

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.

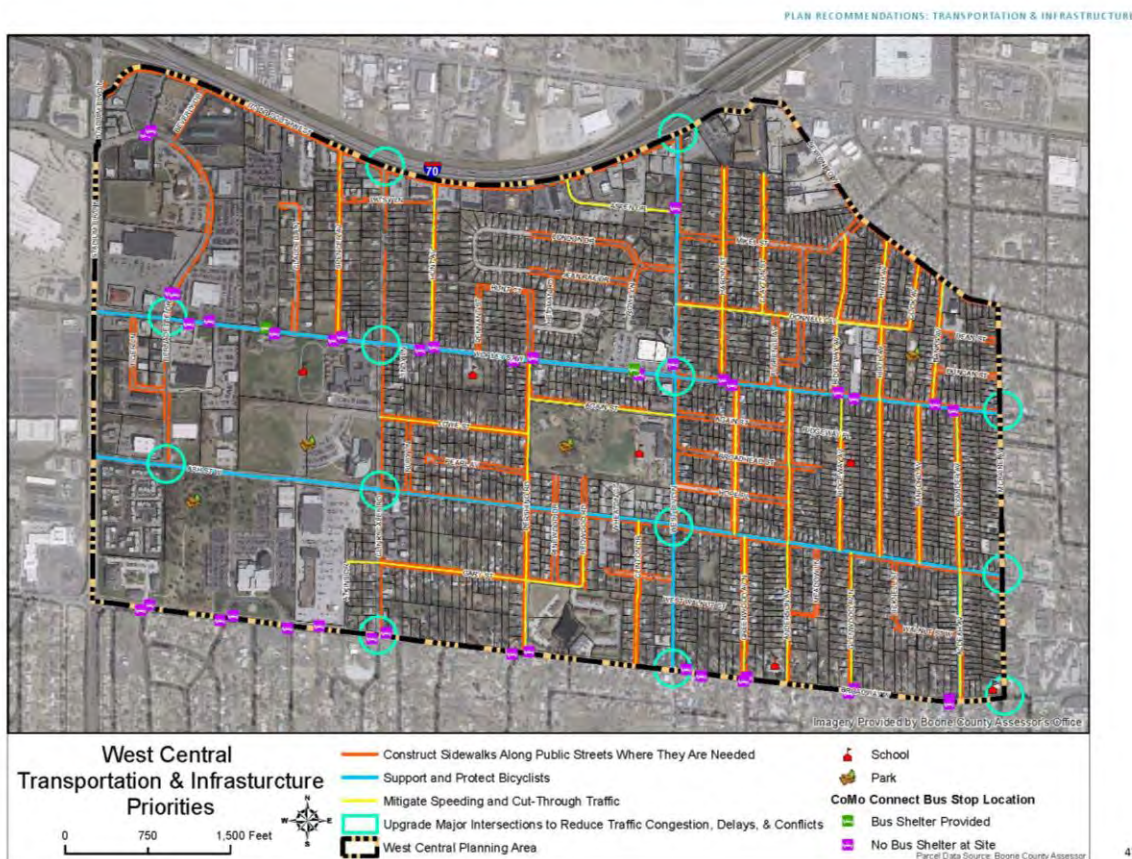
Staff recommends following the priority list

