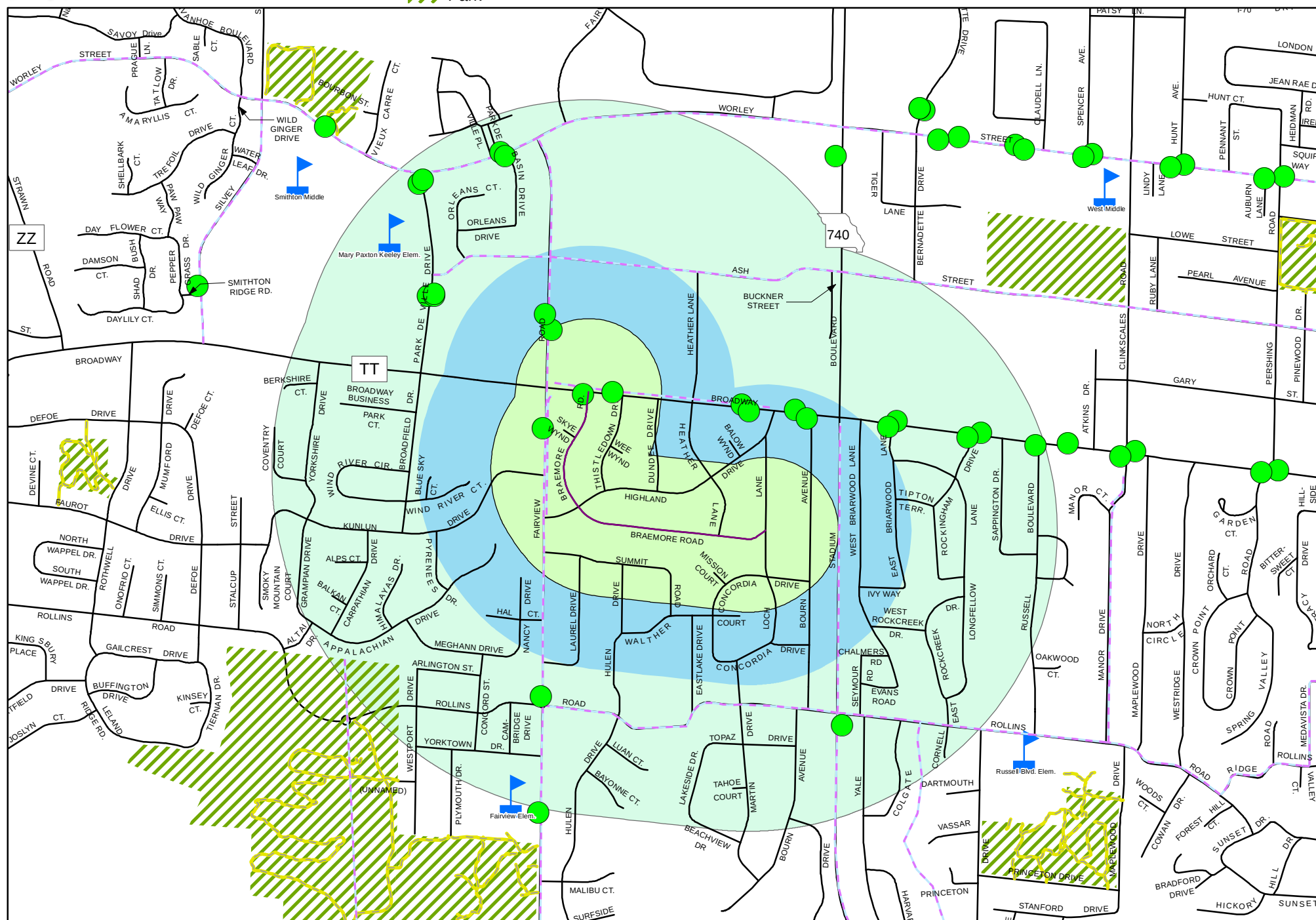
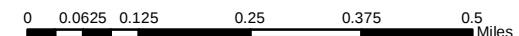
✓ Park

 Braemore Rd 660

■ Braemore_Rd_QuarterMile

 Braemore_Rd_HalfMile

Braemore Rd



Legend

 Brookfield_Manor
 Bus Stops
 Bike Facility

Trail
Scho



Hospital

 Nursing/Retirement Home

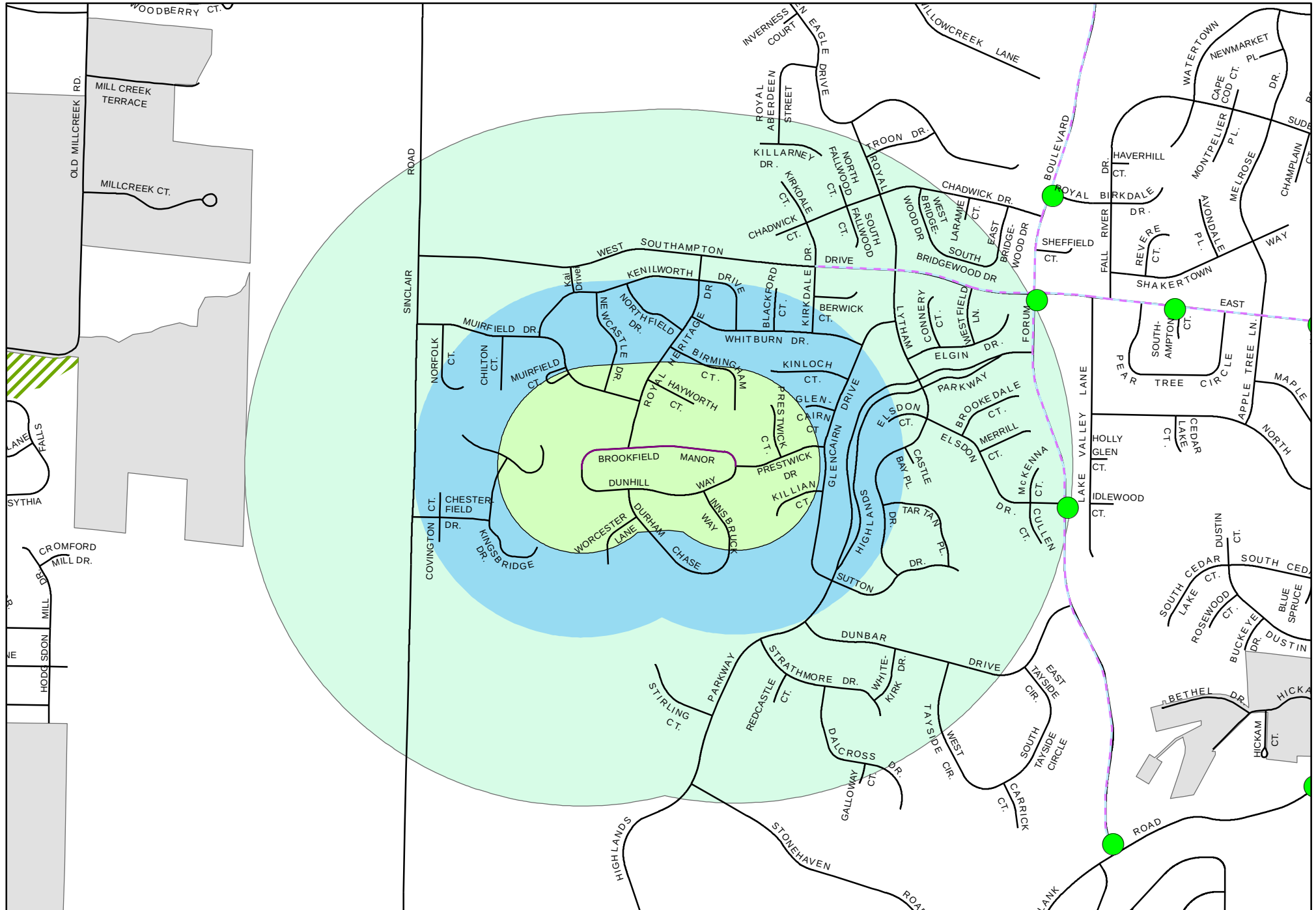


Brookfield_Manor_660

■ Brookfield_Manor_QuarterMile

Brookfield_Manor_HalfMile

Brookfield_Manor





 Bike Facility



 Nurse

Crabapple_Ln_HalfMile

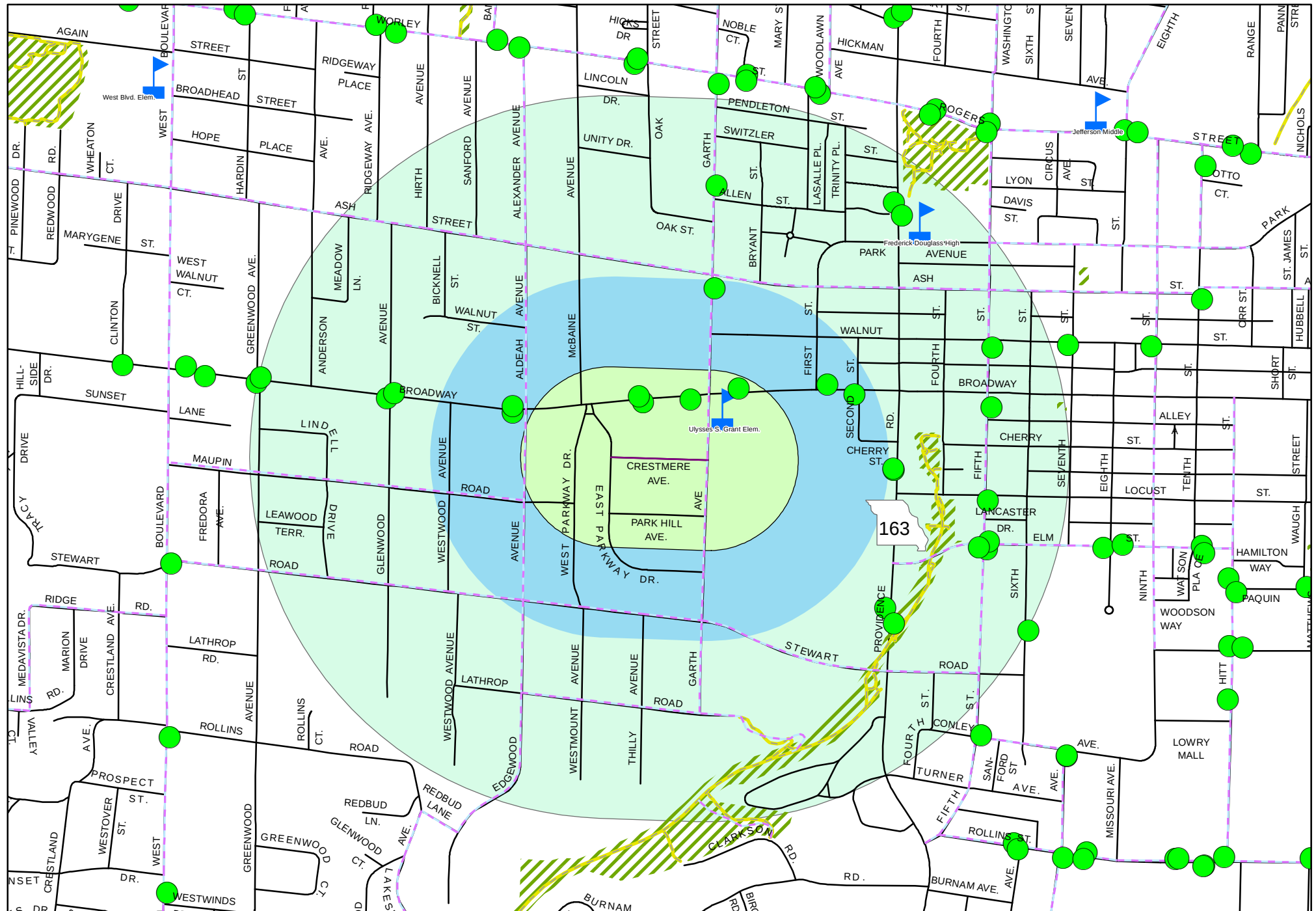


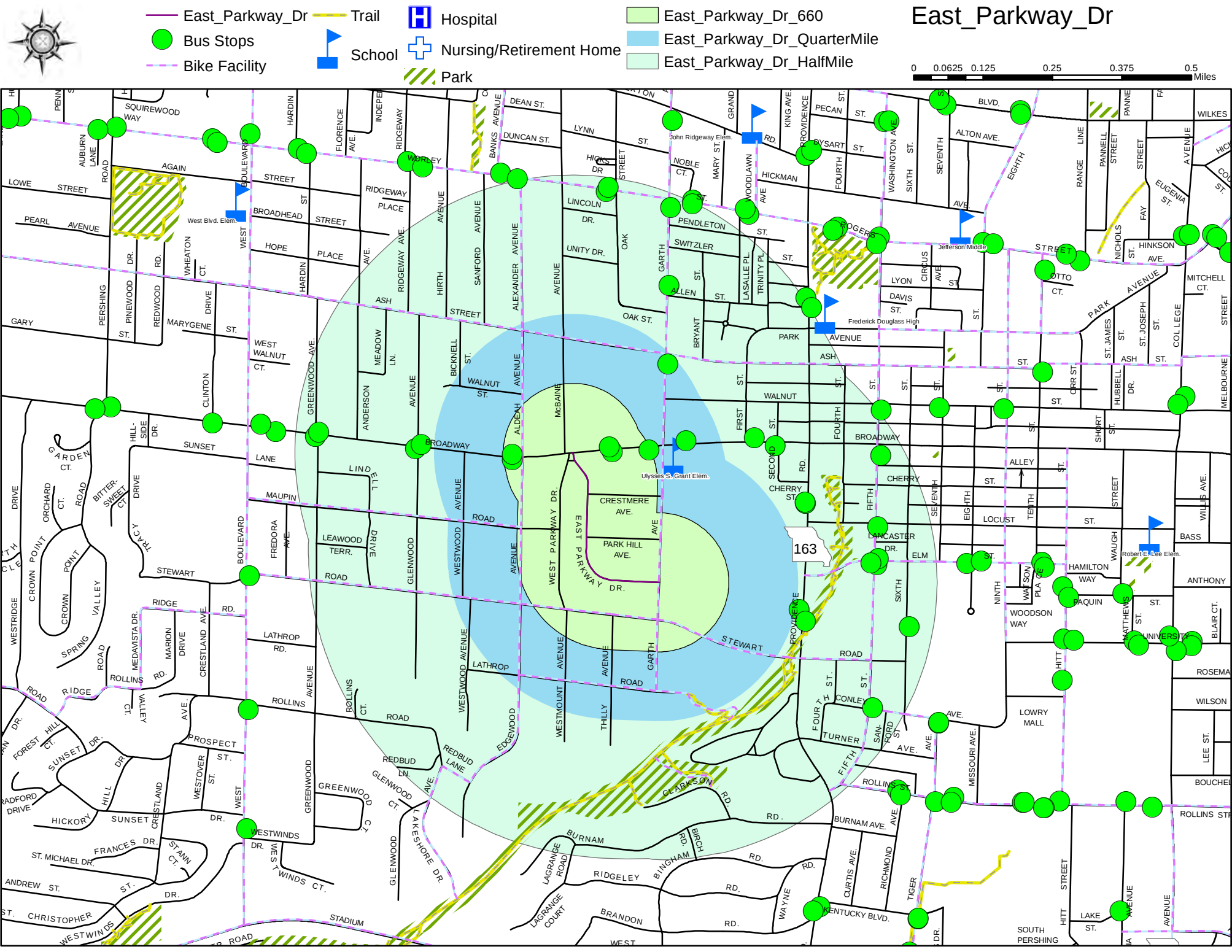


 School

 Park

 Crestmere_Ave_HalfMile





Legend

- East_Parkway_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park

- East_Parkway_Dr_660
- East_Parkway_Dr_QuarterMile
- East_Parkway_Dr_HalfMile

East_Parkway_Dr

0 0.0625 0.125 0.25 0.375 0.5 Miles



Legend

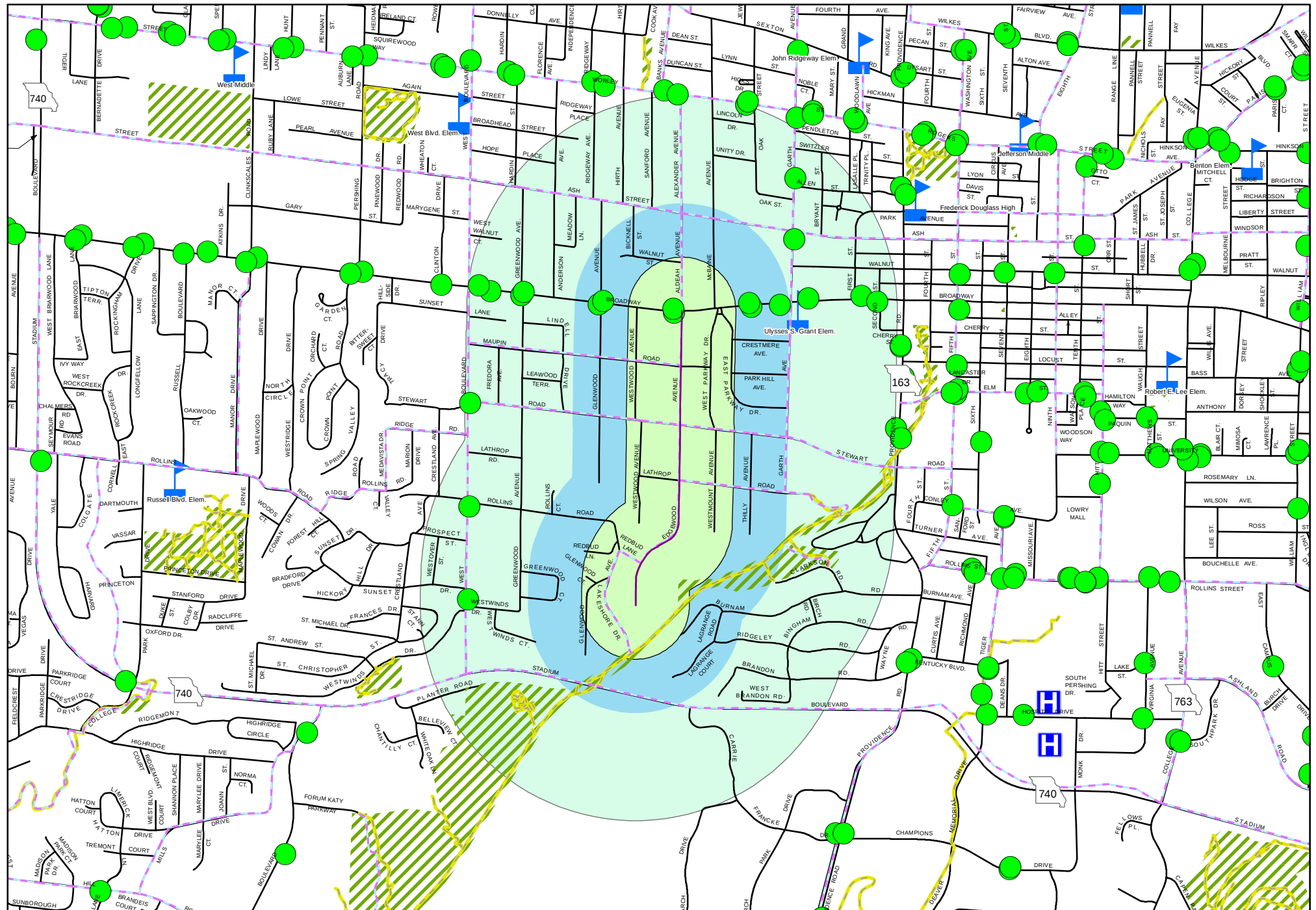
Edgewood_Ave
Bus Stops
Bike Facility

Trail
School
Park

Hospital
Nursing/Retirement Home

Edgewood_Ave_660
Edgewood_Ave_QuarterMile
Edgewood_Ave_HalfMile

Edgewood_Ave
0 0.0625 0.125 0.25 0.375 0.5 0.625 Miles

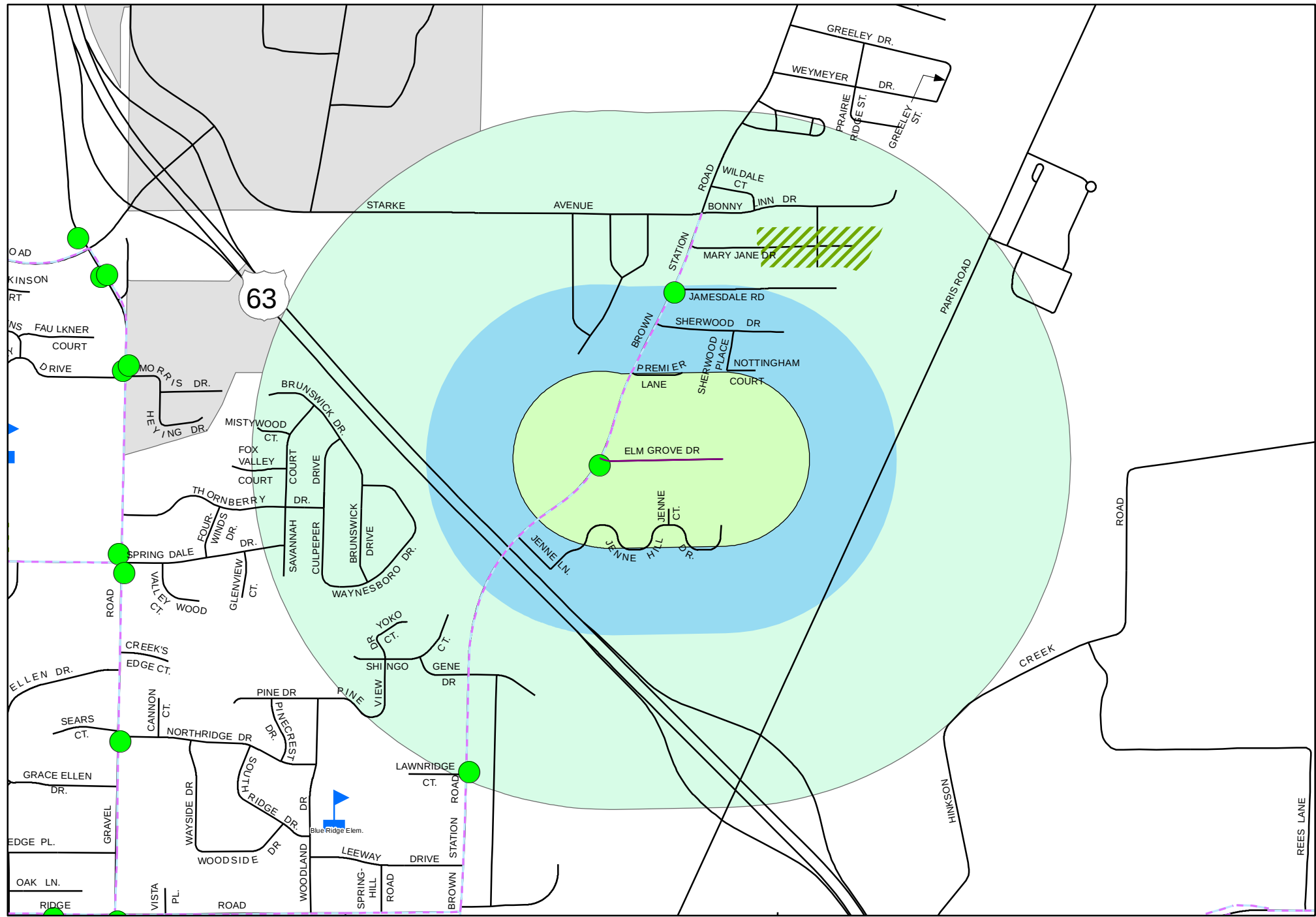




Legend

- Elm_Grove_Dr
- Trail
- Bus Stops
- Bike Facility
- Hospital
- School
- Nursing/Retirement Home
- Park
- Elm_Grove_Dr_660
- Elm_Grove_Dr_QuarterMile
- Elm_Grove_Dr_HalfMile

