

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.

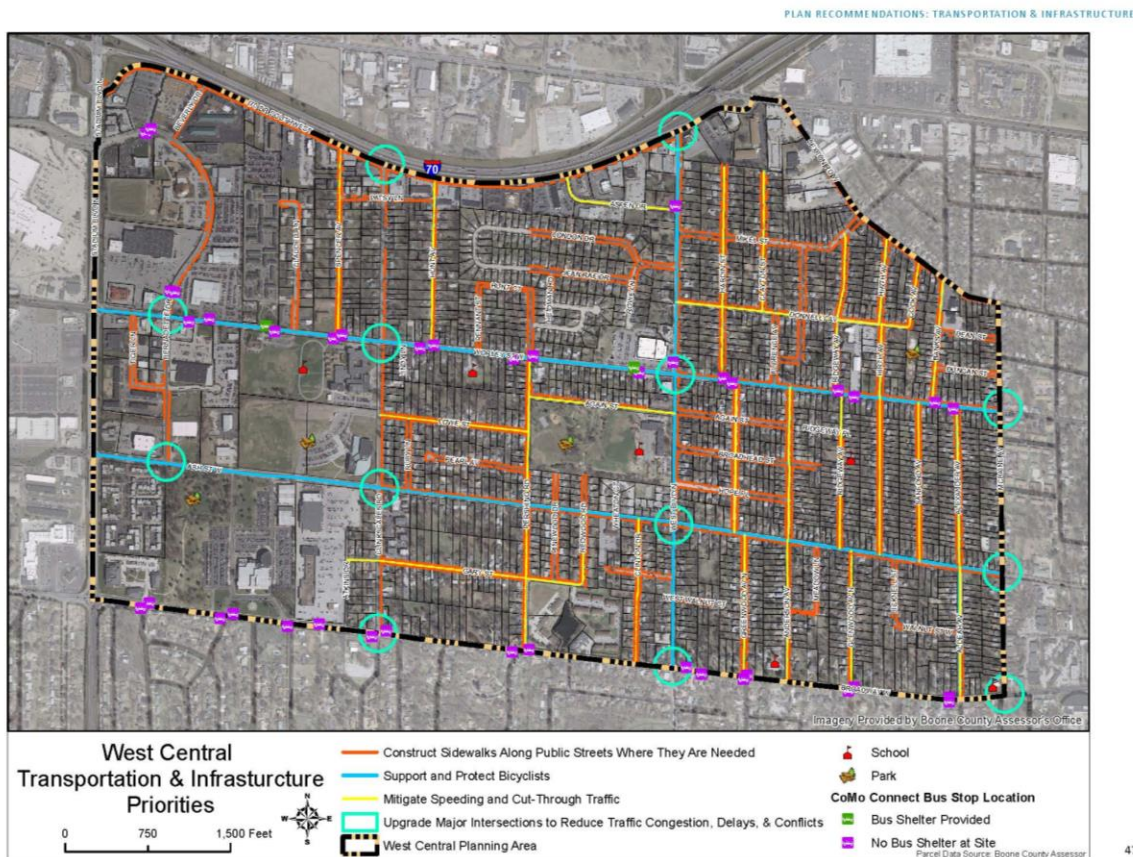
Staff recommends following the priority list

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

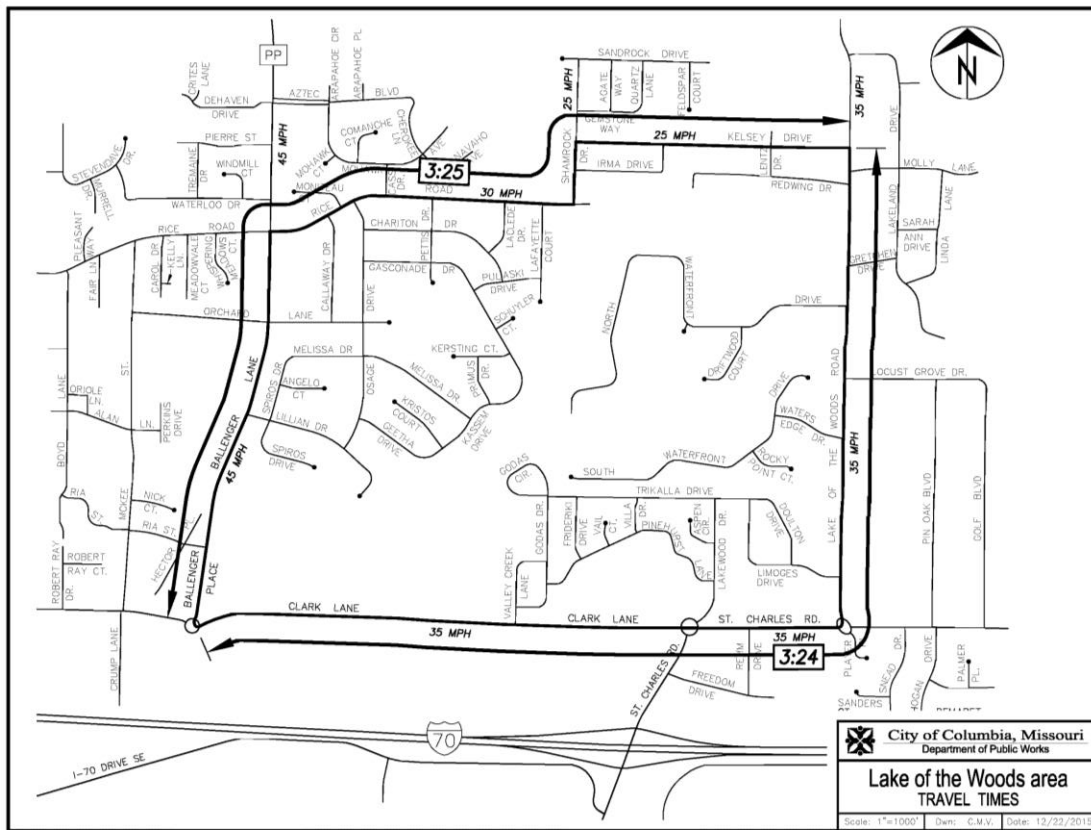


Rice Road

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