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

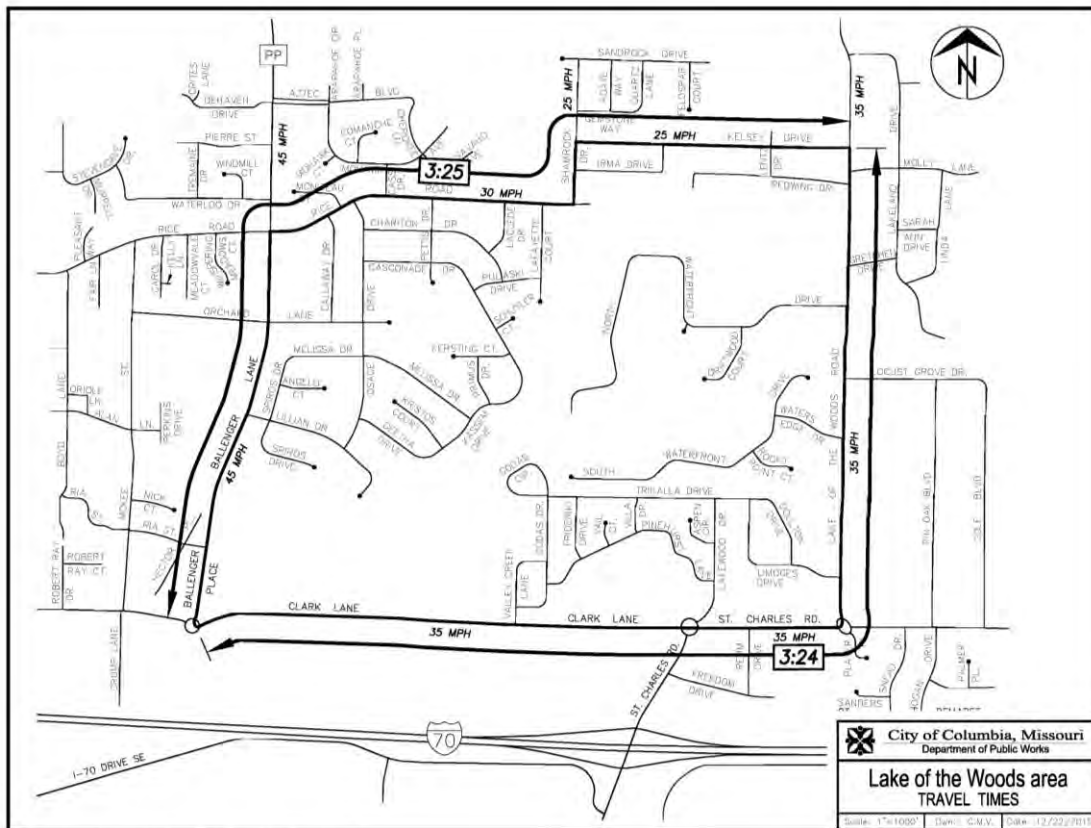


Rice Road

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

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

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

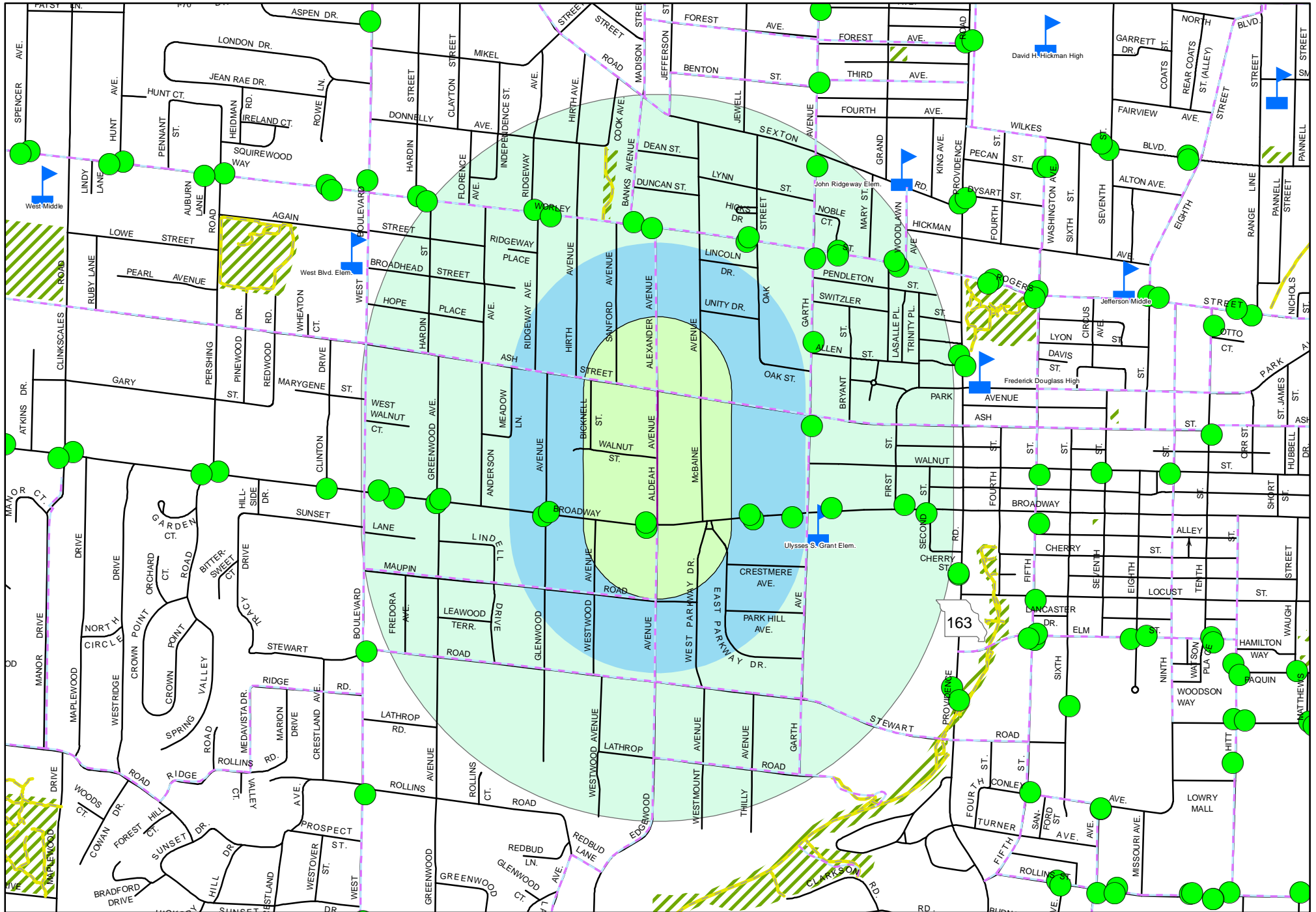
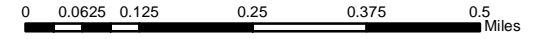
*Scores with less than 3 point change can be attributed to change in collision data