Elm_Grove_Dr



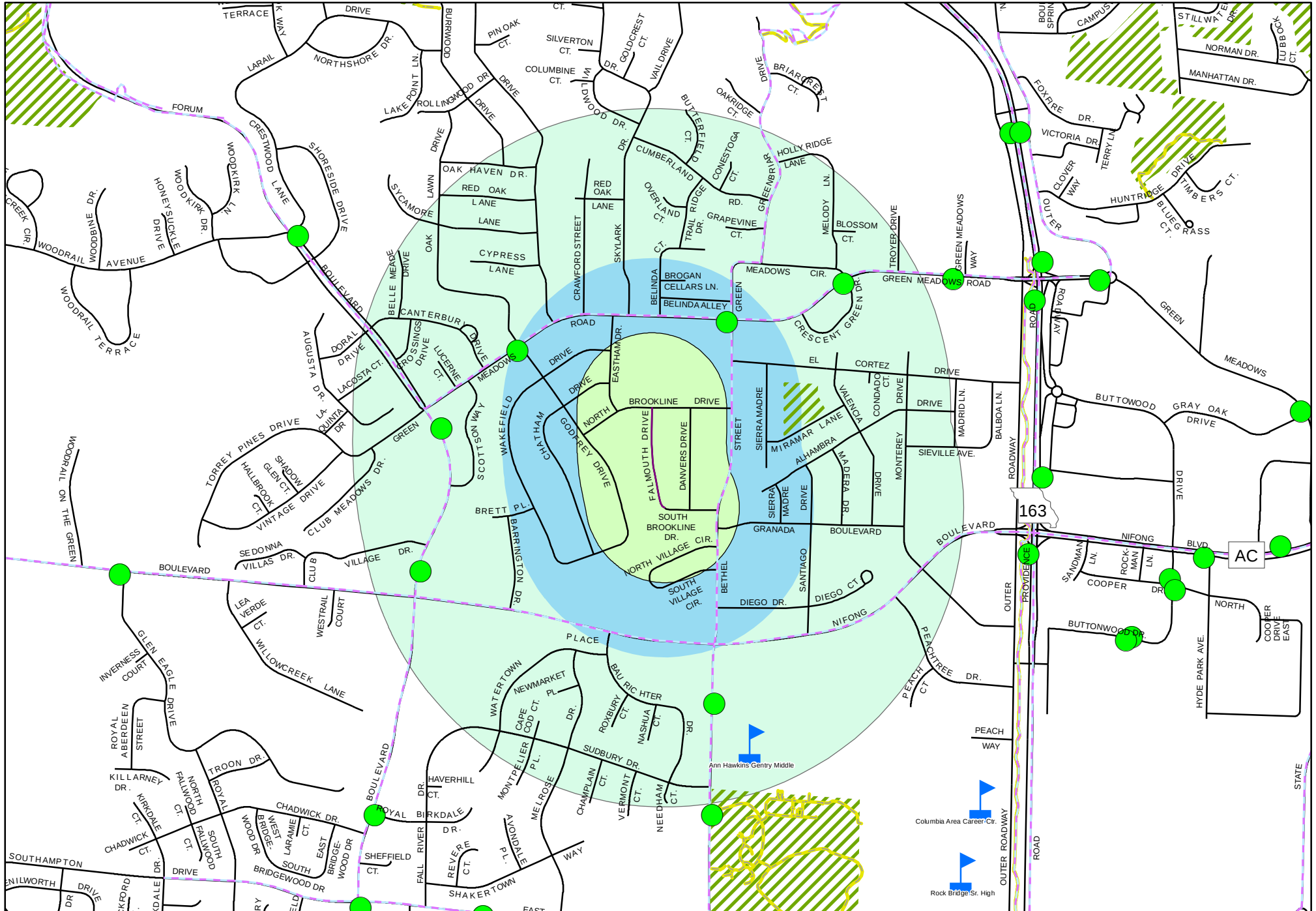


Legend

- Falmouth_Dr
- Trail
- Hospital
- Falmouth_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- Falmouth_Dr_QuarterMile
- Bike Facility
- Park
- Falmouth_Dr_HalfMile

Falmouth_Dr

0 0.0625 0.125 0.25 0.375 0.5 Miles

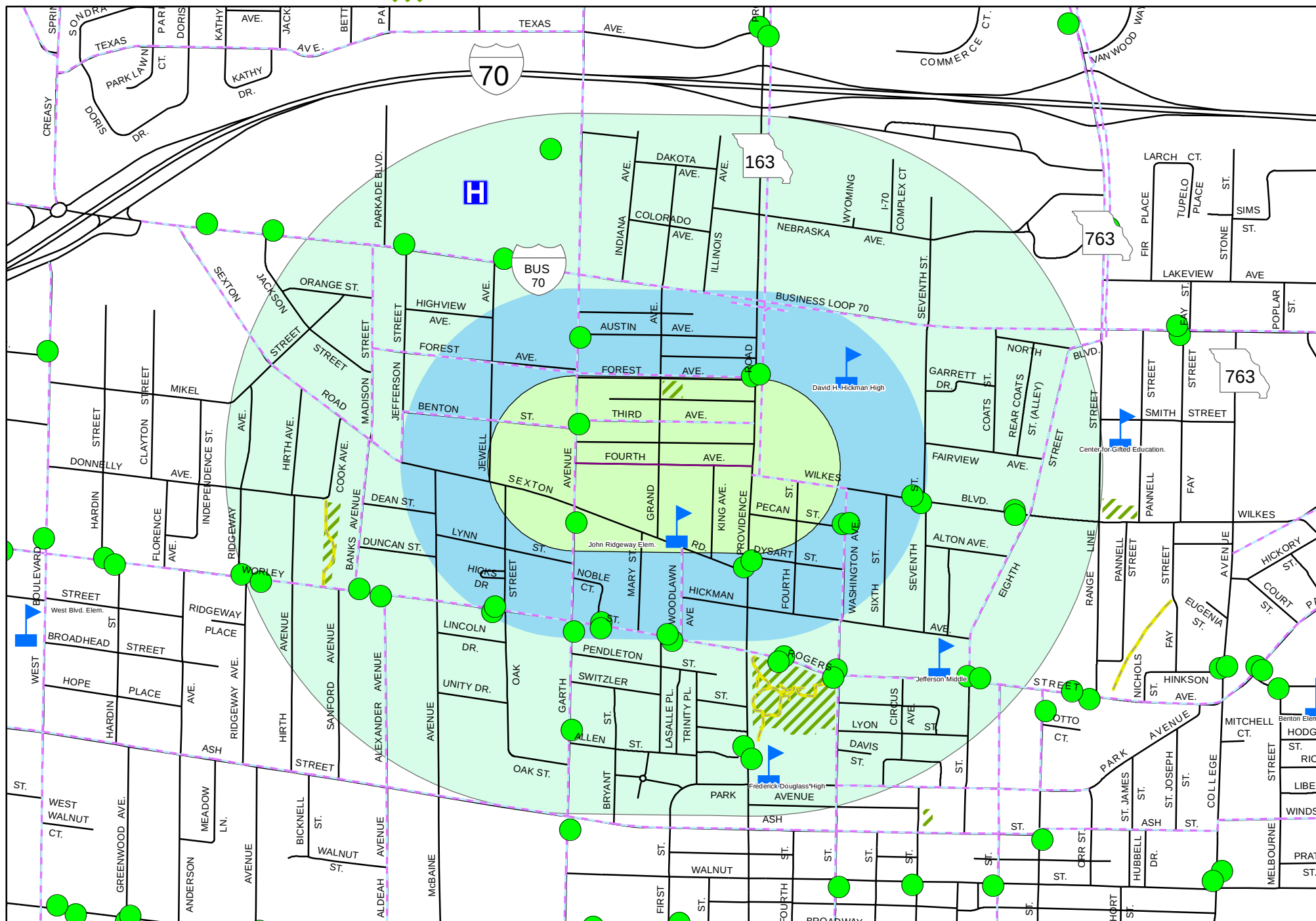




Legend

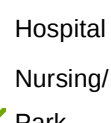
- Fourth_Ave
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Fourth_Ave_660
- Fourth_Ave_QuarterMile
- Fourth_Ave_HalfMile

Fourth_Ave



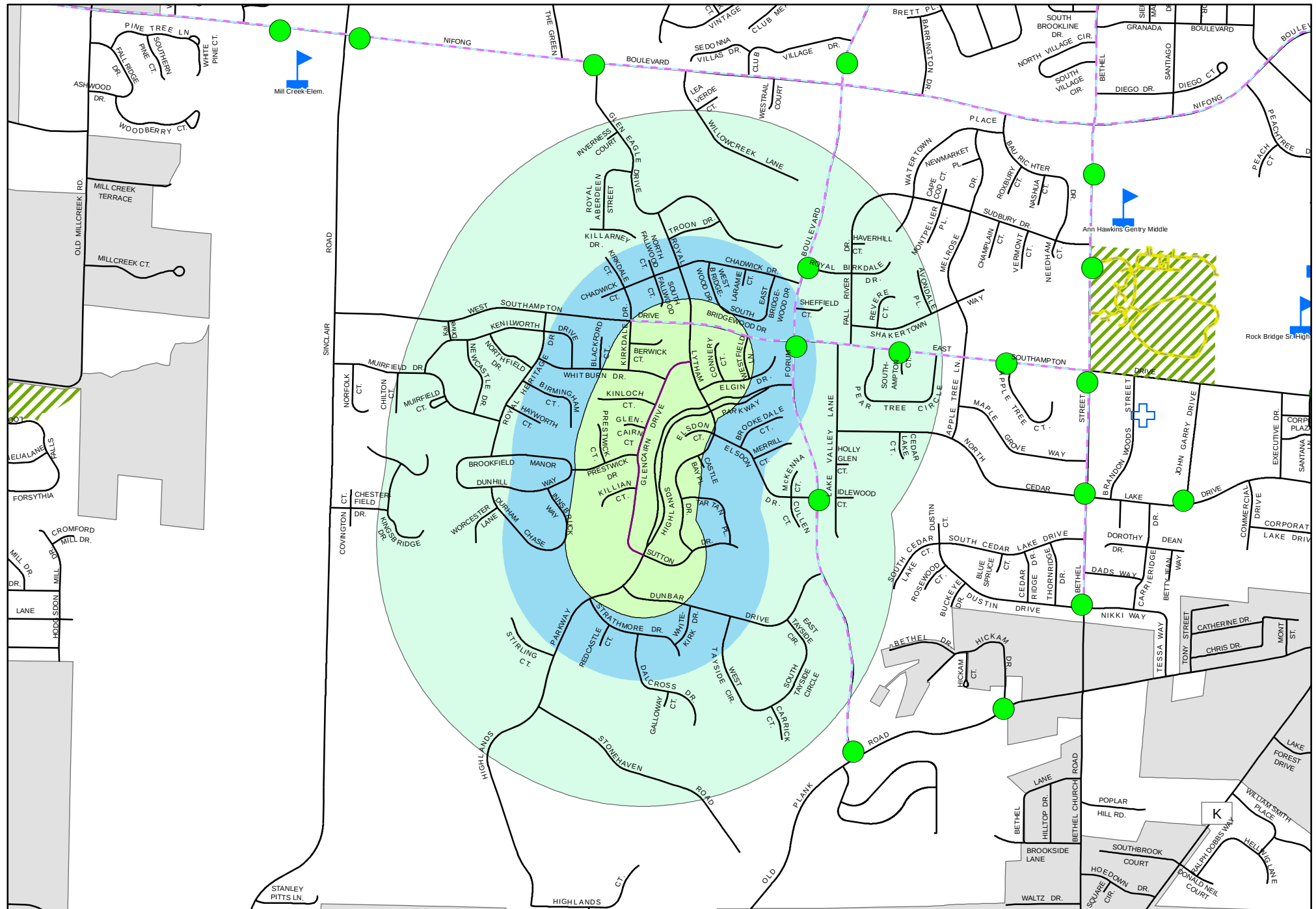
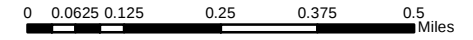


Trail
School



 Nursing/Retirement Home
 Park

Glencarin_Dr





Legend

Glenwood_Ave
Bus Stops
Bike Facility

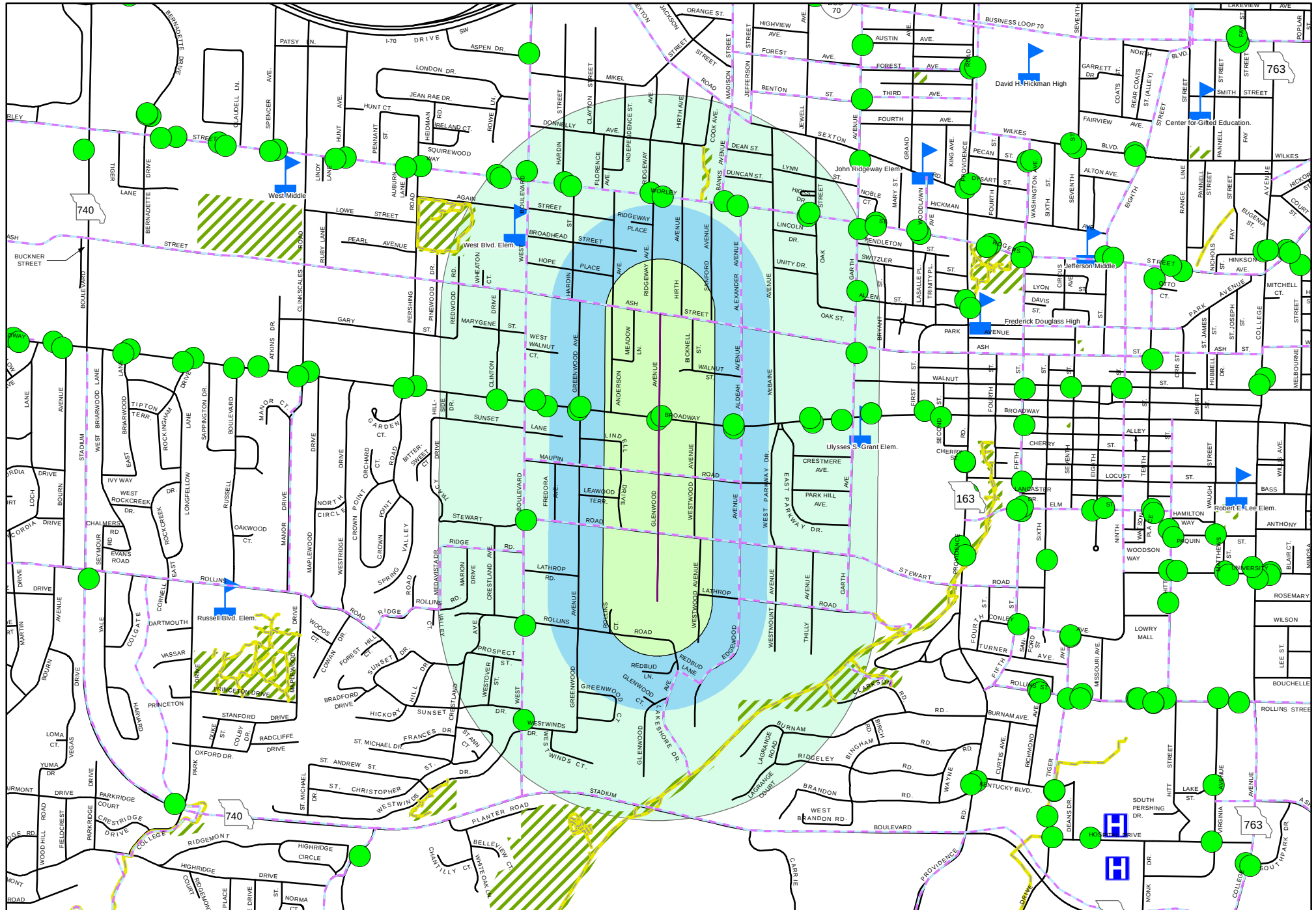
Trail
School

Hospital
Nursing/Retirement Home
Park

Glenwood_Ave_660
Glenwood_Ave_QuarterMile
Glenwood_Ave_HalfMile

Glenwood_Ave

0 0.0625 0.125 0.25 0.375 0.5 0.625 Miles



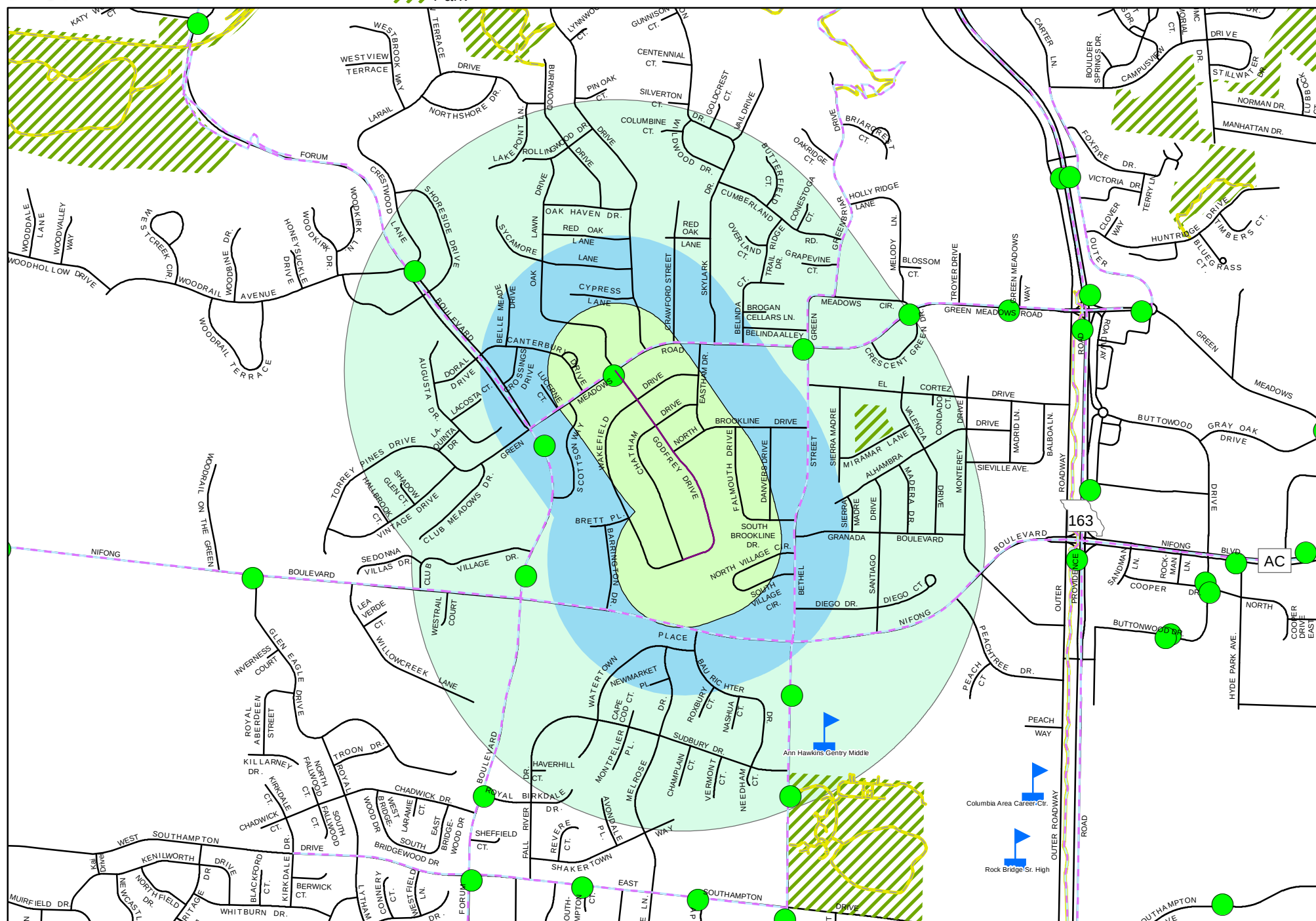


Legend

- Godfrey_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Godfrey_Dr_660
- Godfrey_Dr_QuarterMile
- Godfrey_Dr_HalfMile

Godfrey_Dr

0 0.0625 0.125 0.25 0.375 0.5 Miles



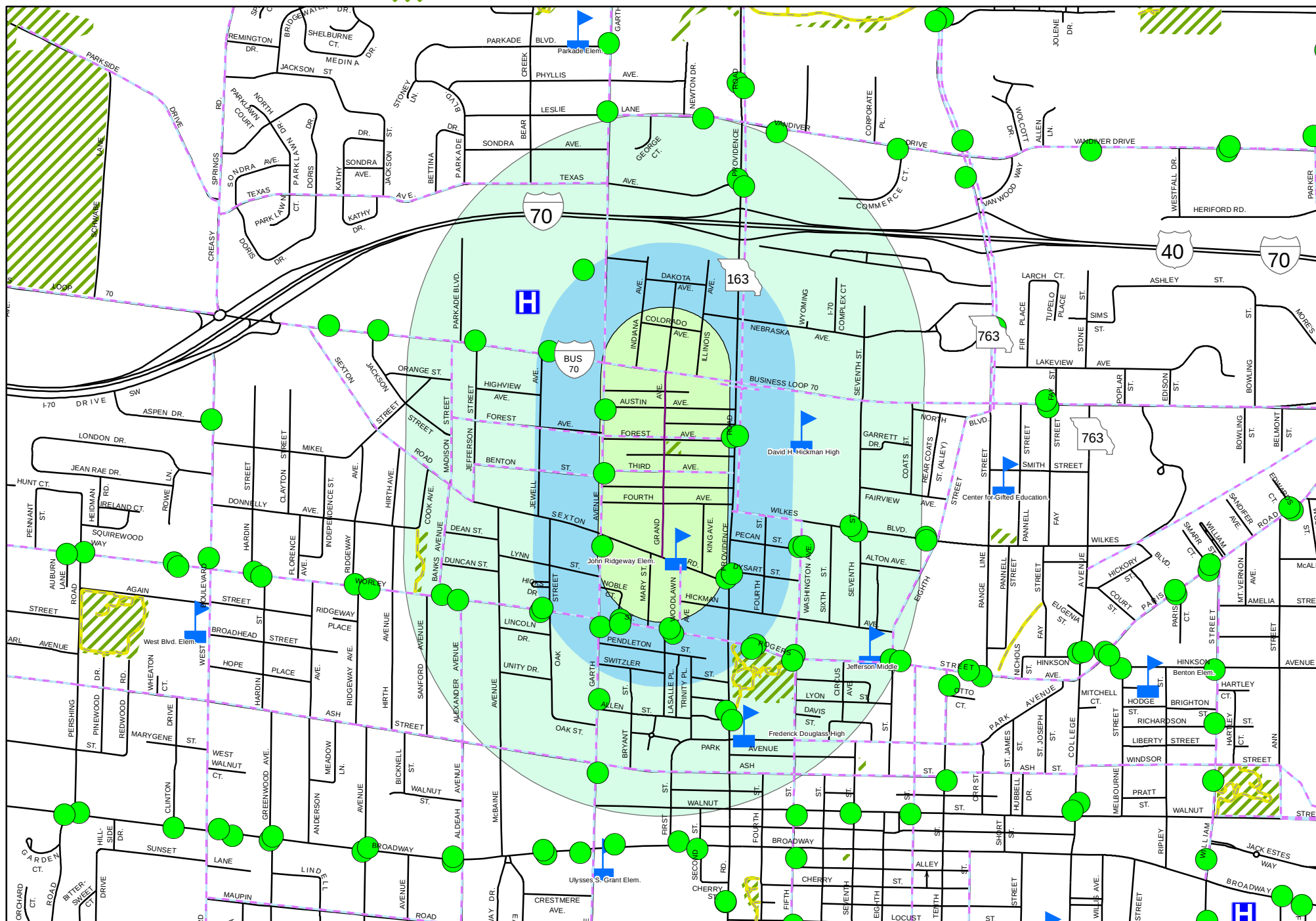


Legend

- Grand_Ave
- Trail
- Hospital
- Grand_Ave_660
- Bus Stops
- School
- Nursing/Retirement Home
- Grand_Ave_QuarterMile
- Bike Facility
- Park
- Grand_Ave_HalfMile

Grand_Ave

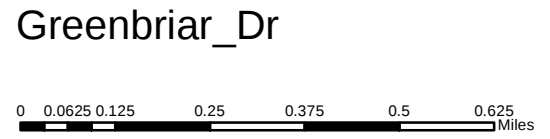
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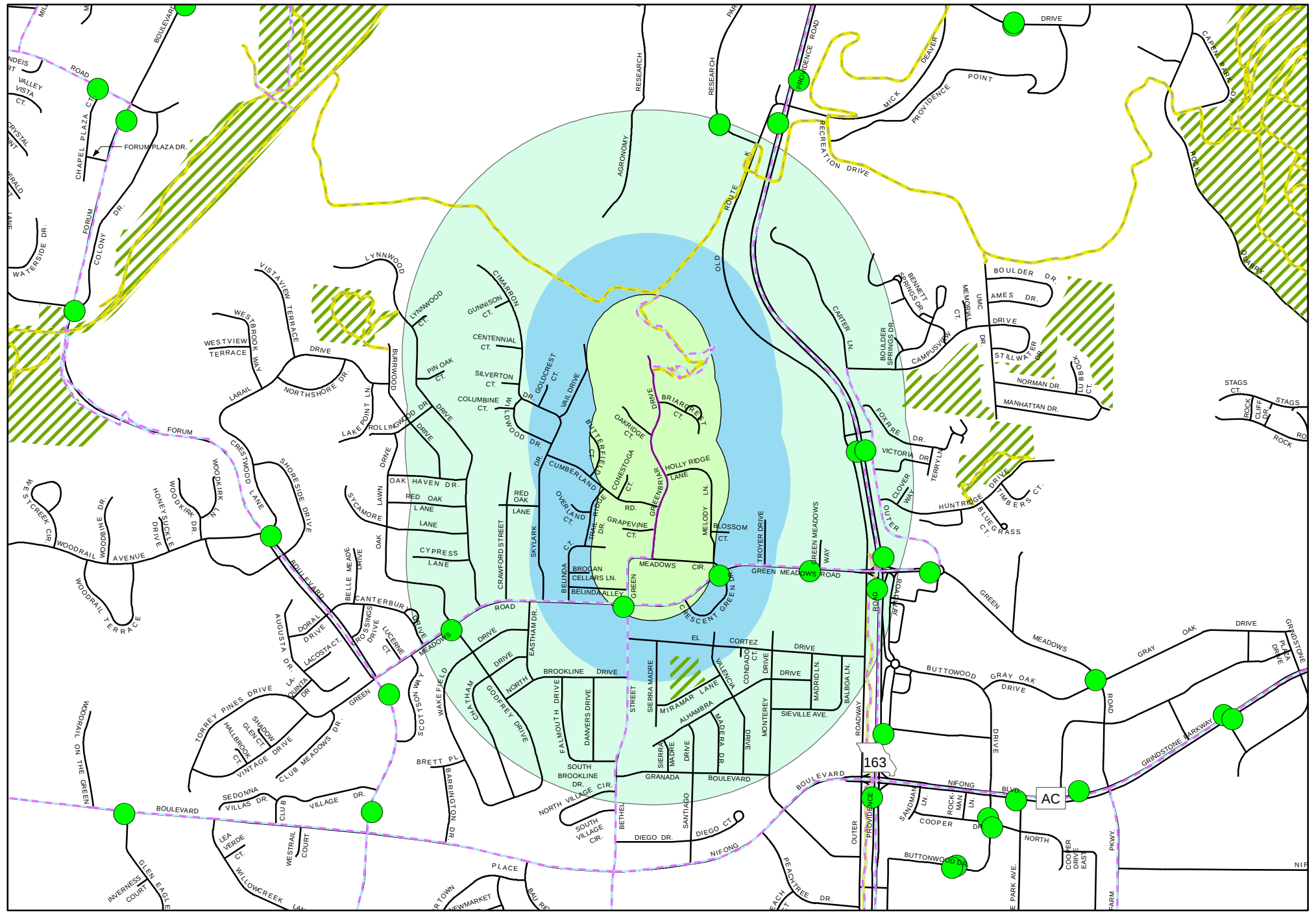


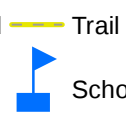
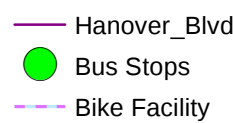
Legend

- Greenbriar_Dr
- Trail
- Hospital
- Greenbriar_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- Greenbriar_Dr_QuarterMile
- Bike Facility
- Park
- Greenbriar_Dr_HalfMile



Greenbriar_Dr





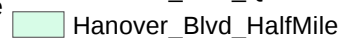
Hospital



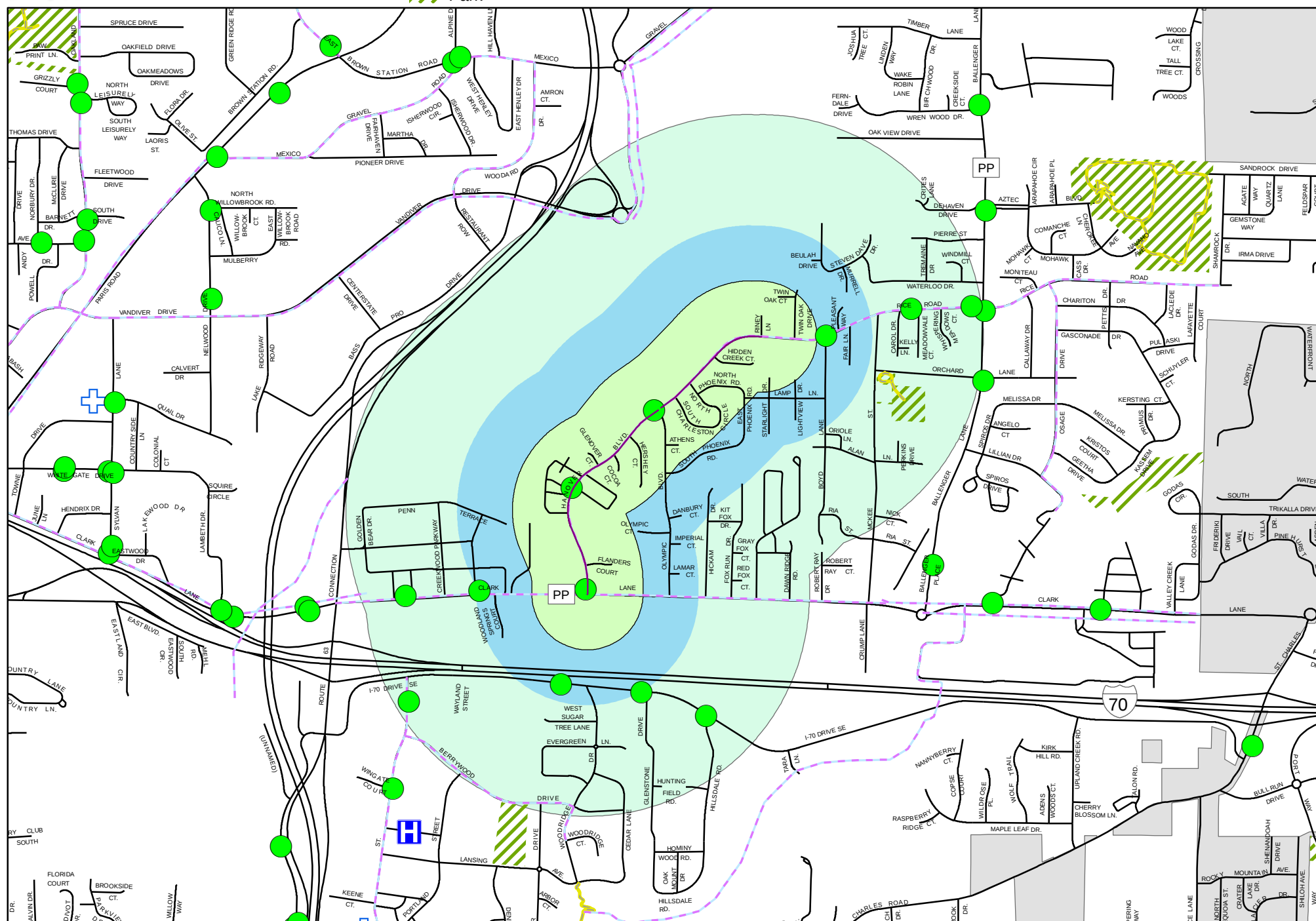
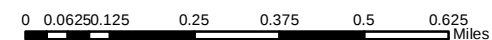
Nursing/Retirement Home

 Park

■ Hanover_Bldv_QuarterMile



Hanover Blvd

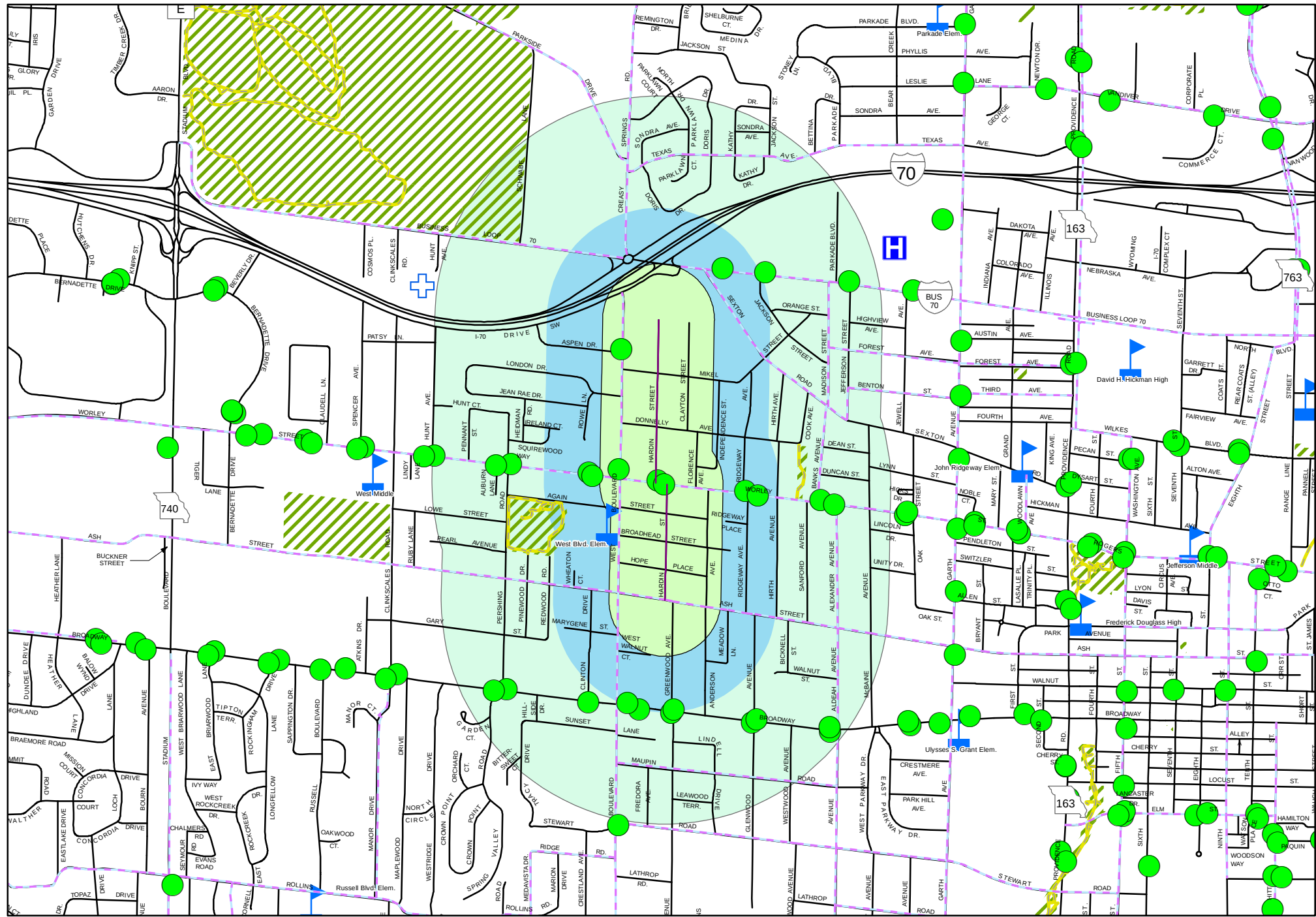
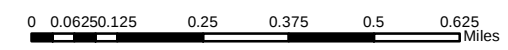




Legend

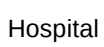
- Hardin_St
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Hardin_St_660
- Hardin_St_QuarterMile
- Hardin_St_HalfMile

Hardin_St





 Trail



Nursing/Retirement Home

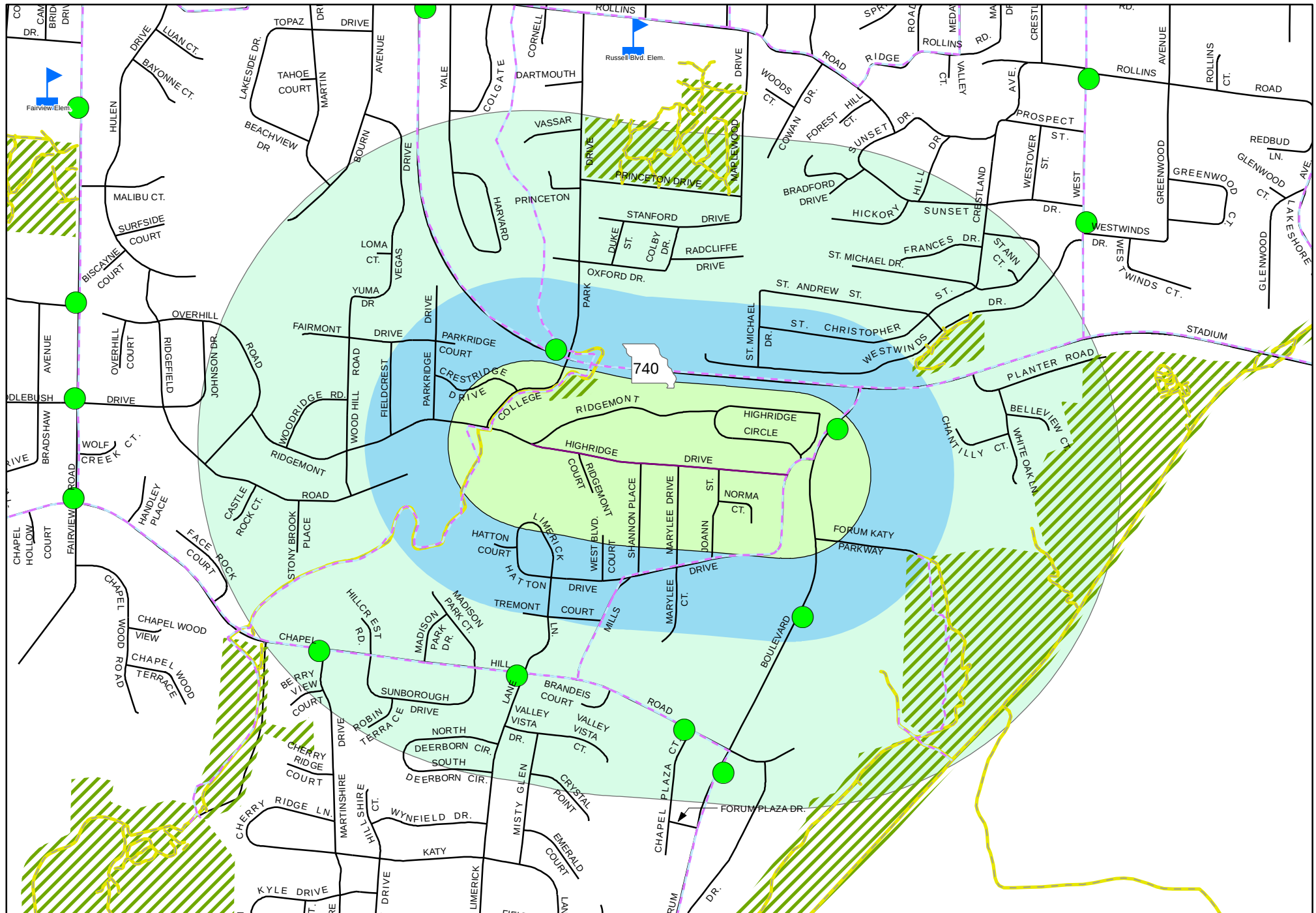
 Neuro



 Nurs
 Park

☐ Highridge_Dr_HalfMile

Highridge_Dr



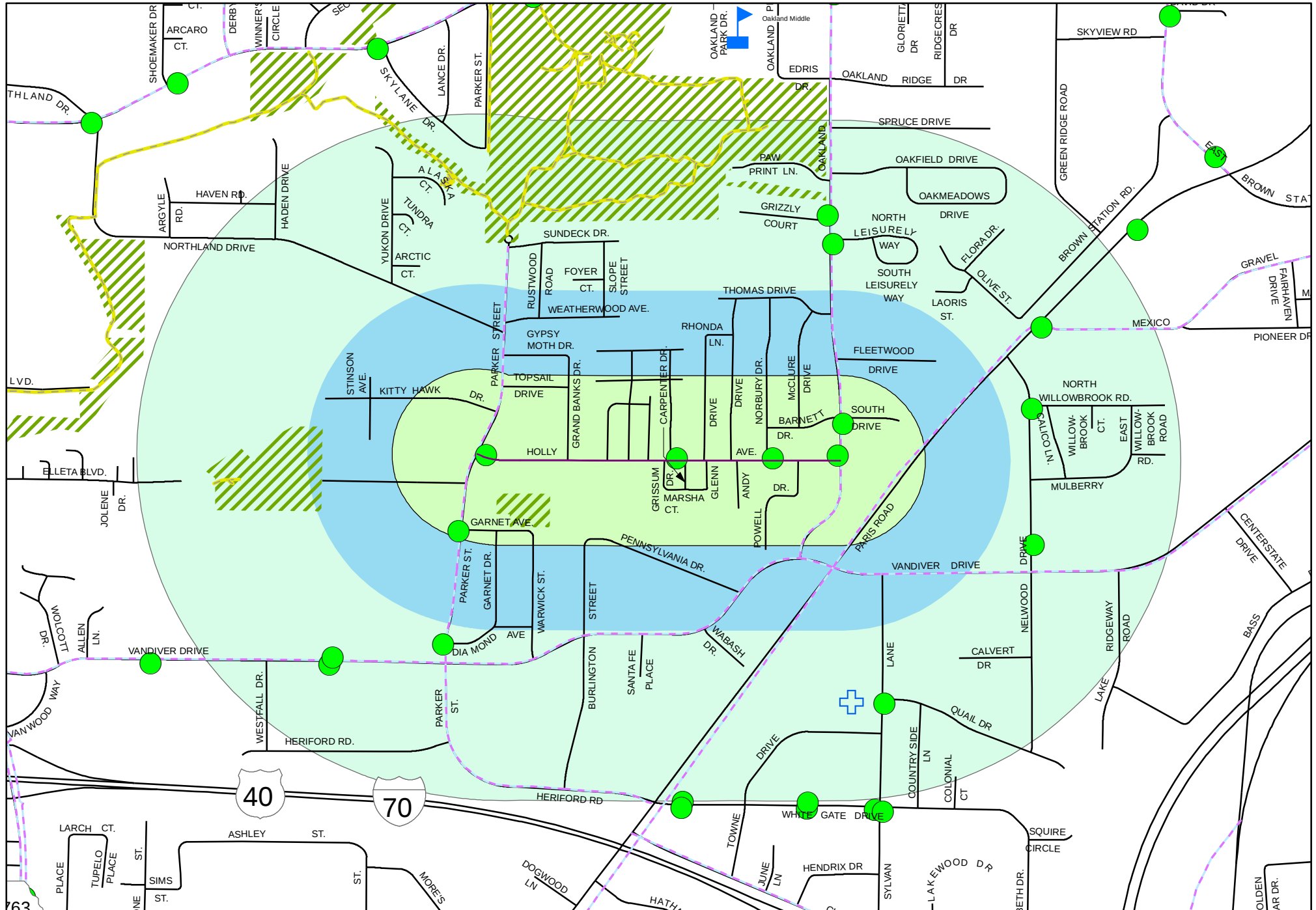


Legend

- Holly_Ave
- Trail
- Hospital
- Holly_Ave_660
- Bus Stops
- School
- Nursing/Retirement Home
- Holly_Ave_QuarterMile
- Bike Facility
- Park
- Holly_Ave_HalfMile