Legend

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

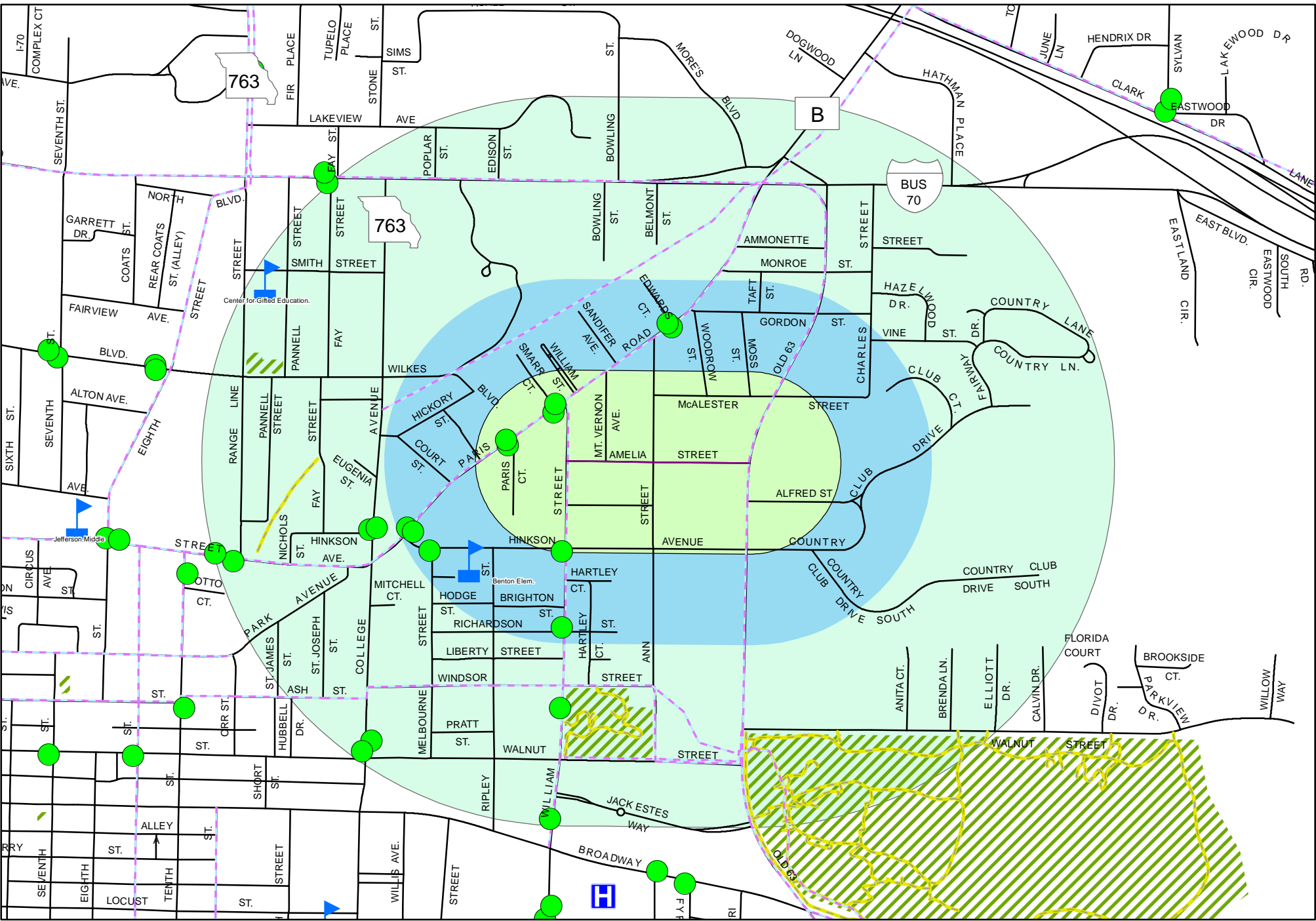
Aldeah_Ave



Legend

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

Amelia_St

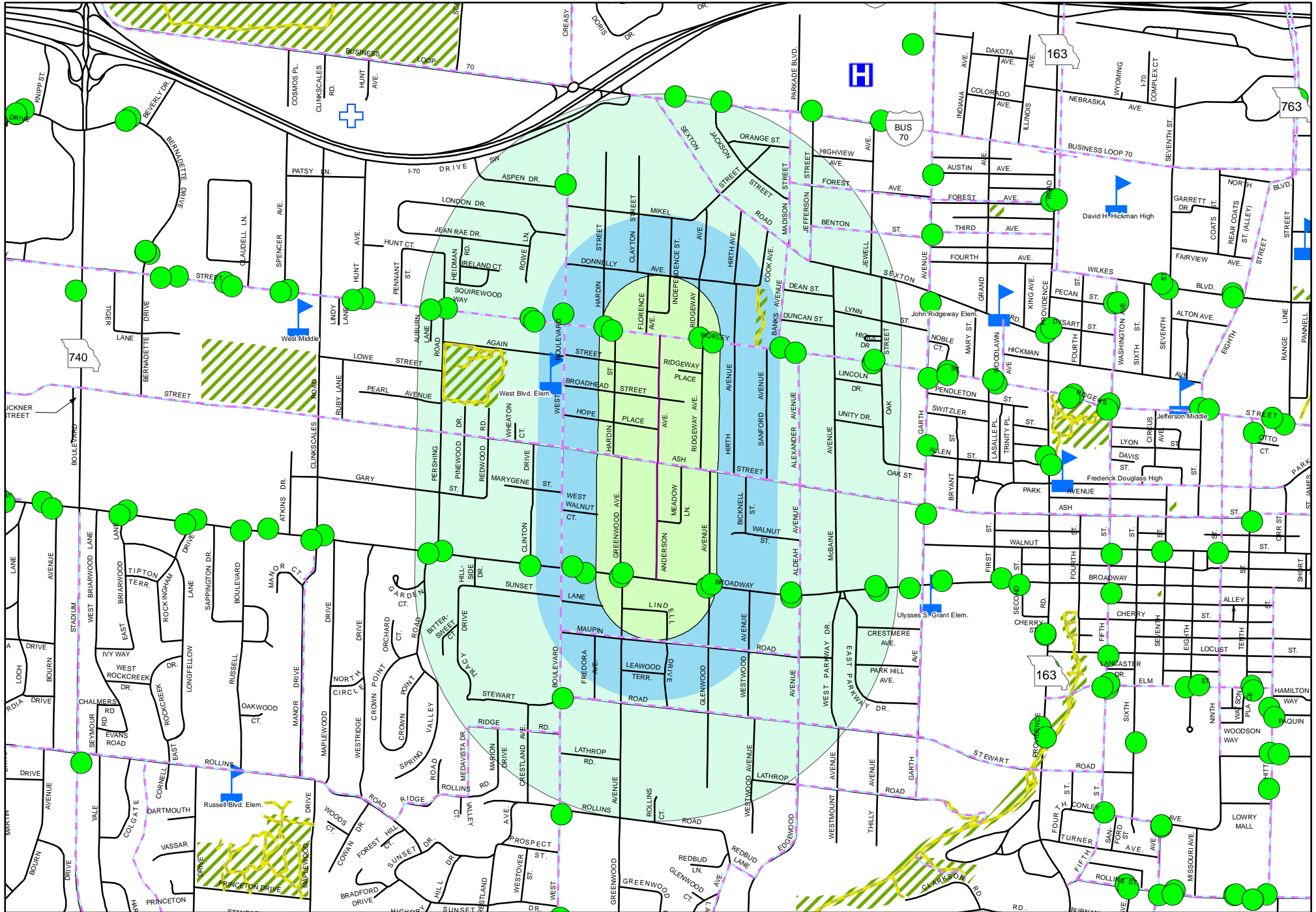