Holly_Ave

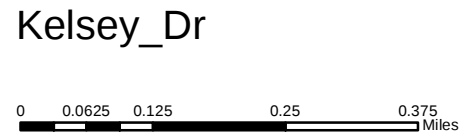
0 0.0625 0.125 0.25 0.375 Miles



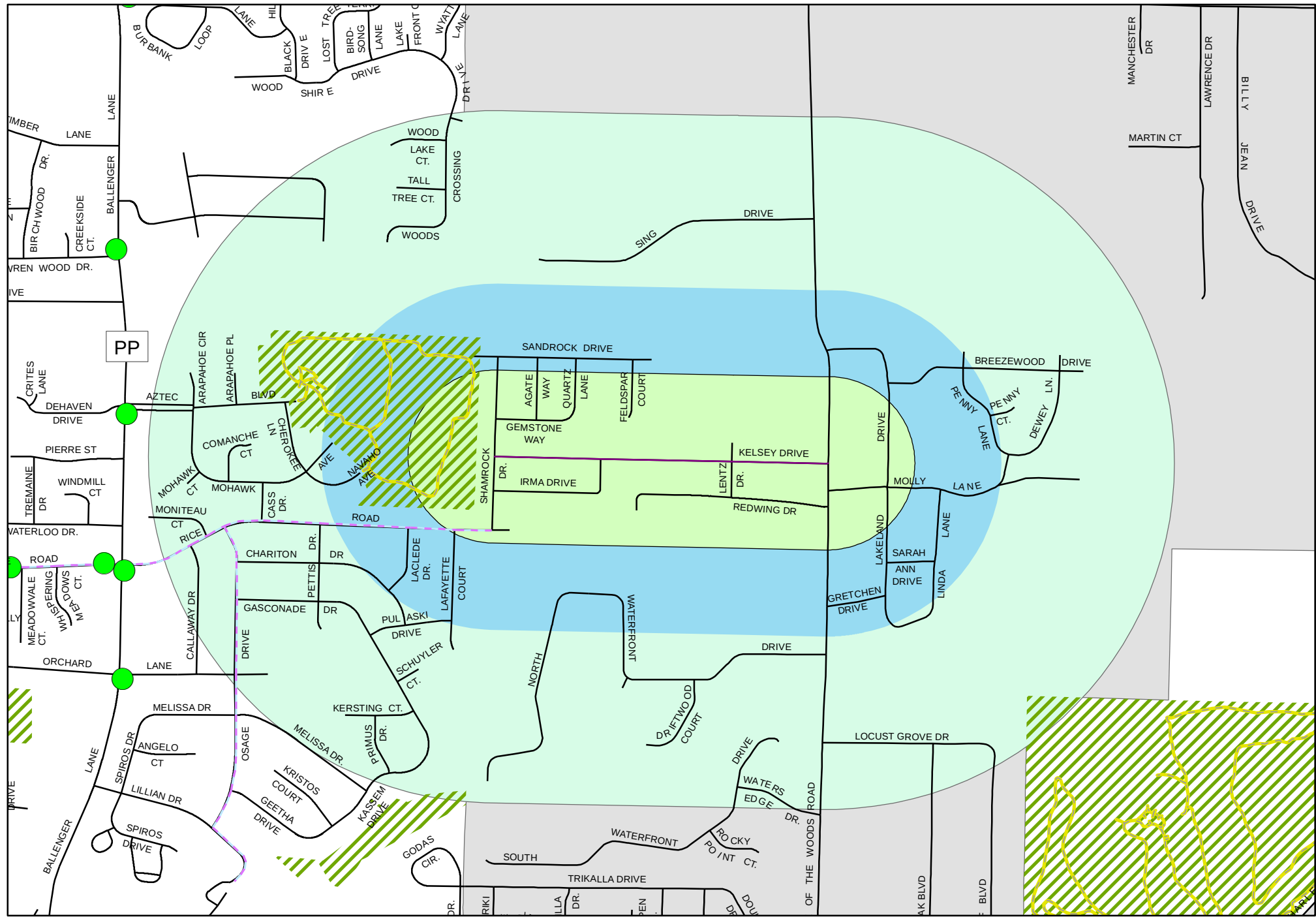


Legend

- Kelsey_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Kelsey_Dr_660
- Kelsey_Dr_QuarterMile
- Kelsey_Dr_HalfMile



Kelsey_Dr





 Bike Facility

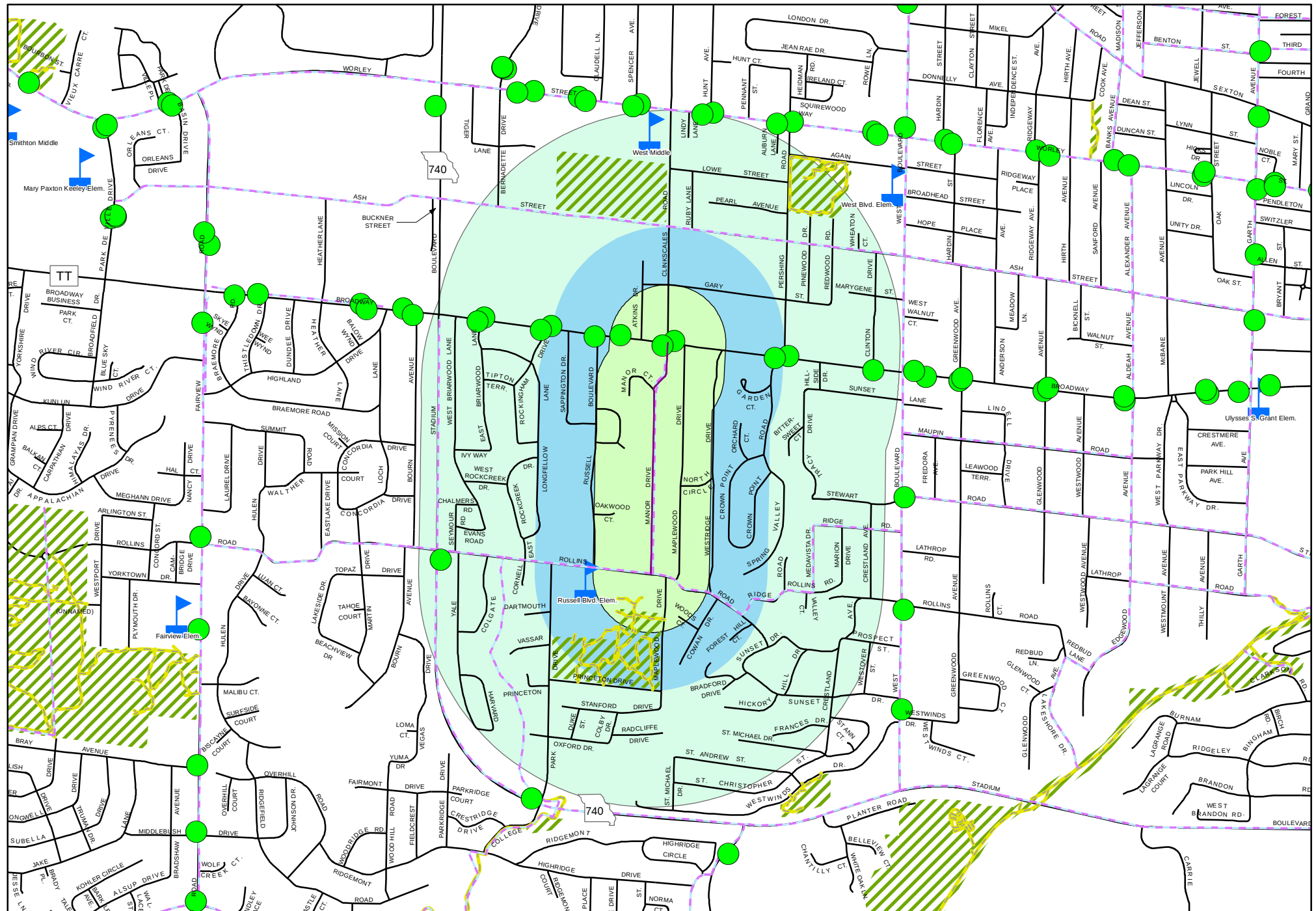
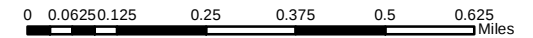
 Schö

 Nars

 Dark

Manor_Dr_HalfMile

Manor_Dr





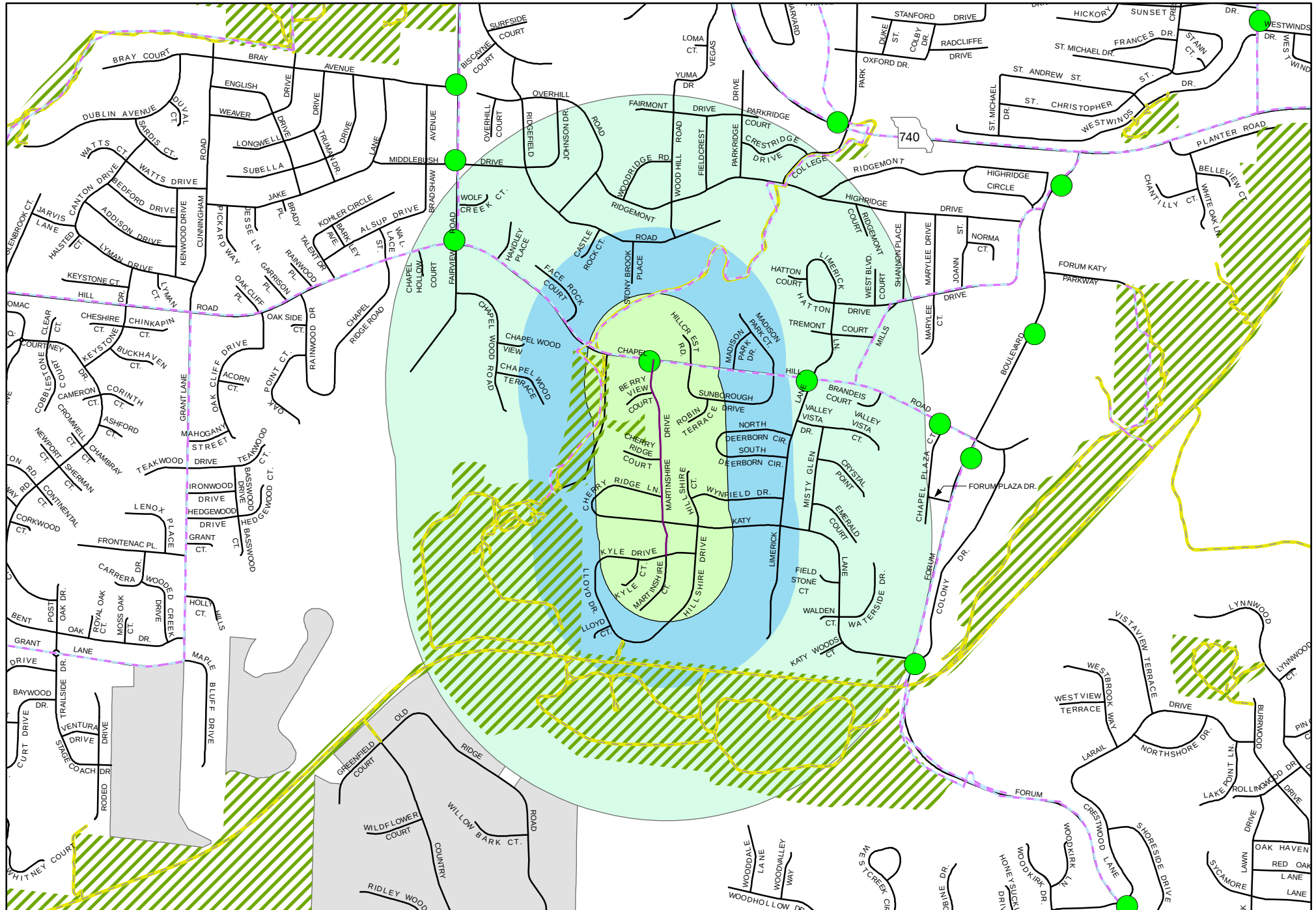
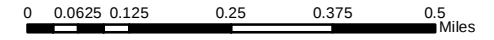
 Hospital
 Nursing/Retirement Home
 Park