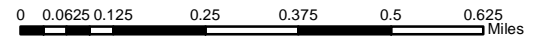




Legend

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

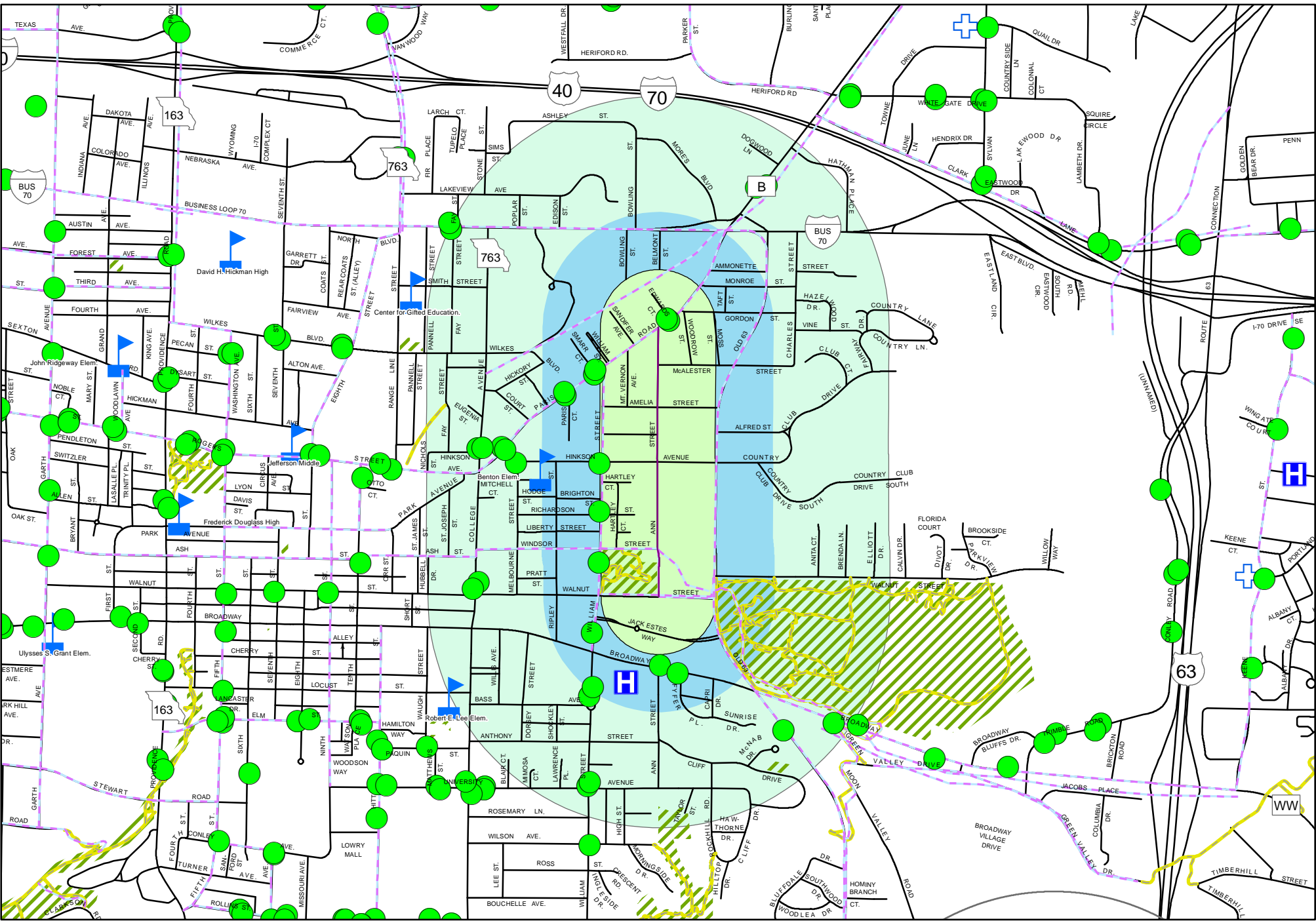
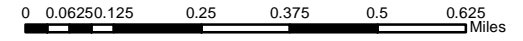
Anderson_Ave