 Nursing/Retirement Home



☐ Martinshire_Dr_HalfMile

Martinshire_Dr





Legend

McBaine_Ave

Bus Stops

Bike Facility

Trail

School

Park

Hospital

Nursing/Retirement Home

Park

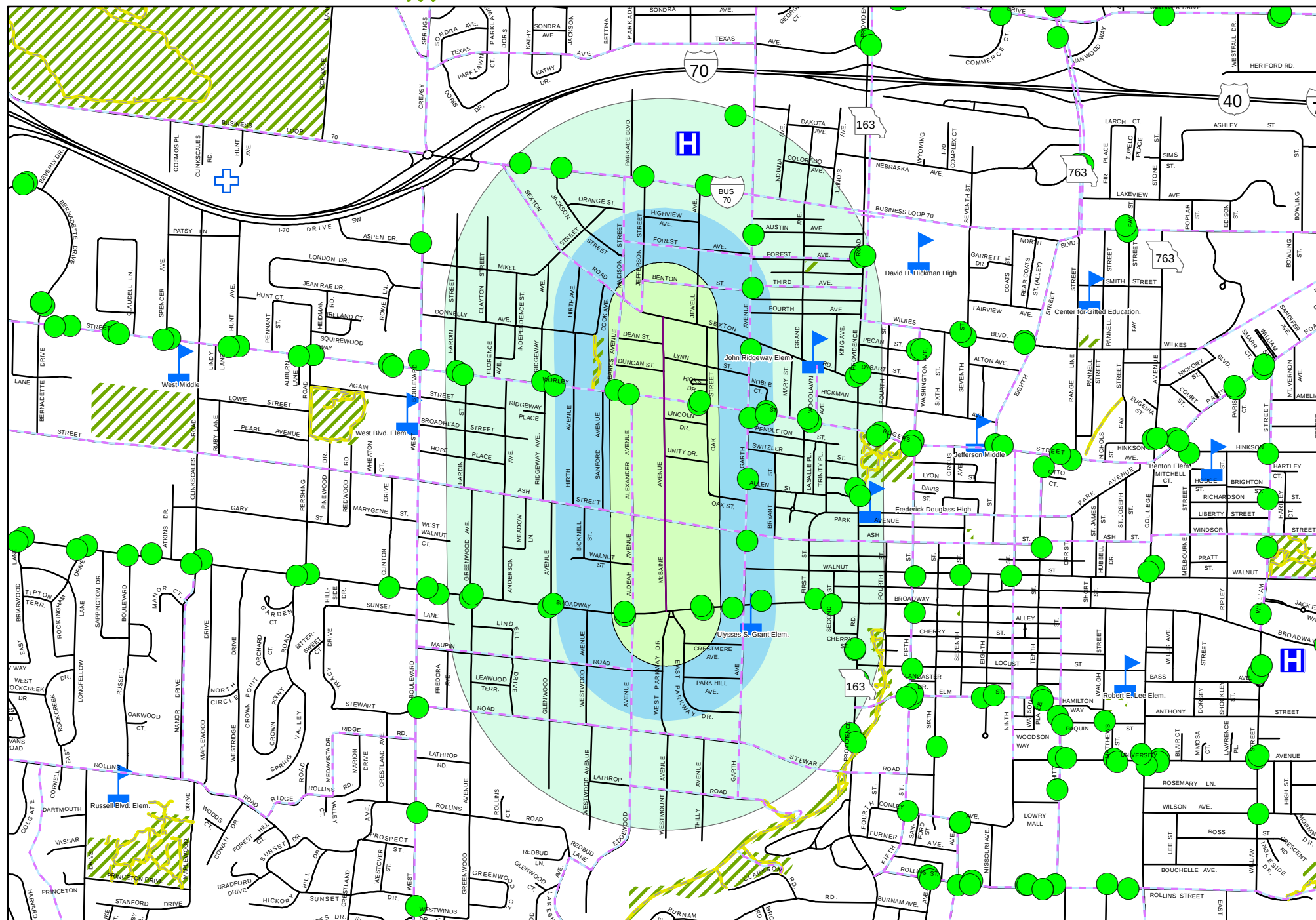
McBaine_Ave_660

McBaine_Ave_QuarterMile

McBaine_Ave_HalfMile

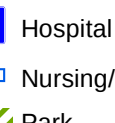
McBaine_Ave

0 0.06250.125 0.25 0.375 0.5 0.625 Miles

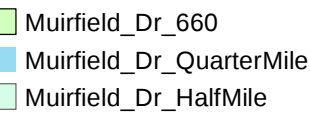




Trail
Scho

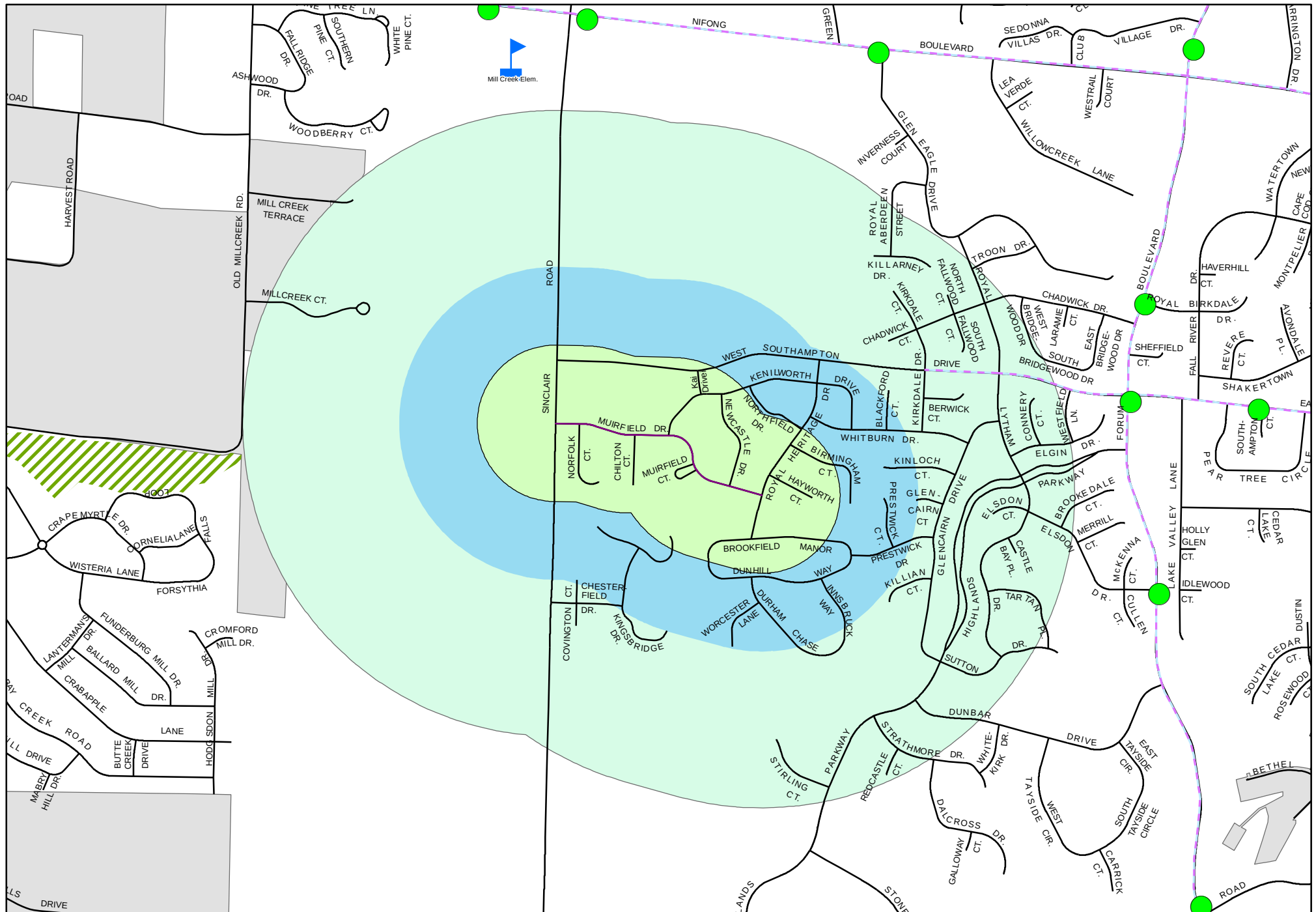


 Hospital
 Nursing/Retirement Home
 Park



 Muirfield_Dr_660
 Muirfield_Dr_QuarterMile
 Muirfield_Dr_HalfMile

Muirfield_Dr





Legend

N_Greenwood_Ave

Trail



Hospital

Bus Stops

Bike Facility



School



Nursing/Retirement Home



Park

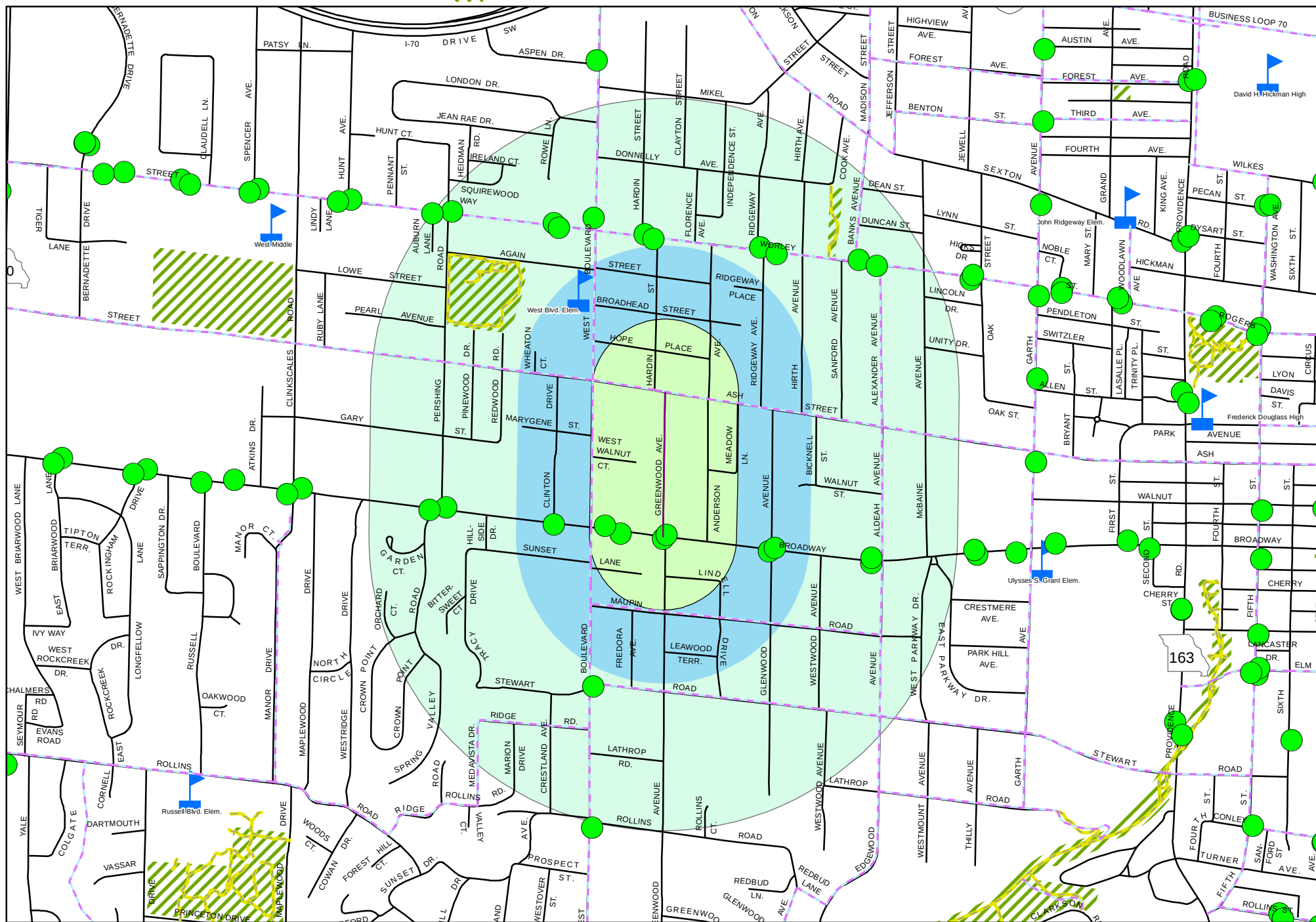
N_Greenwood_Ave_660

N_Greenwood_Ave_QuarterMile

N_Greenwood_Ave_HalfMile

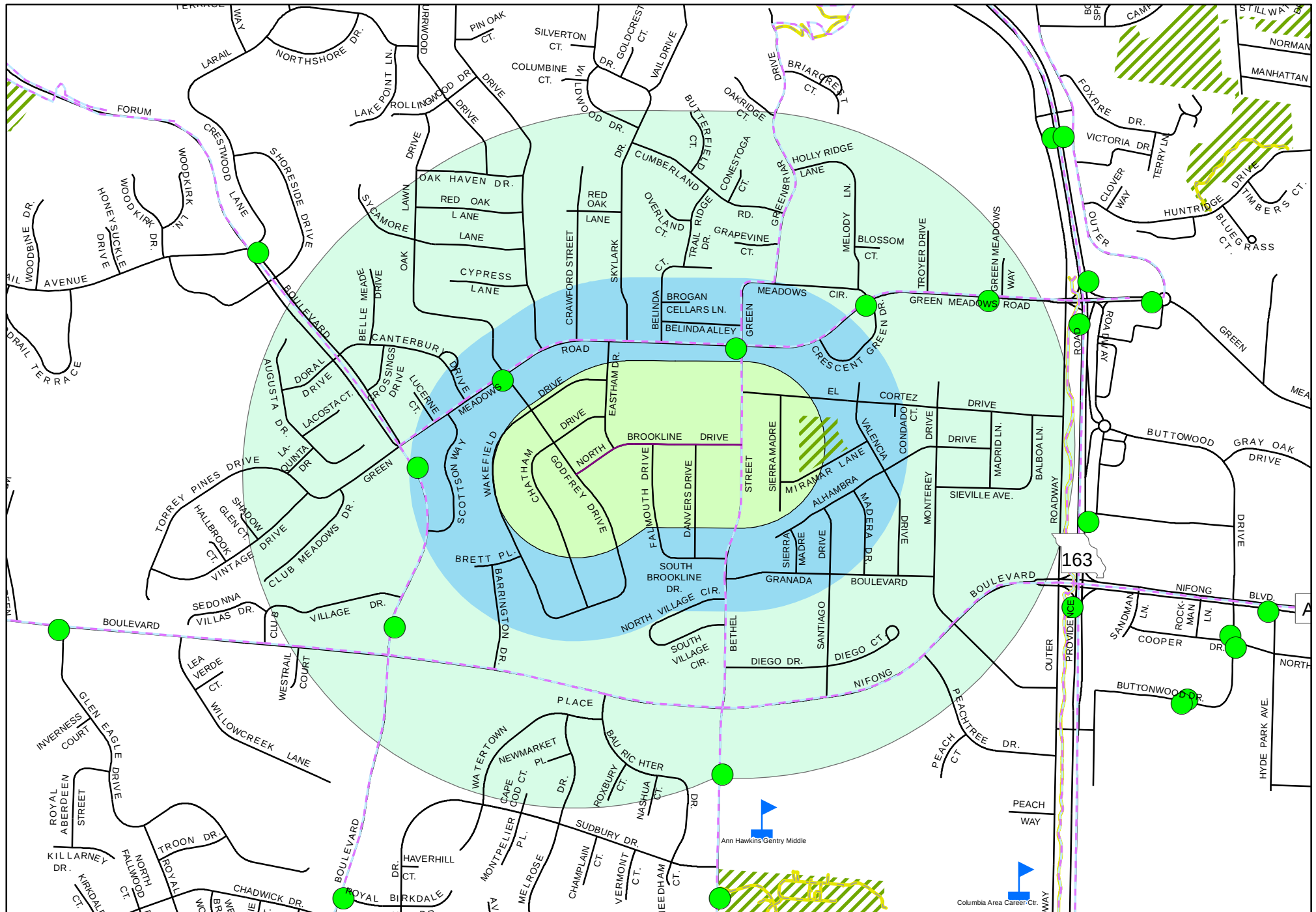
N_Greenwood_Ave

0 0.0625 0.125 0.25 0.375 0.5 Miles





North_Brookline_Dr_HalfMile



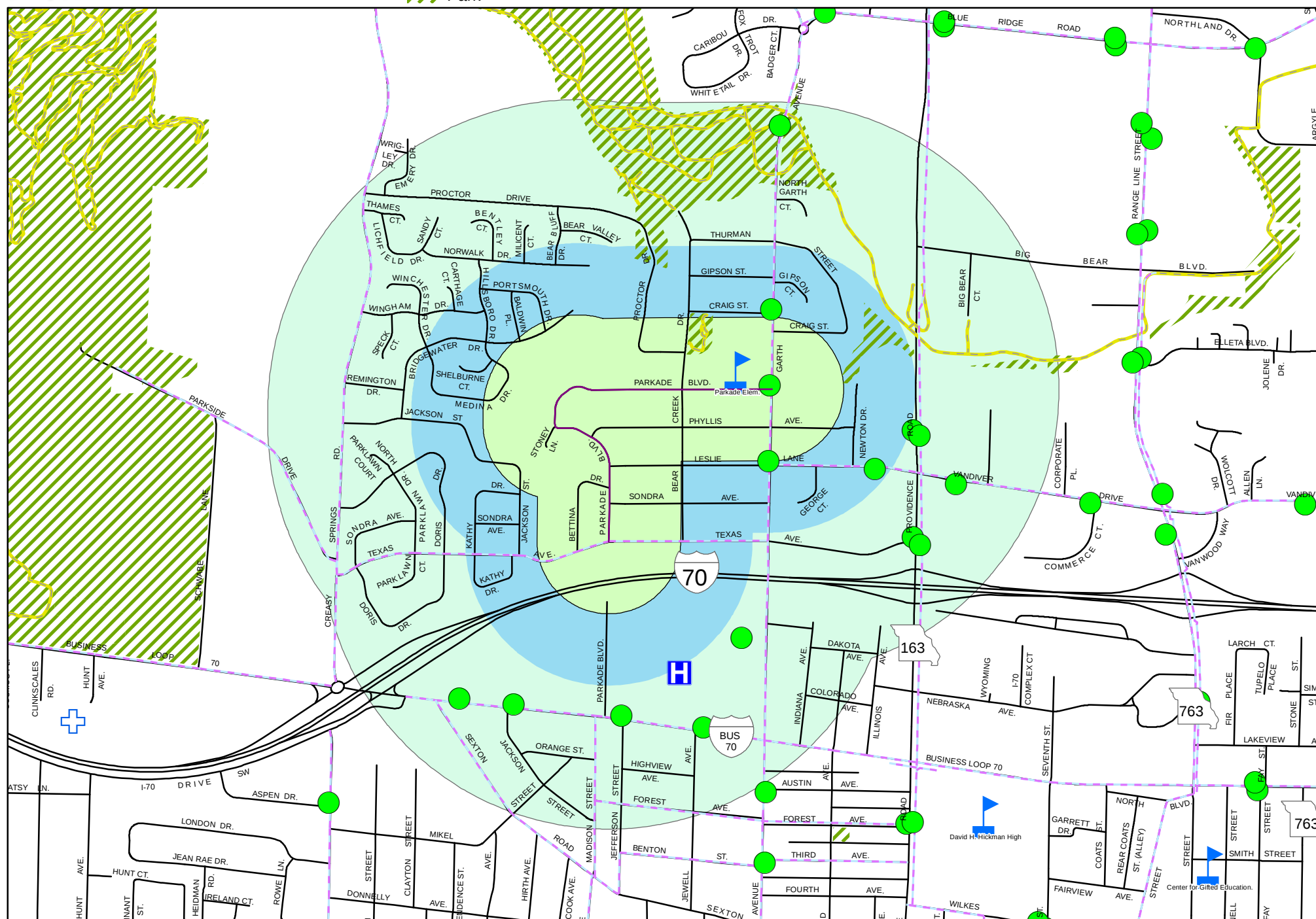


Legend

- Parkade_Bldv
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Parkade_Bldv_660
- Parkade_Bldv_QuarterMile
- Parkade_Bldv_HalfMile

Parkade_Bldv

0 0.0625 0.125 0.25 0.375 0.5 Miles

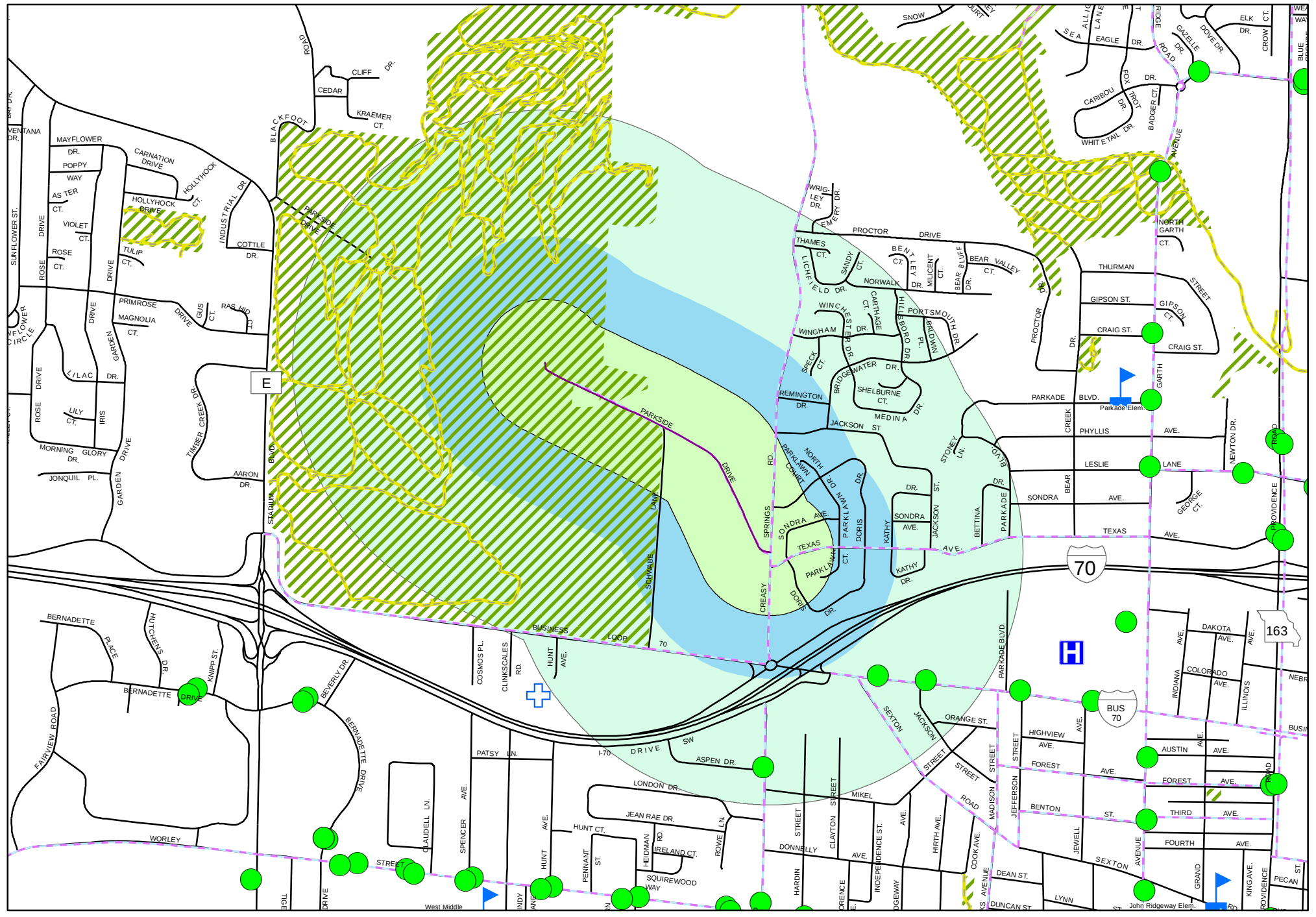
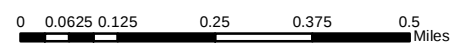




Legend

- Parkside_Dr
- Trail
- Bus Stops
- Bike Facility
- Hospital
- Nursing/Retirement Home
- School
- Park
- Parkside_Dr_660
- Parkside_Dr_QuarterMile
- Parkside_Dr_HalfMile

Parkside_Dr

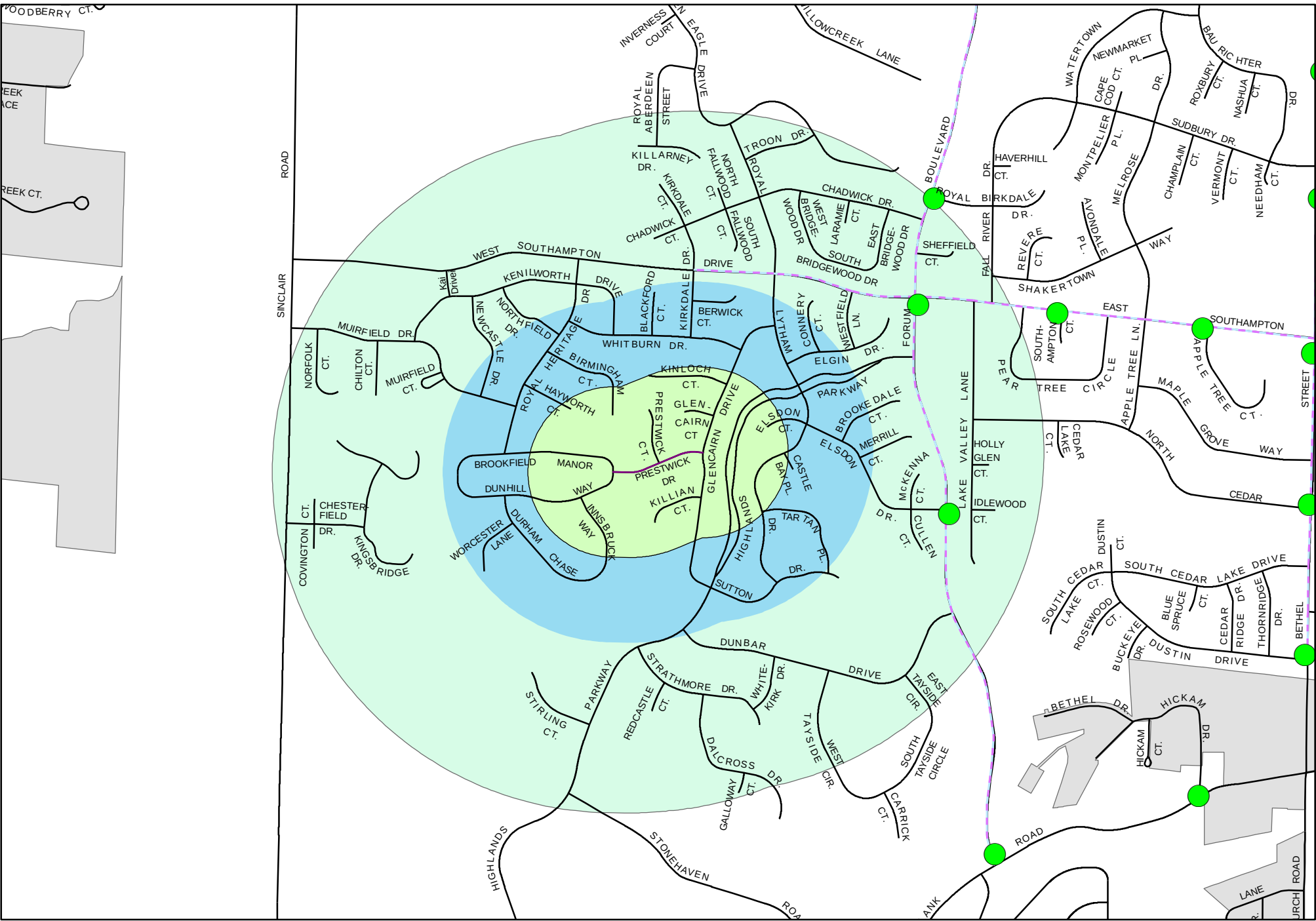




Legend

- Prestwick_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Prestwick_Dr_660
- Prestwick_Dr_QuarterMile
- Prestwick_Dr_HalfMile

Prestwick_Dr

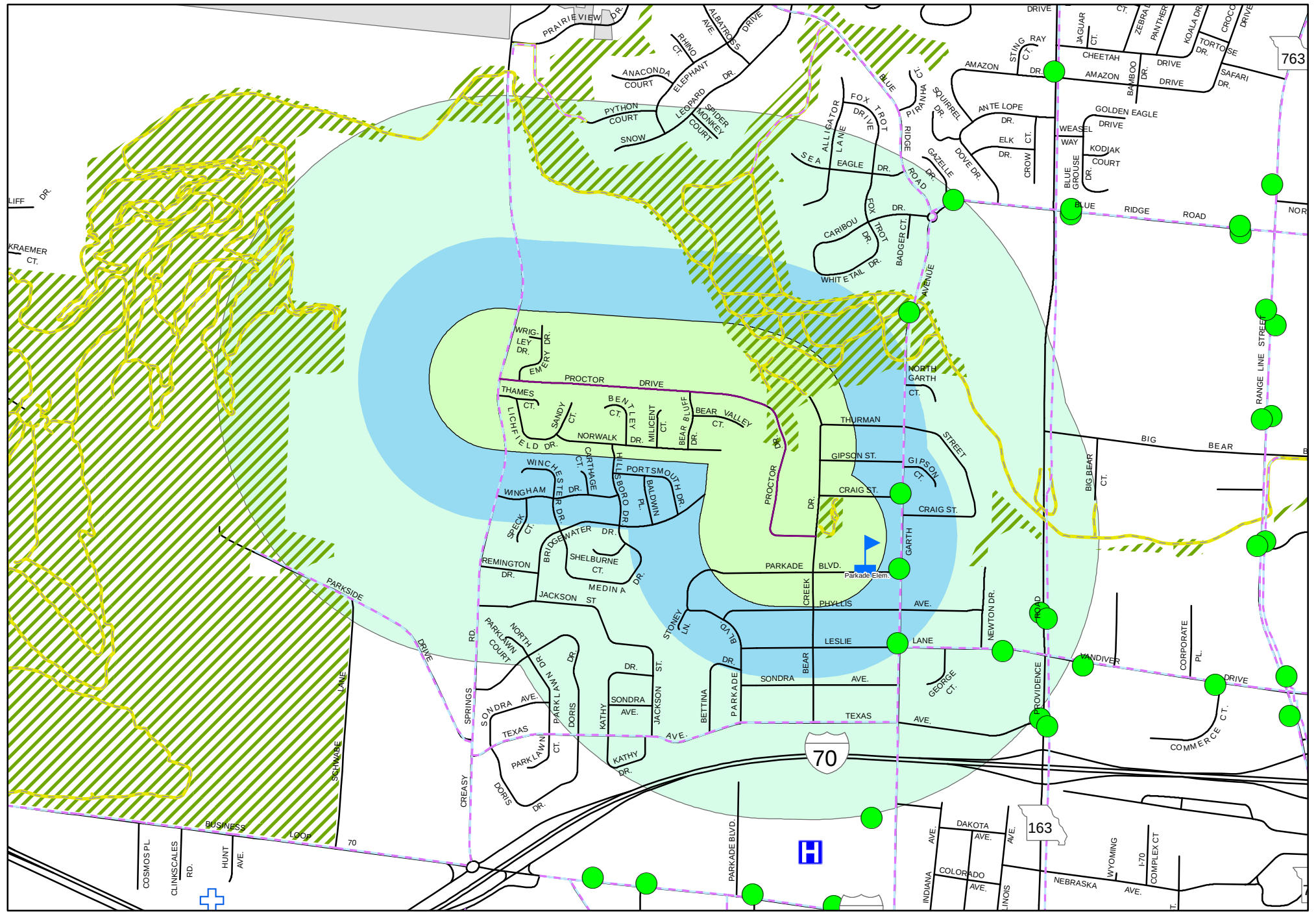
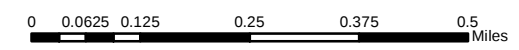




Legend

- Proctor_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Proctor_Dr_660
- Proctor_Dr_QuarterMile
- Proctor_Dr_HalfMile

Proctor_Dr





 Trail



 Coba

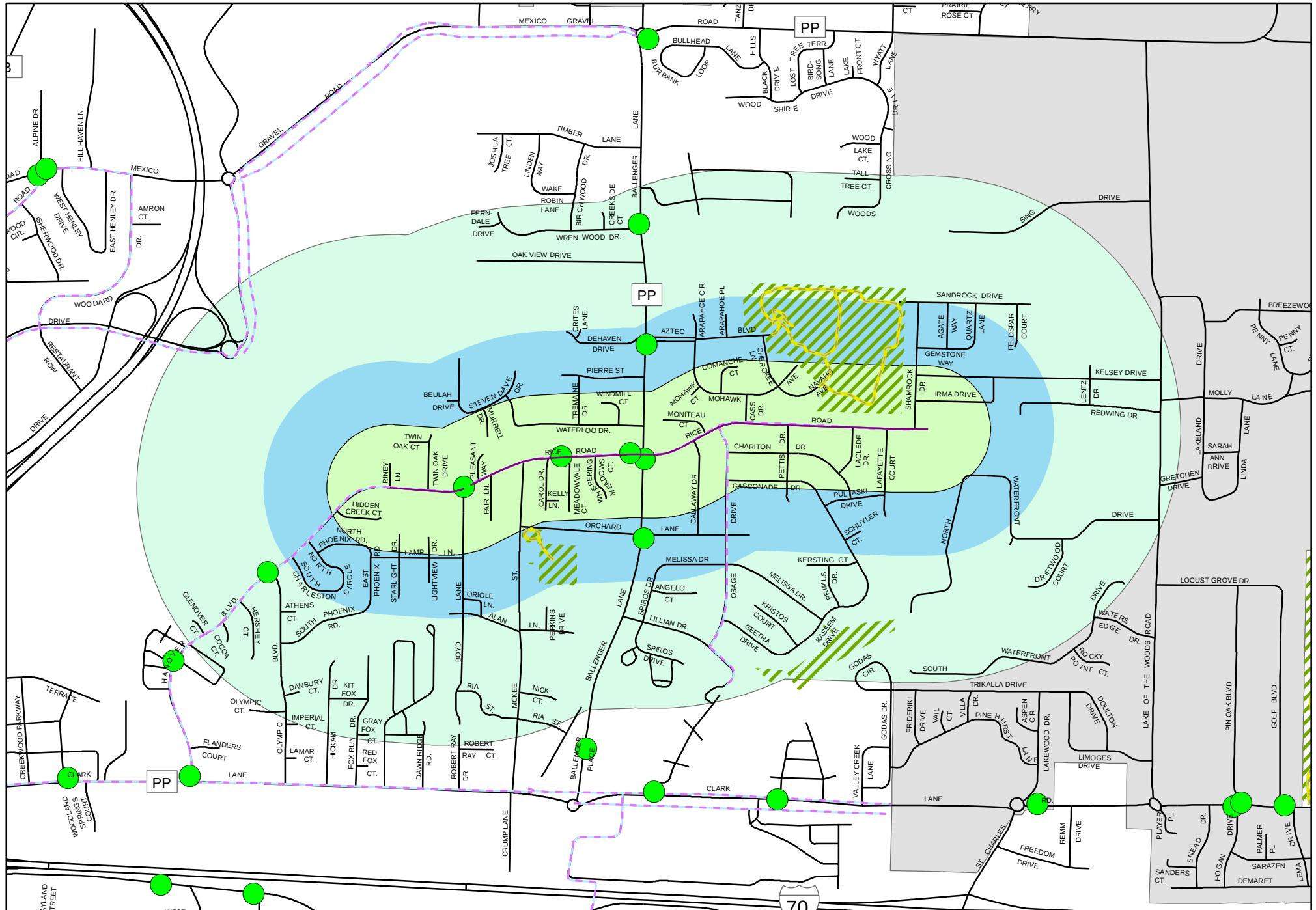
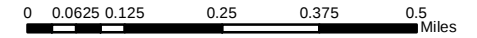
 Schö