Legend

- Ann_St
- Trail
- Hospital
- Ann_St_660
- Bus Stops
- School
- Nursing/Retirement Home
- Ann_St_QuarterMile
- Bike Facility
- Park
- Ann_St_HalfMile

Ann_St

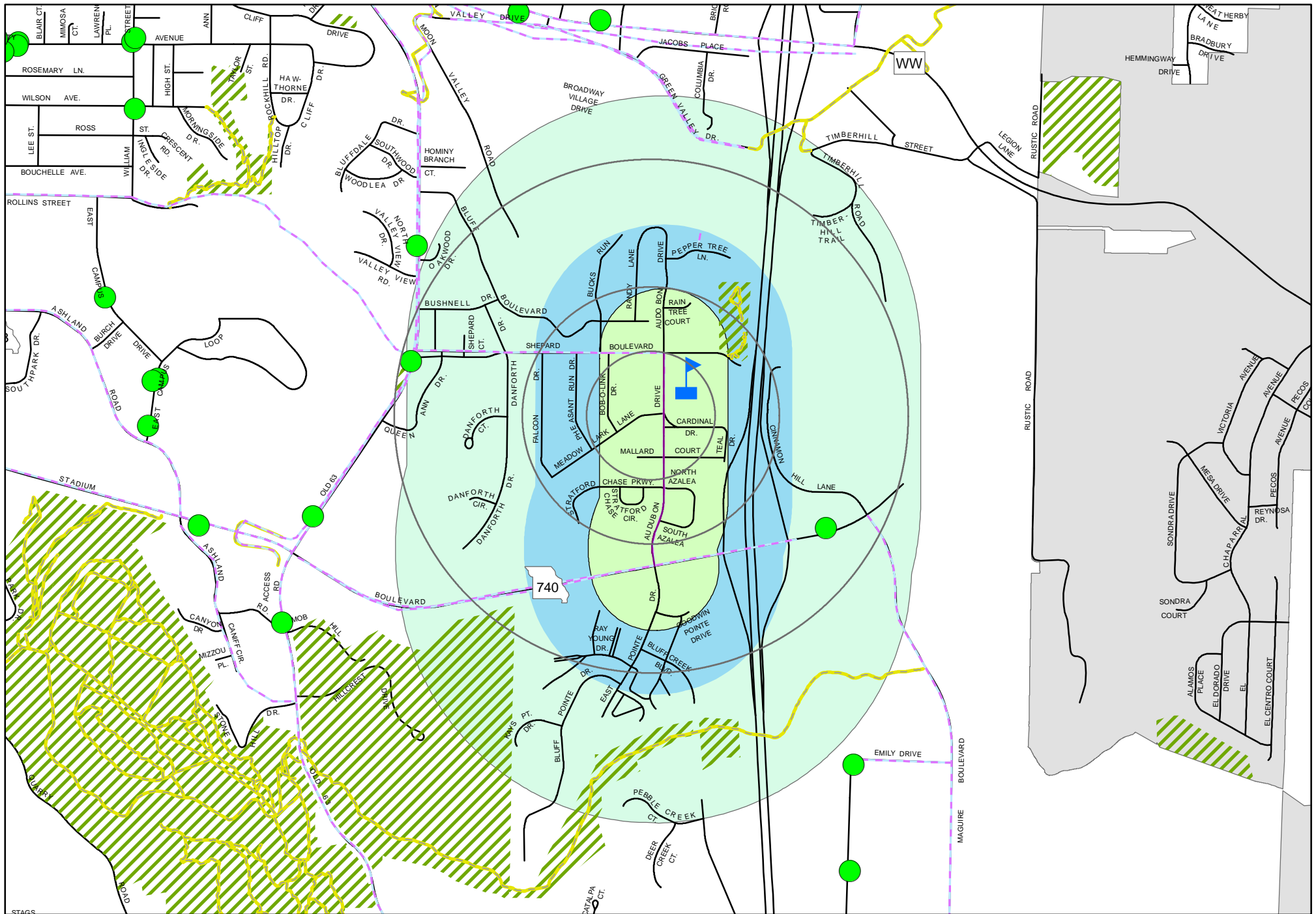
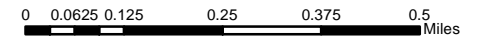




Legend

- Audubon_Dr (Purple line)
- Trail (Yellow line)
- Hospital (Blue 'H' icon)
- Audubon_Dr_660 (Light green shaded area)
- Bus Stops (Green circle icon)
- School (Blue square icon)
- Nursing/Retirement Home (Blue cross icon)
- Audubon_Dr_QuarterMile (Light blue shaded area)
- Bike Facility (Dashed purple line)
- Park (Green diagonal hatched area)
- Audubon_Dr_HalfMile (Lightest green shaded area)