Rice_Rd_660

Rice_Rd_QuarterMile

 Rice_Rd_HalfMile

Rice_Rd



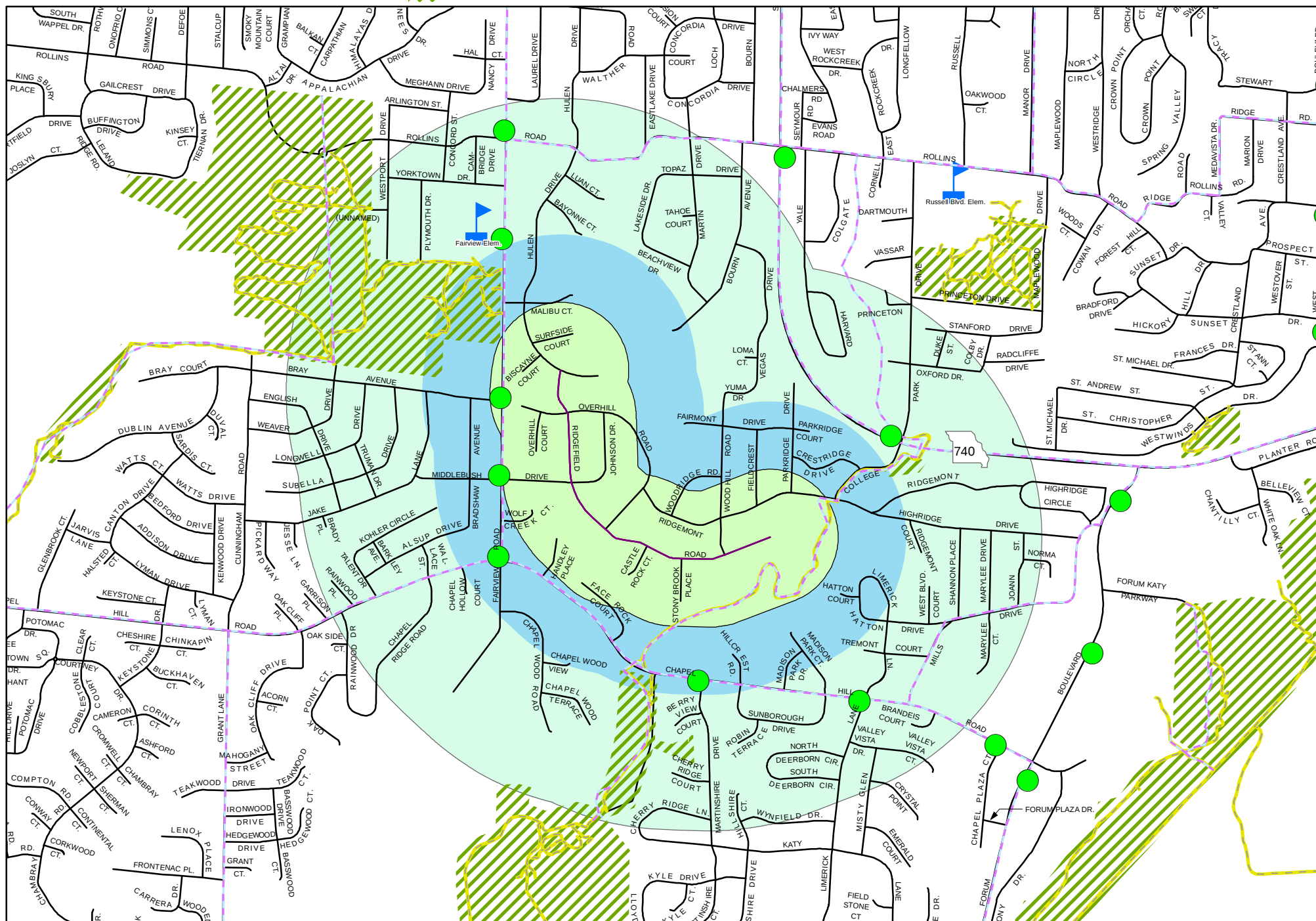


Legend

- Ridgefield_Rd
- Trail
- Hospital
- Ridgefield_Rd_660
- Bus Stops
- School
- Nursing/Retirement Home
- Ridgefield_Rd_QuarterMile
- Bike Facility
- Park
- Ridgefield_Rd_HalfMile

Ridgefield_Rd

0 0.0625 0.125 0.25 0.375 0.5 Miles



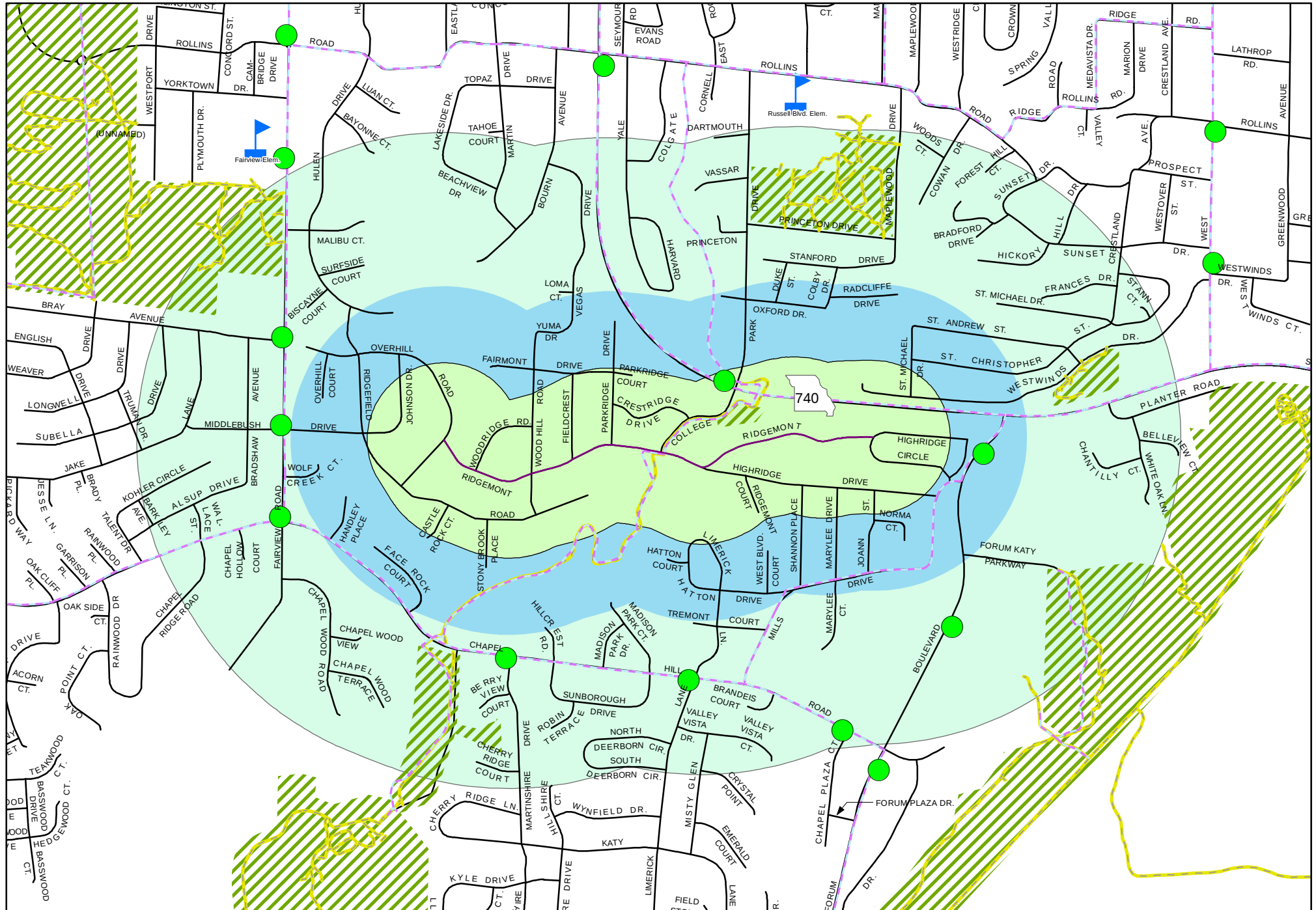


Legend

- Ridgemont
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Ridgemont_660
- Ridgemont_QuarterMile
- Ridgemont_HalfMile

Ridgemont

0 0.0625 0.125 0.25 0.375 0.5 Miles





Legend

Ridgeway_Ave

Bus Stops

Bike Facility

Trail

School

Nursing/Retirement Home

Hospital

Park

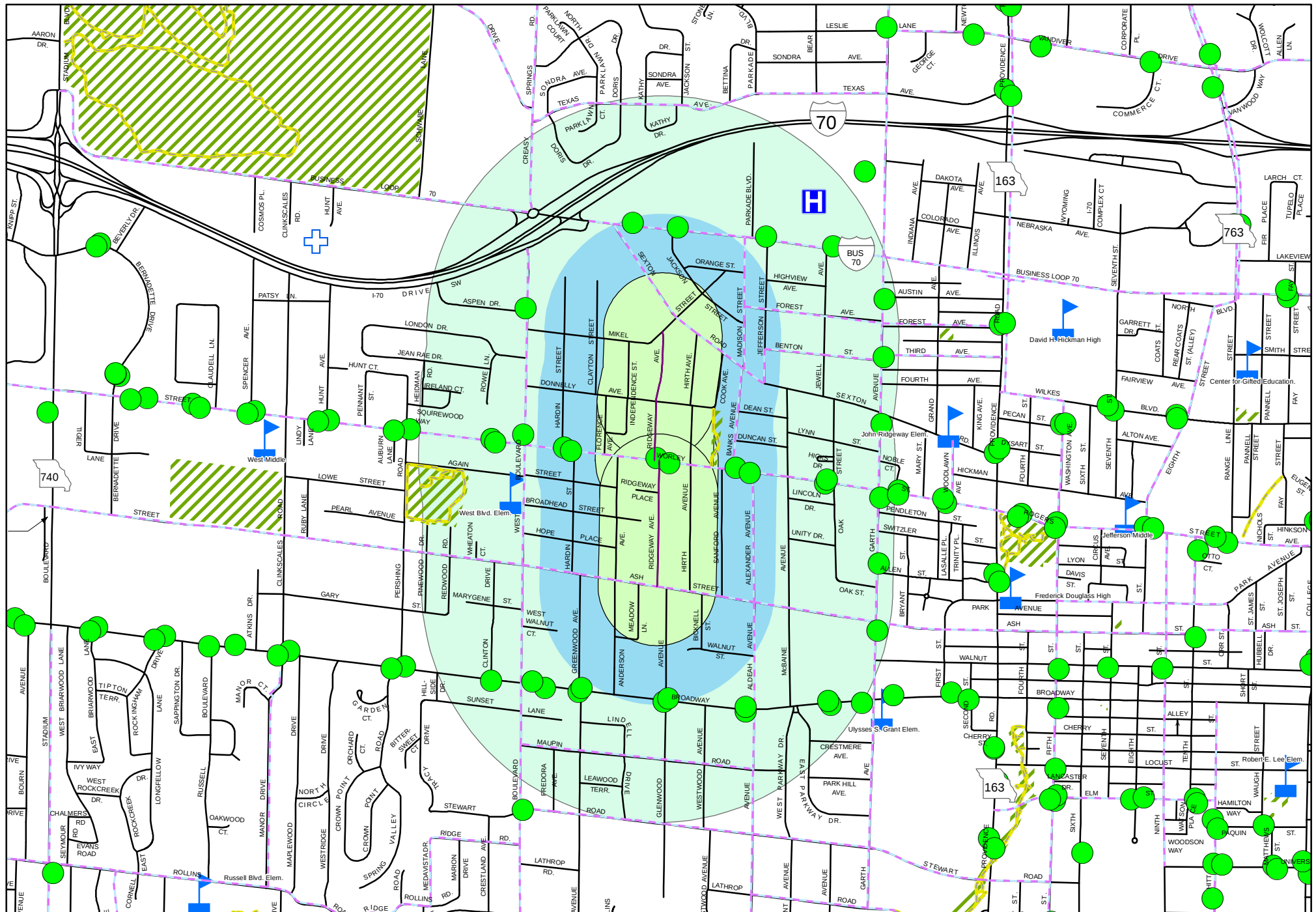
Ridgeway_Ave_660

Ridgeway_Ave_QuarterMile

Ridgeway_Ave_HalfMile

Ridgeway_Ave

0 0.0625 0.125 0.25 0.375 0.5 0.625 Miles



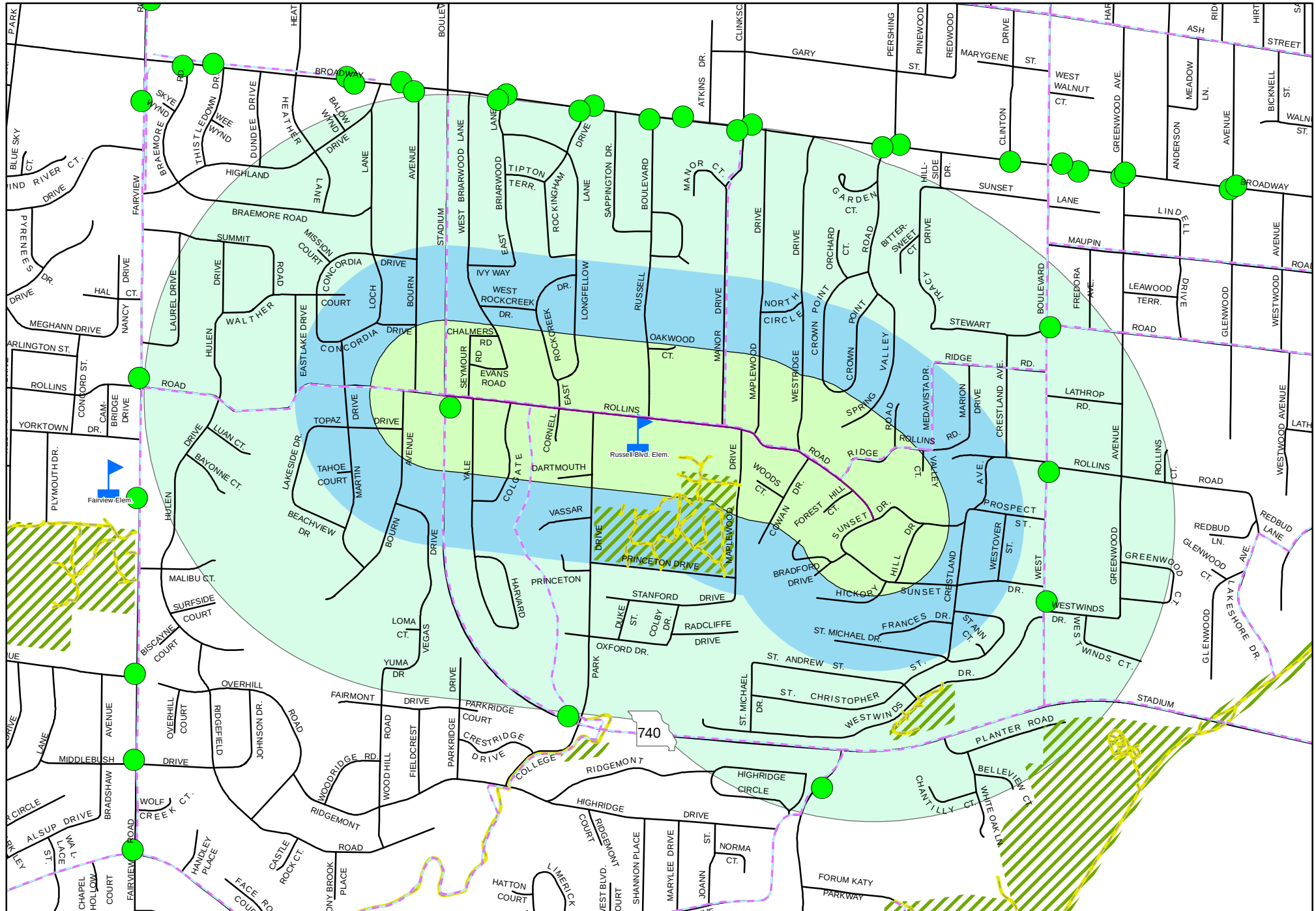


Legend

- Rollins_Rd
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Rollins_Rd_660
- Rollins_Rd_QuarterMile
- Rollins_Rd_HalfMile

Rollins_Rd

0 0.0625 0.125 0.25 0.375 0.5 Miles





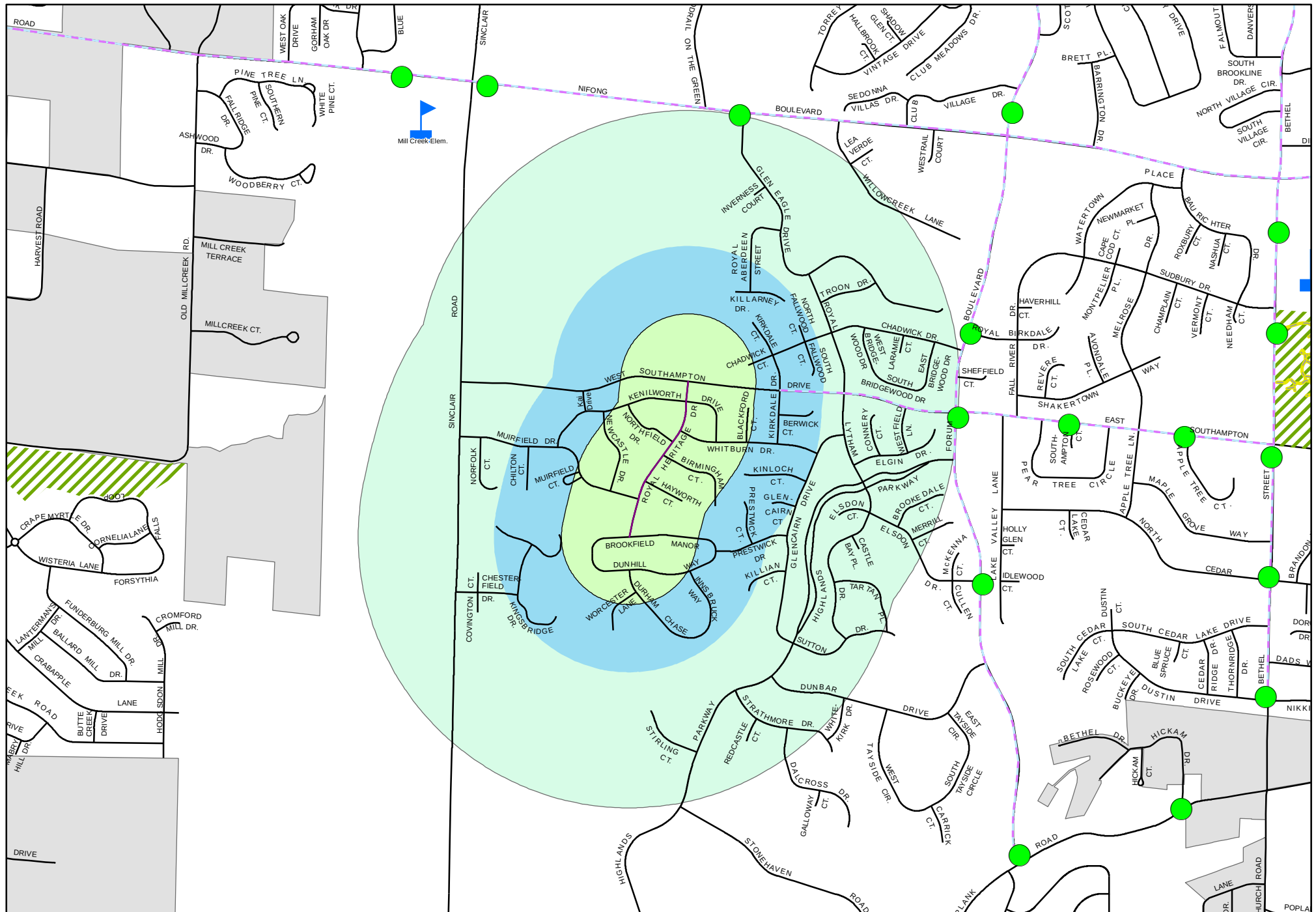
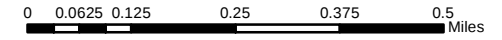
 Bike Facility



Nursing/Retirement Home
Park

Royal_Heritage_Dr_HalfMile

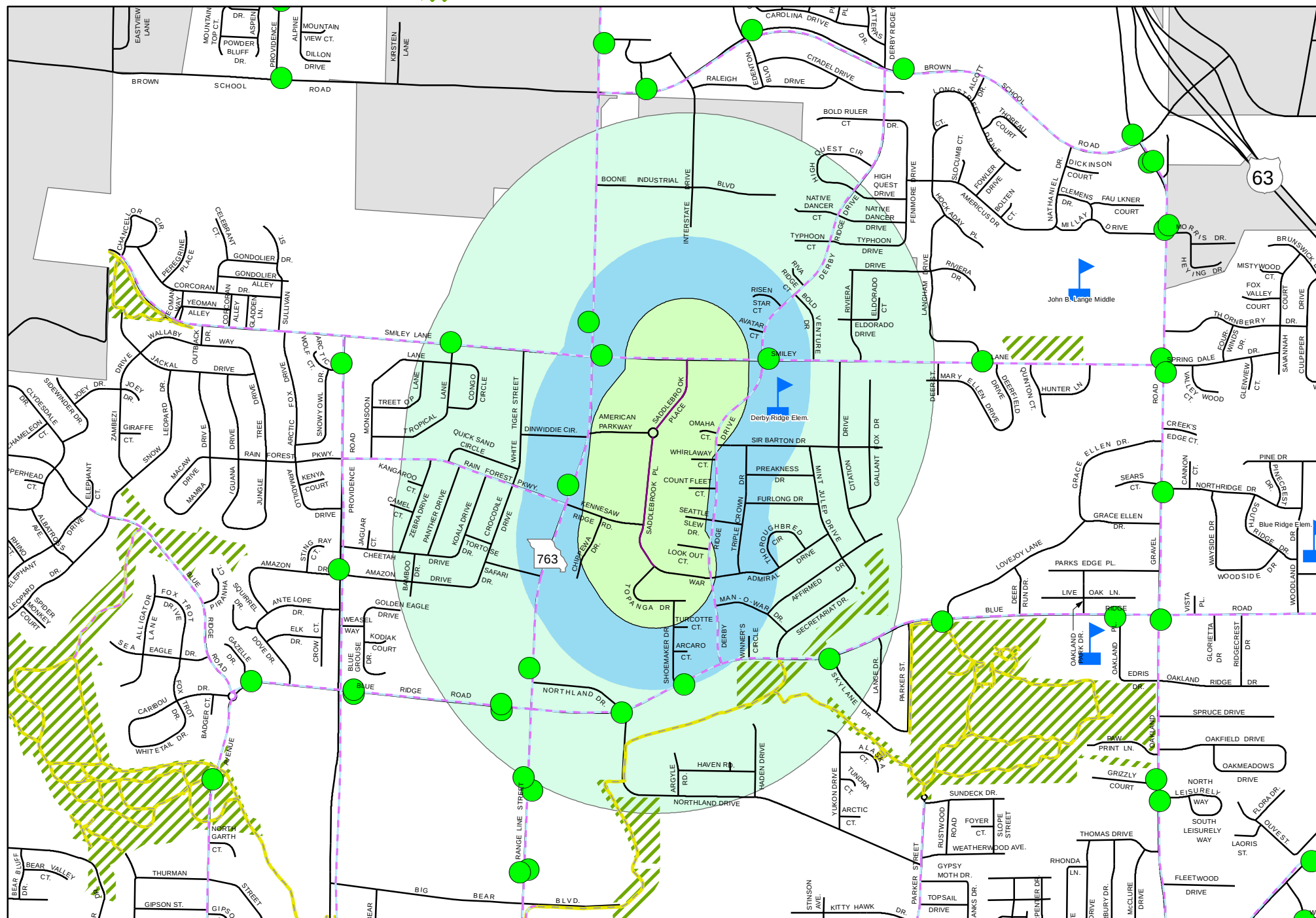
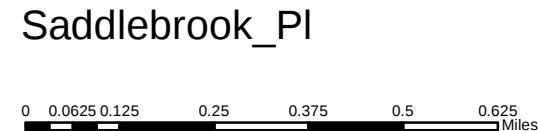
Royal_Heritage_Dr