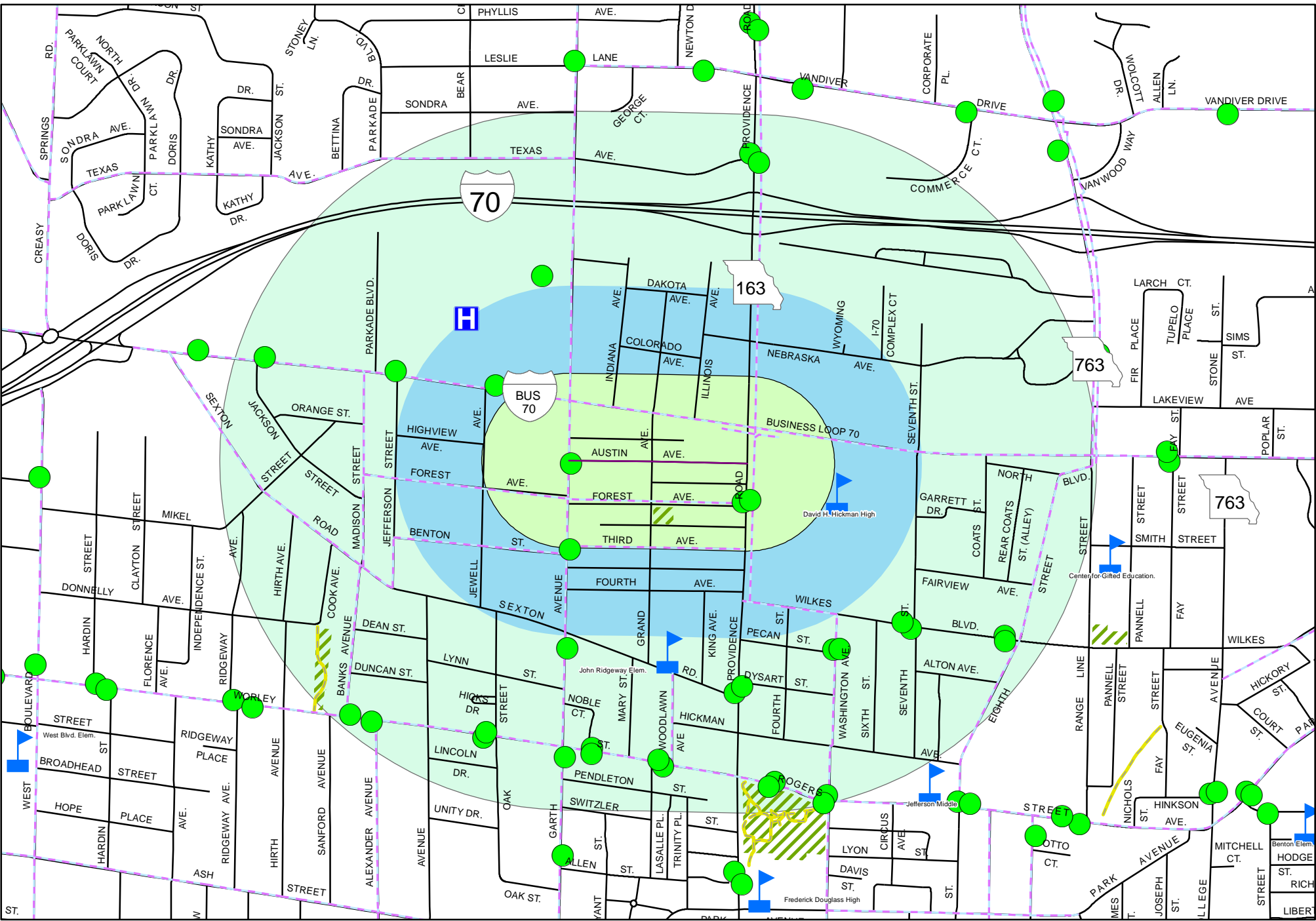
Audubon_Dr



Legend

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

Austin_Ave





Legend

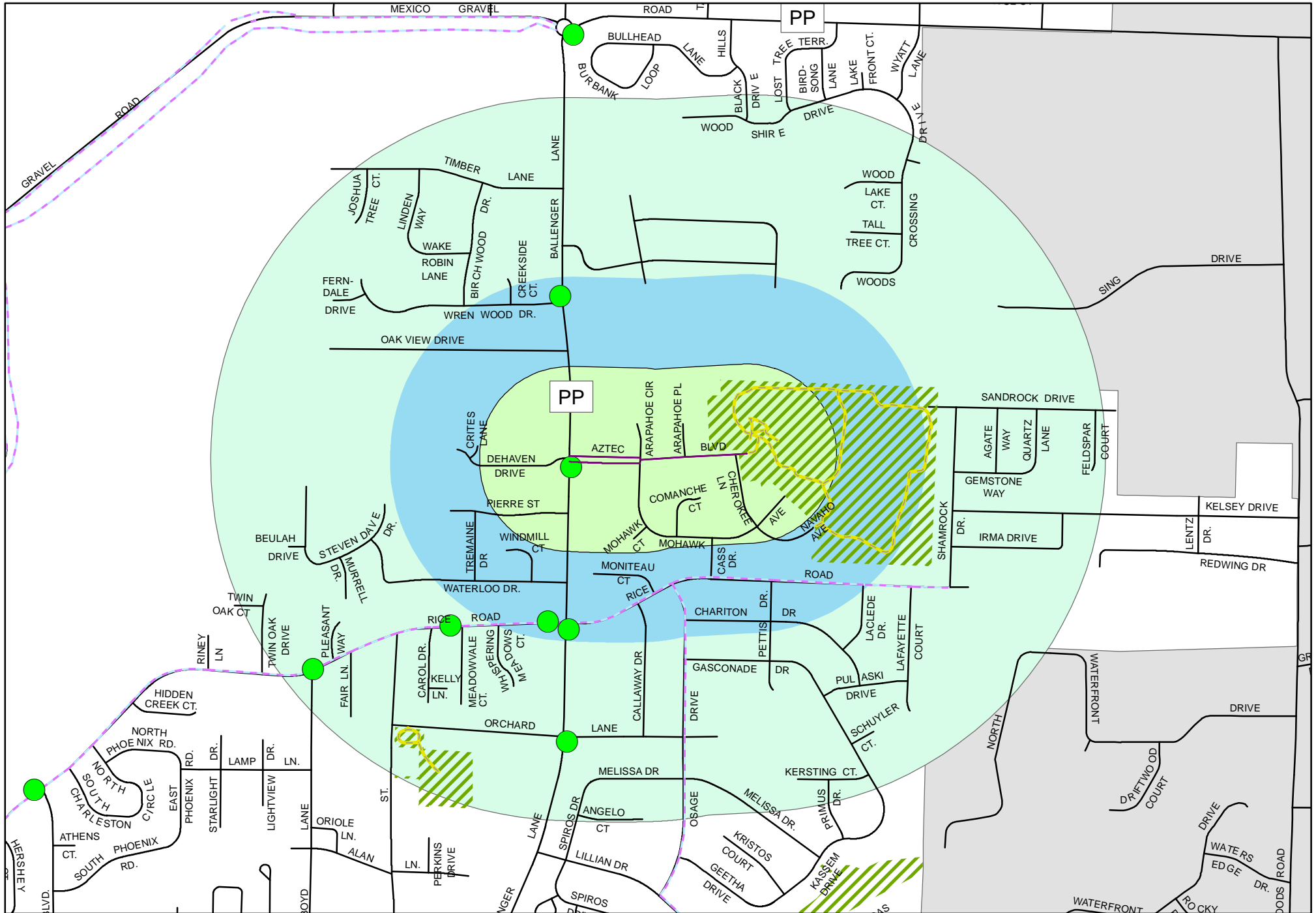
- Aztec_Bldv
- Bus Stops
- Bike Facility