Legend

- Saddlebrook_PI
- Trail
- Hospital
- Saddlebrook_PI_660
- Saddlebrook_PI_QuarterMile
- Saddlebrook_PI_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park

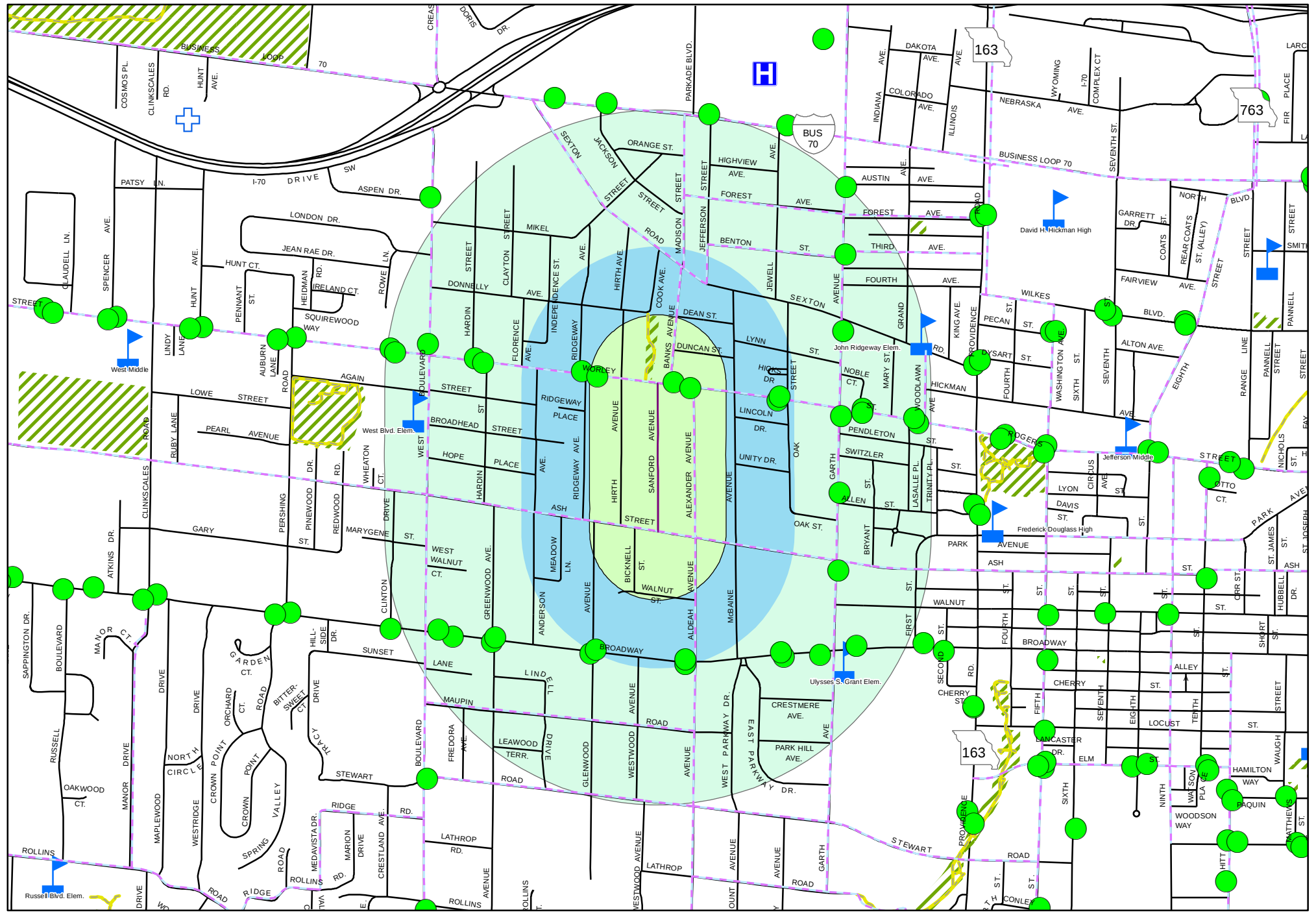
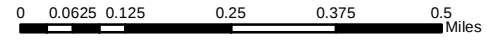




Legend

- Sanford_Ave
- Trail
- Hospital
- Sanford_Ave_660
- Sanford_Ave_QuarterMile
- Sanford_Ave_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park

Sanford_Ave



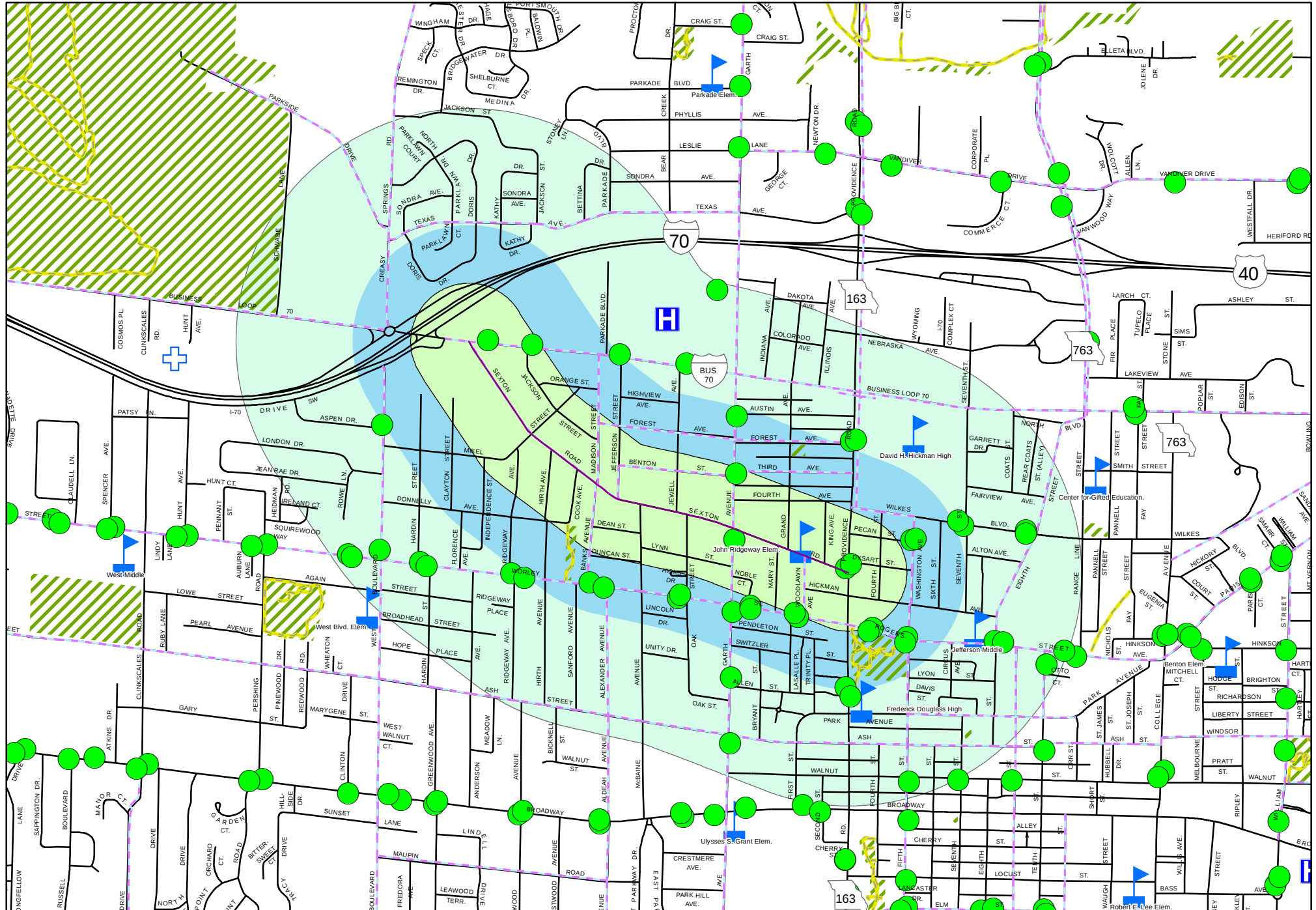


Legend

- Sexton_Rd
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Sexton_Rd_660
- Sexton_Rd_QuarterMile
- Sexton_Rd_HalfMile

Sexton_Rd

0 0.0625 0.125 0.25 0.375 0.5 0.625 Miles

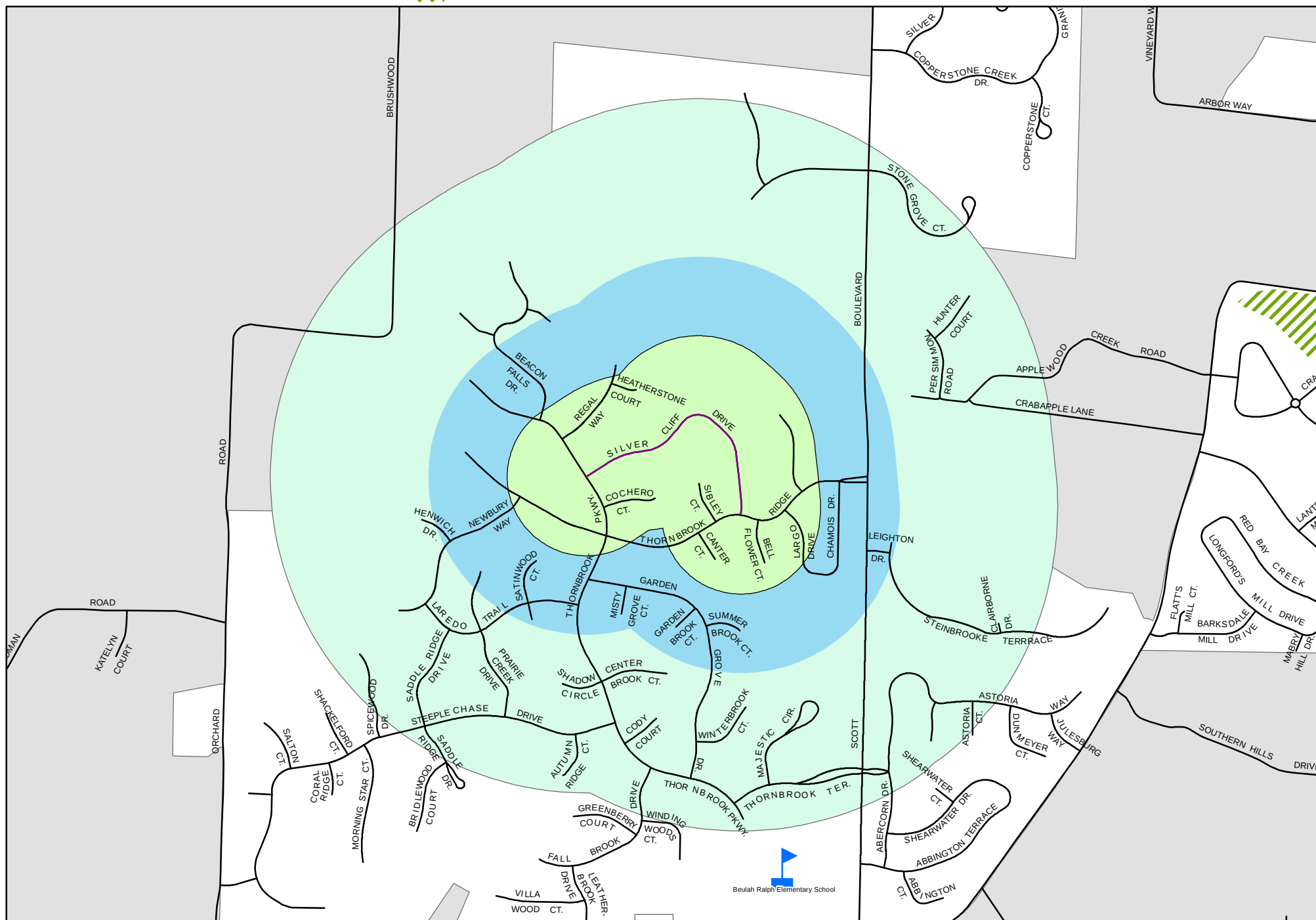




Legend

- Silver_Cliff_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- Silver_Cliff_Dr_660
- Silver_Cliff_Dr_QuarterMile
- Silver_Cliff_Dr_HalfMile

Silver_Cliff_Dr



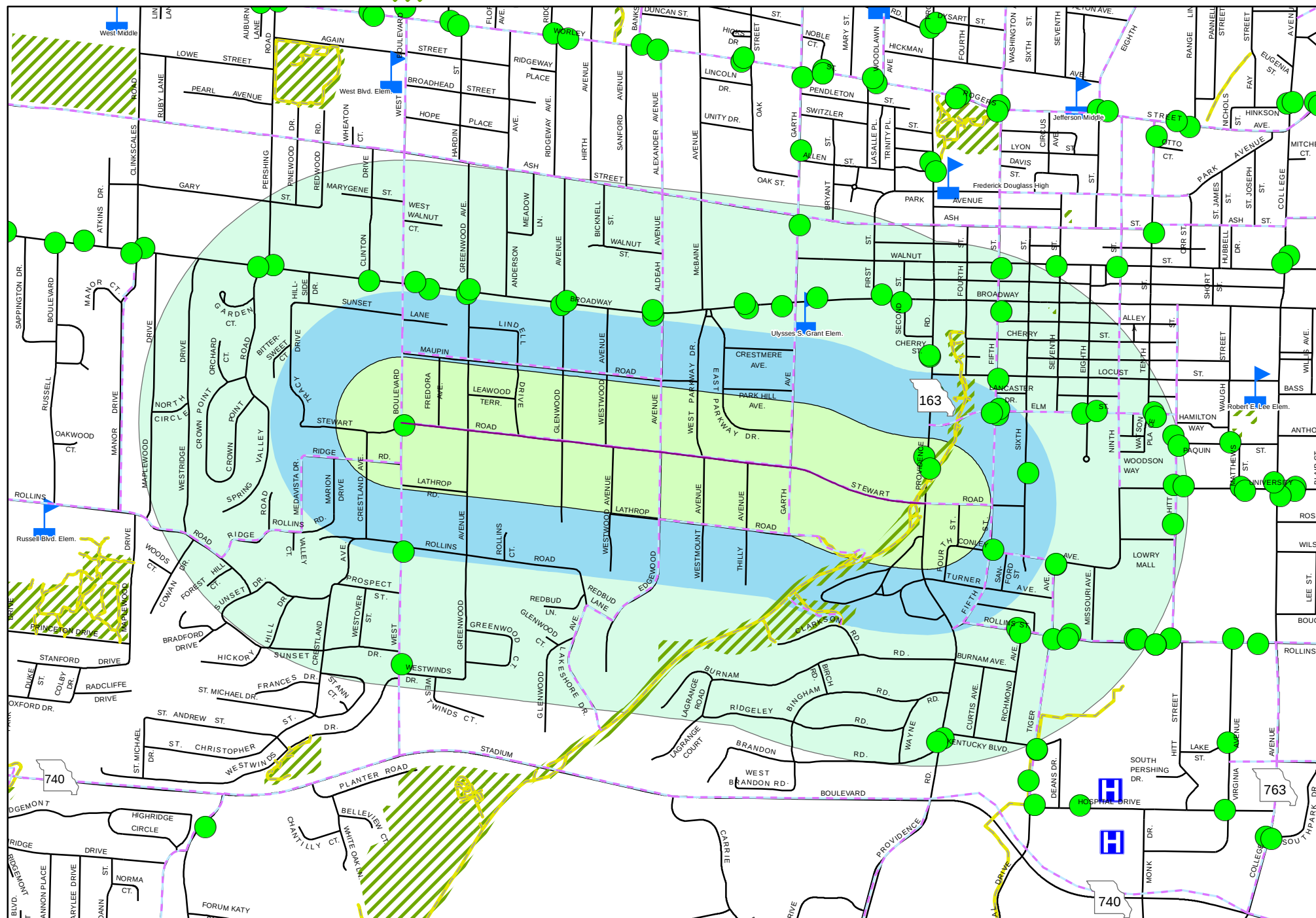


Legend

- Stewart_Rd
- Trail
- Hospital
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park
- Stewart_Rd_660
- Stewart_Rd_QuarterMile
- Stewart_Rd_HalfMile

Stewart_Rd

0 0.0625 0.125 0.25 0.375 0.5 Miles



Legend



Hospital



Nursing/Retirement Home



Park



Sunset_Dr_660

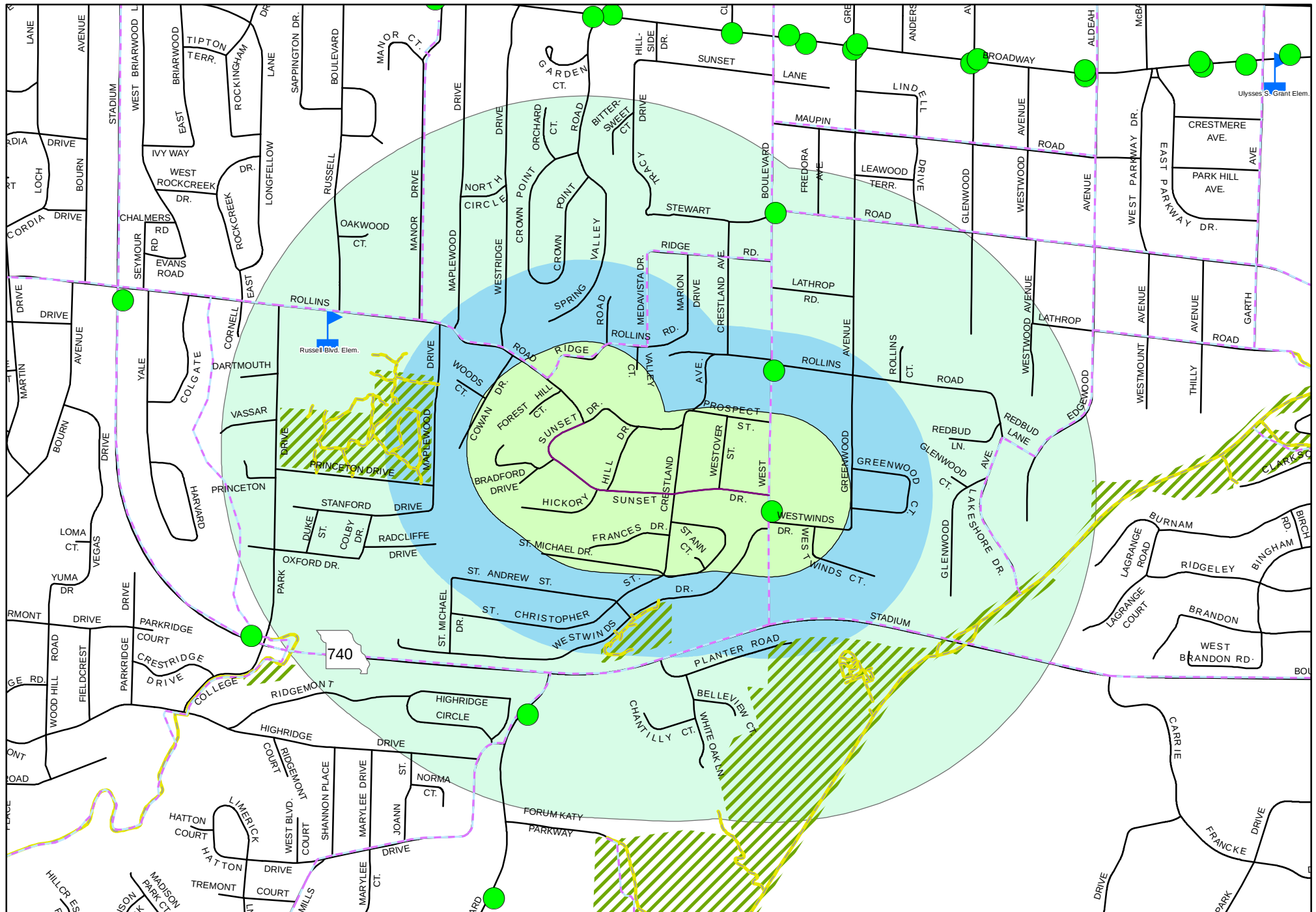


Sunset_Dr_QuarterMile



Sunset_Dr_HalfMile

Sunset_Dr





Legend

- Thornbrook_Ridge
- Bus Stops
- Bike Facility

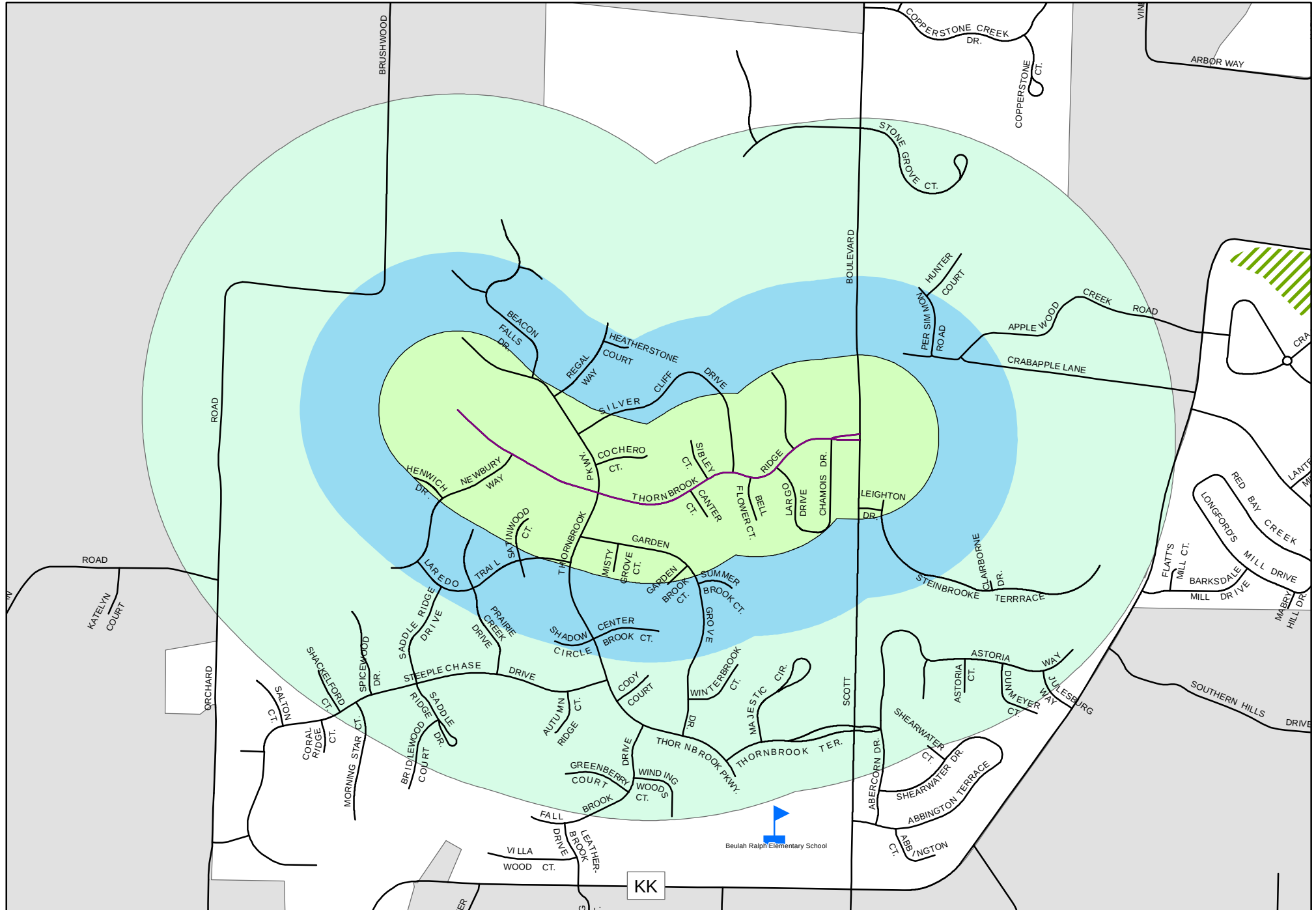
- Trail
- School
- Park

- Hospital
- Nursing/Retirement Home
- Park

- Thornbrook_Ridge_660
- Thornbrook_Ridge_QuarterMile
- Thornbrook_Ridge_HalfMile