- Trail
- School
- Park

- Hospital
- Nursing/Retirement Home

- Aztec_Bldv_660
- Aztec_Bldv_QuarterMile
- Aztec_Bldv_HalfMile

Aztec_Bldv

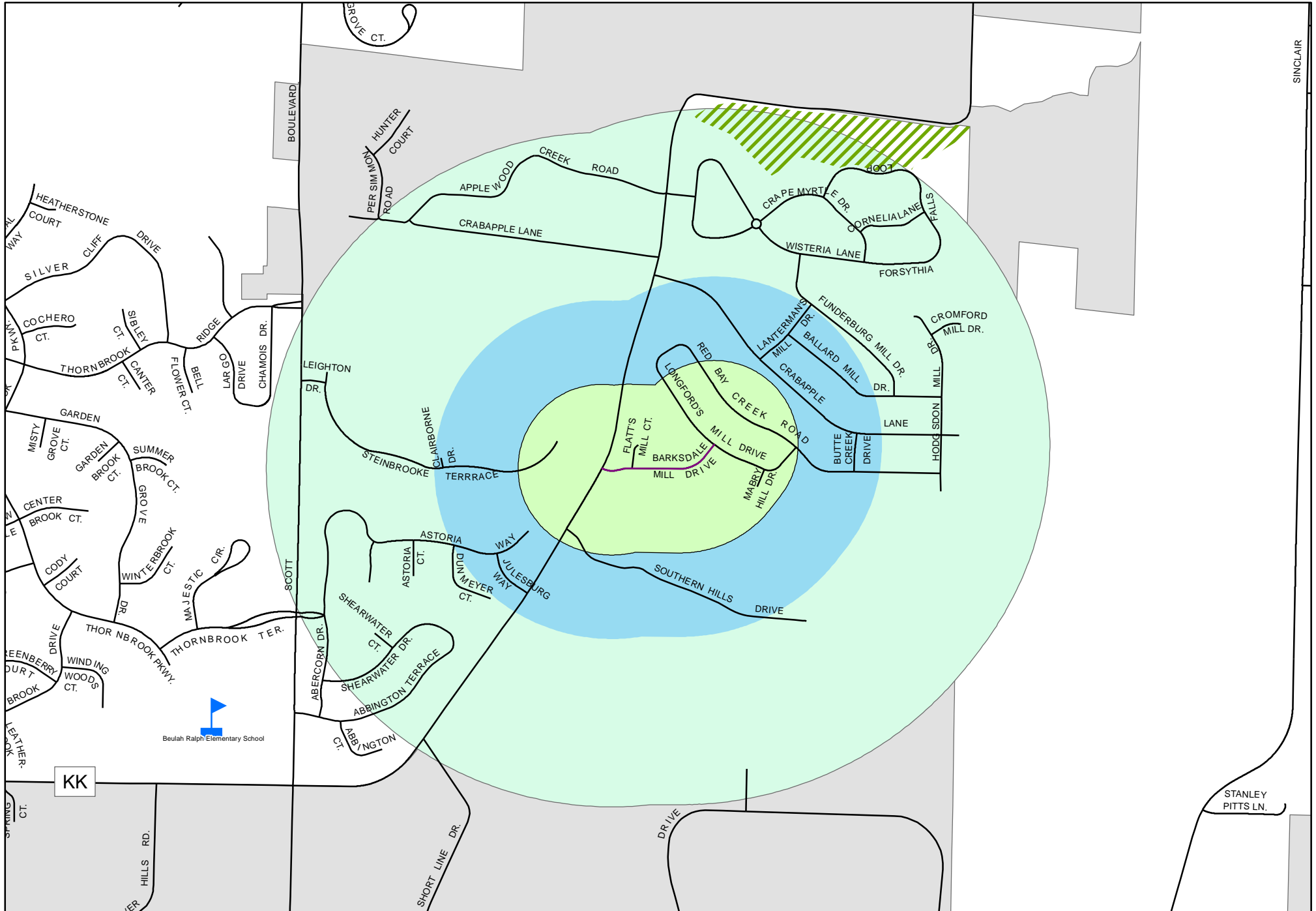




Legend