Thornbrook_Ridge

0 0.0625 0.125 0.25 0.375 Miles

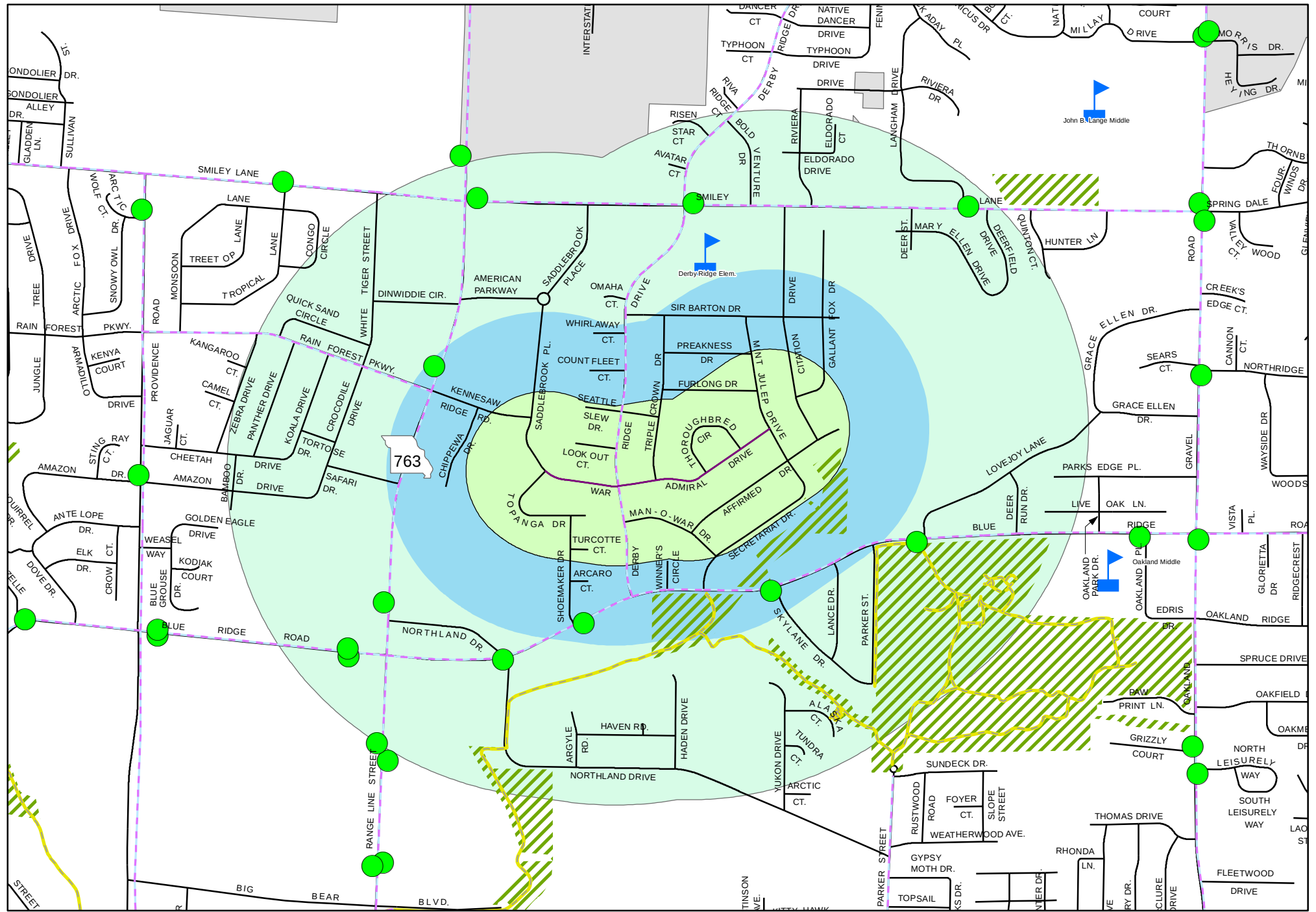




Legend

- War_Admiral_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park
- War_Admiral_Dr_660
- War_Admiral_Dr_QuarterMile
- War_Admiral_Dr_HalfMile

War_Admiral_Dr



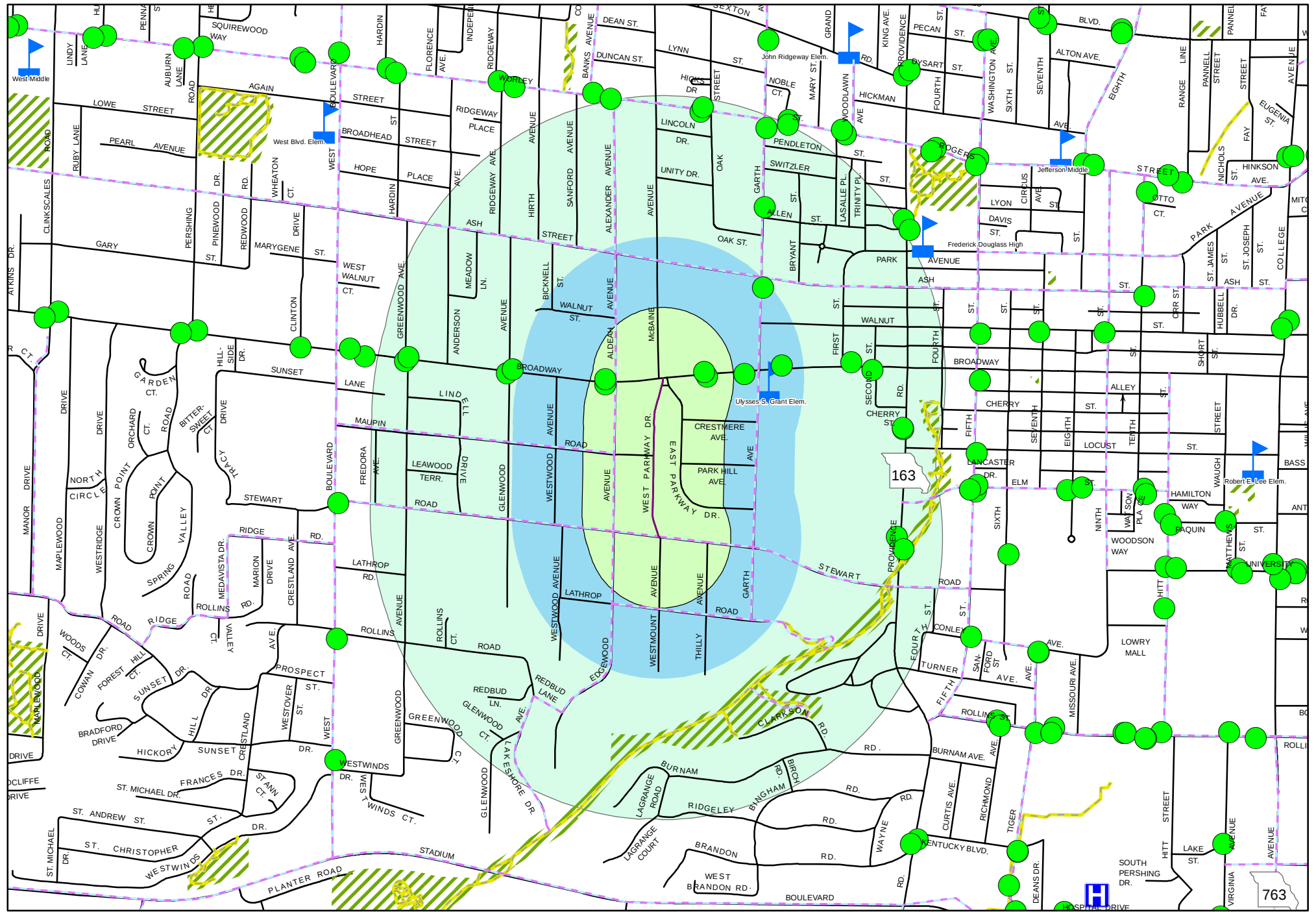
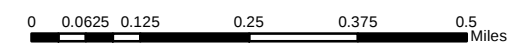


Legend

- West_Parkway_Dr
- Trail
- Hospital
- Bus Stops
- Bike Facility
- School
- Nursing/Retirement Home
- Park

- West_Parkway_Dr_660
- West_Parkway_Dr_QuarterMile
- West_Parkway_Dr_HalfMile

West_Parkway_Dr



Ward 1 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
2	Sexton	83.52	19	29.52	10	10	5	10.00	1	2012	No
15	Ridgeway	59.66	2	39.99	10	5	0	2.67	1	2008	No
16	McBaine	59.49	5	32.82	5	10	0	6.67	1	2014	No
20	4th Avenue	54.24	4	27.57	10	10	0	2.67	1	2006	Yes
22	Grand	50.21	13	9.21	10	10	0	8.00	1	2006	No
25	Greenwood	47.65	2	28.65	5	10	0	2.00	1	2008	No
27	Austin	46.73	6	18.06	10	10	0	2.67	1	2011	No
29	Aldeah	46.33	4	15	5	10	5	7.33	1	2014	No
35	Sanford	43.25	2	26.25	10	5	0	0.00	1	2008	No
37	Hardin	42.34	2	23.34	5	10	0	2.00	1	2008	No
43	Anderson	34.33	3	15	5	10	0	1.33	1	2008	No

Ward 2 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
6	Proctor	69.33	3	45	10	10	0	1.33	2	2014	Yes
8	Parkade	68.83	2	37.5	10	10	0	9.33	2	2013	No
10	Parkside	63.67	6	45	5	0	5	2.67	2	2012	No
34	Saddlebrook	43.67	3	30	0	10	0	0.67	2	2009	No
42	War Admiral	34.83	4	20.16	0	10	0	0.67	2	2007	No

Ward 3 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
3	Rice	82.79	15	44.79	10	0	5	8.00	3	2007	Yes
5	Hanover	78.80	18	40.8	5	0	5	10.00	3	2006	No
14	Ann	60.62	6	22.95	10	10	5	6.67	3	2015	Yes
18	Kelsey	55.33	4	45	5	0	0	1.33	3	2007	Yes
21	Aztec	51.25	2	38.58	10	0	0	0.67	3	2013	Yes
45	Amelia	33.92	2	10.59	10	10	0	1.33	3	2015	Yes

Ward 4 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
1	Stewart	84.19	20	29.19	10	10	5	10.00	4	2013	Yes
4	Rollins	79.65	11	40.98	10	10	5	2.67	4	2014	Yes
9	Edgewood	68.25	2	38.58	10	10	5	2.67	4	2014	No
11	Ridgefield	62.80	5	37.8	10	10	0	0.00	4	2006	Yes
12	Ridgemont	62.25	5	40.92	10	5	0	1.33	4	2006	Yes
13	Martinshire	61.33	5	45	10	0	0	1.33	4	2007	No
17	Sunset	55.39	9	36.39	5	5	0	0.00	4	2015	Yes
23	Glenwood	49.67	1	36	5	5	0	2.67	4	2014	No
26	Highridge	47.25	8	29.25	10	0	0	0.00	4	2006	No
32	West Parkway	44.99	3	21.99	10	10	0	0.00	4	2013	Yes
39	Braemore	41.99	1	28.32	5	5	0	2.67	4	2009	No
47	East Parkway	32.77	1	11.1	10	10	0	0.67	4	2013	Yes
49	Crestemere	22.00	2	0	10	10	0	0.00	4	2013	Yes

Ward 5 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
19	Thornbrook Ridge	54.35	7	40.35	0	5	0	2.00	5	2013	No
24	Brookline	48.01	3	35.01	5	5	0	0.00	5	2013	No
28	Crabapple	46.58	8	38.58	0	0	0	0.00	5	2013	No
30	Royal Heritage	45.91	4	36.24	5	0	0	0.67	5	2008	Yes
31	Godfrey	45.12	4	29.79	5	5	0	1.33	5	2013	No
33	Brookfield Manor	44.50	2	37.5	5	0	0	0.00	5	2008	Yes
36	Silver Cliff	42.66	1	36.66	0	5	0	0.00	5	2013	No
38	Crabapple	42.32	5	37.32	0	0	0	0.00	5	2013	No
40	Glencairn	37.49	6	26.49	5	0	0	0.00	5	2008	Yes
41	Greenbriar	36.75	3	18.75	10	0	5	0.00	5	2013	No
44	Barksdale Mill	33.93	3	30.93	0	0	0	0.00	5	2013	No
46	Prestwick	33.25	5	23.25	5	0	0	0.00	5	2008	Yes
48	Muirfield	31.50	3	28.5	0	0	0	0.00	5	2008	Yes
50	Falmouth	19.86	1	13.86	0	5	0	0.00	5	2013	No

Ward 6 Neighborhood Traffic Management Program Scoresheet Year End 2015

Priority	Neighborhood	Score	Volume Score	Speed Score	Ped Score	School Score	Bike Route	Collision Score	Ward	Request Year	Petition Received
7	Audubon	69.00	11	33.33	5	10	5	4.67	6	2013	No

SUPPORTING
DOCUMENTS FOR
THIS AGENDA ITEM

Council Questions & Staff Responses concerning the Neighborhood Traffic Management Program (NTMP) 2015 Year End Report Program

Can solar powered signs (also known as Driver Feedback signs) be utilized?

Driver Feedback Signs are a tool utilized in school zones only. For consistency purposes staff would like to continue permanent placement only in school zones. A concern is that if permanent driver feedback signs are permanently installed in other areas it could result in lower compliance with the signs in school zones, hence making them less effective.

With that being said, purchasing deployable driver feedback units could be beneficial. The units would not be used for permanent installation as discussed above but instead could be moved to targeted locations. The cost of a driver feedback unit is comparable to a speed hump. Using some driver feedback units to deploy temporarily within the neighborhoods may be beneficial, as it would help create awareness of the speed limit.

How is the Speed Score and Collision calculated?

The following pages include a speed study work order that is provided to our Street Operations crews for placement of the plate counters. The plate counters gather speed and volume data used in scoring each street. An example has also been included showing how speed scores are calculated as well as collision scores.

Each street is analyzed showing where the highest speeds occur. The counters are then placed in those locations, per the speed study work order. The counter location that results in the highest score based on volume and speed is used as the score for that specific street. Although each location is scored, the highest score location is the one reported. The pedestrian generator, bike route, and collision scores remain constant throughout the multiple locations on the street, hence making the only variables the speed and volume.

Are traffic calming scores being used in conjunction with crime data?

Staff is not using crime data in conjunction with the Neighborhood Traffic Management Study. If the City were to coordinate traffic calming with crime data the DDACTS (Data Driven Approaches to Crime and Traffic Safety) model, could provide framework for doing so. This would likely require additional staffing from Public Works and Police Department.

Does staff continue to evaluate streets after calming devices have been implemented?

Once calming devices are implemented, the plate counters are placed on the street again to evaluate the effectiveness of the devices installed. Additional data has been included showing the pre-post data for Derby Ridge and College Park.

Traffic Calming Scoring

Speed Score

Speed Score is calculated by taking the recorded 85th percentile speed and subtracting the posted speed limited. Take that difference and multiply be three. Maximum score of 45.

e.g. ABC Drive has an 85th percentile score of 32 mph with a posted speed limit of 25 mph.

85th percentile score = 32 mph

Posted Speed Limit = 25 mph

$32 - 25 = 7$

$7 \times 3 = 21$

ABC Drive Speed Score = **21**

Include Level 2 applied with a difference on scoresheet.

Collision Score

The Collision score is based on a three year rolling average. Two points are given for each collision in a three year rolling average.

e.g. ABC Drive has the following collision history:

Year	Total Collisions
2013	2
2014	8
2015	2

Three year rolling average for collisions = 4

$4 \times 2 = 8$

ABC Drive Collision Score = **8**

Ex. of Speed Study Request Pg 1 of 2

Hi-Star Request Form



Date:	September 24 th , 2015
Requestor:	Lee White
Location:	College Park Drive
Completion Target Date:	October 23 rd , 2015
Number of counters needed:	8
Count Duration:	24 hours
Count Bin Interval:	15 minutes
Information to be collected is underlined:	<u>Volume</u> <u>Speed</u> Vehicle Length
	Council Request: No Neighborhood Petition: No Director Ordered: No
Special Instructions:	Place 1 NB and 1 SB counter 130' North of Dartmouth for College Park Drive traffic. Place 1 NB and 1 SB counter 180' south of Dartmouth for College Park Drive traffic. Place 1 NB and 1 SB counter 130' South of Princeton Drive for College Park Drive traffic. Place 1 NB and 1 SB counter 185' South of Oxford Drive for College Park Drive traffic.

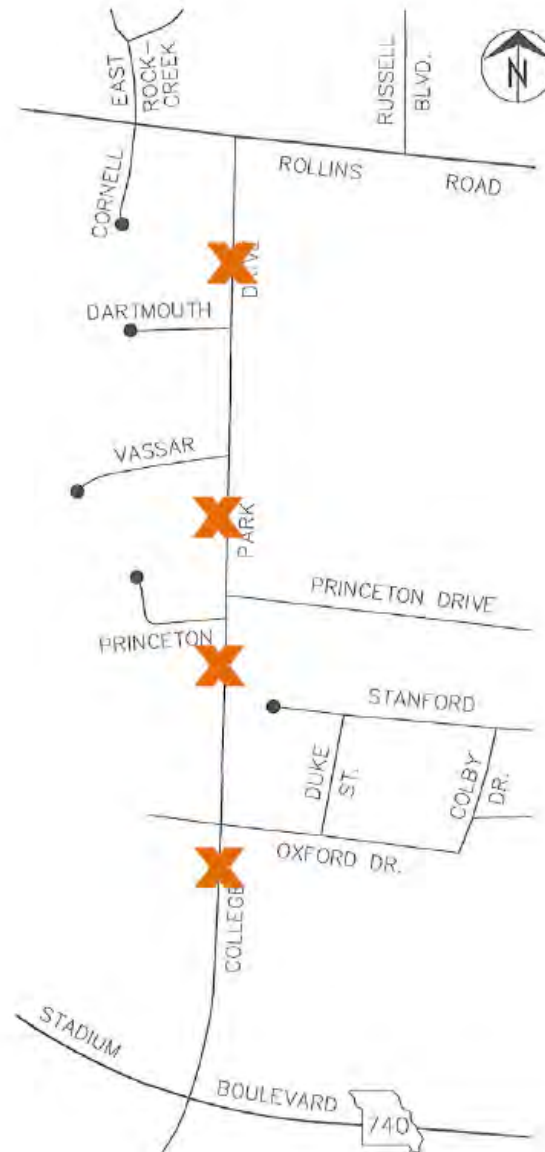
Sketch: See next page

Ex. of Speed Study Request Pg 2 of 2

Hi-Star Request Form



Sketch:



Derby Ridge Summary Post Installation

Riva Ridge

Neighborhood	Score	85th Speed	
Derby Ridge	95.62	39.65	Before
Derby Ridge	60.86	29.73	After
		-9.92	

Derby Ridge had an 85th percentile speed of 39.65 mph, this is nearly 15 mph over the speed limit. After the Level 2 traffic calming measures were applied, the 85 percentile speed taken in the same counter location (near Riva Ridge) as before had reduced by nearly 10 mph, to 29.73 mph. A score of 60.86 would put Derby Ridge 14th on the 2015 Year End Report.

Seattle Slew

Neighborhood	Score	85th Speed	
Derby Ridge	81.20	38.51	Before
Derby Ridge	62.13	32.82	After
		-5.69	

As discussed previously, multiple counter locations are placed on the street but only the highest resulting volume and speed scores are the official “score” for the street. Near Seattle Slew, on Derby Ridge the 85th percentile speed was previously 38.51, and now has been reduced to 32.82. This is a reduction in nearly 6 mph. A score 62.13 would put Derby Ridge 10th on the 2015 Year End Report.

Bold Ruler

Neighborhood	Score	85th Speed	
Derby Ridge	88.67	42.71	Before
Derby Ridge	74.63	35.32	After
		-7.39	

As can be seen in the table above, the 85th percentile speed was reduced by 7 mph near Bold Ruler. This portion of Derby Ridge maxed out the speed score because it's 85th percentile speed was more than 15 mph over the posted speed limit. Essentially it didn't receive any additional credit for 2.71 mph over 40 mph, which would reduce the score by an additional 8.13 points. Bold Ruler was at the north end of the project and didn't have any calming placed to the north, after confirming locations with the neighborhood. A score of 74.63 would put Derby Ridge 6th on the 2015 Year End Report.

College Park Summary Post Installation

Oxford Drive

Neighborhood	Score	85th Speed	
College Park	81.67	44.49	Before
College Park	72.79	38.04	After
-6.45			

College Park had an 85th percentile speed of 44.49 mph prior to the installation of the speed humps and 38.04 mph after the installation of the speed humps. This resulted in a reduction of 6 mph. The counter was placed south of the speed table so this is measuring northbound traffic. The effect of the speed table can be seen in the anticipation of the speed table. The score doesn't change significantly because the speed above 40 mph results in the same speed score. The speed score theoretically was reduced by 19.35 but only got credit for a reduction of 5.88. A score of 72.79 would put College Park 6th on the on the 2015 Year End Report.

Princeton Drive

Neighborhood	Score	85th Speed	
College Park	81.67	43.06	Before
College Park	62.11	35.48	After
-7.58			

The 85th percentile speed was reduced by nearly 8 mph near Princeton Drive. This resulted in the overall score being reduced by nearly 19 points. A score of 62.11 would place College Park 10th on the 2015 Year End Report.

Dartmouth Drive

Neighborhood	Score	85th Speed	
College Park	80.67	46.09	Before
College Park	73.61	36.98	After
-9.11			

The 85th percentile speed was reduced from 46.09 mph to 36.98 mph. This counter was placed on the north side Dartmouth Drive so, the effect of the speed table can be seen in the anticipation of the speed table. This is a 9 mph reduction in the 85th percentile speed at this location. The score doesn't change significantly because the speed above 40 mph results in the same speed score. A score of 73.61 would put College Park 6th on the 2015 Year End Report.

Once again any original 85th percentile speeds above 40 mph don't show the full reduction in the speed score as the scores max out at 40 mph.