- 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



KK

STANLEY PITTS LN.

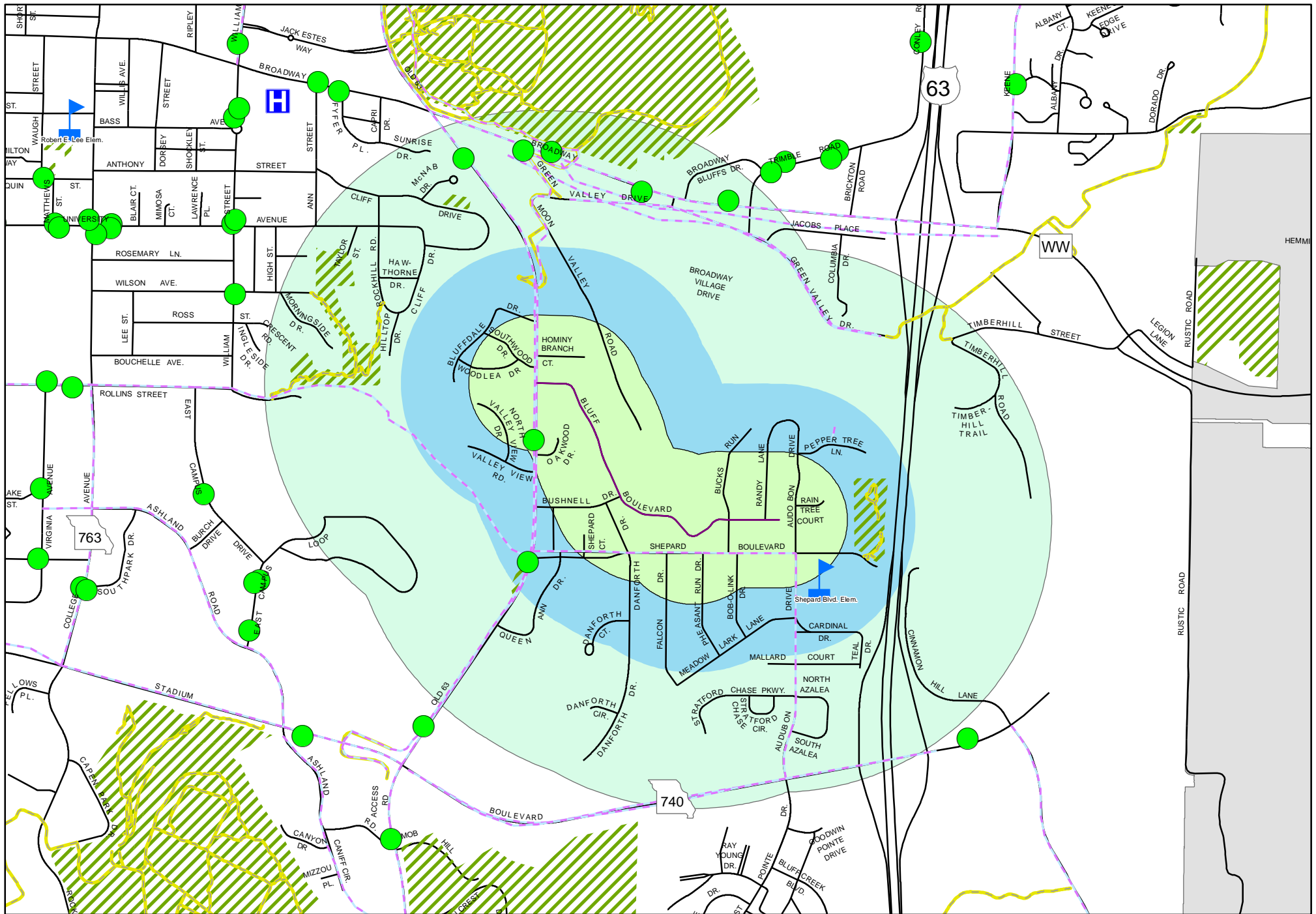
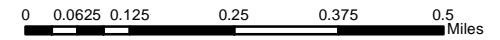
SINCLAIR



Legend

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

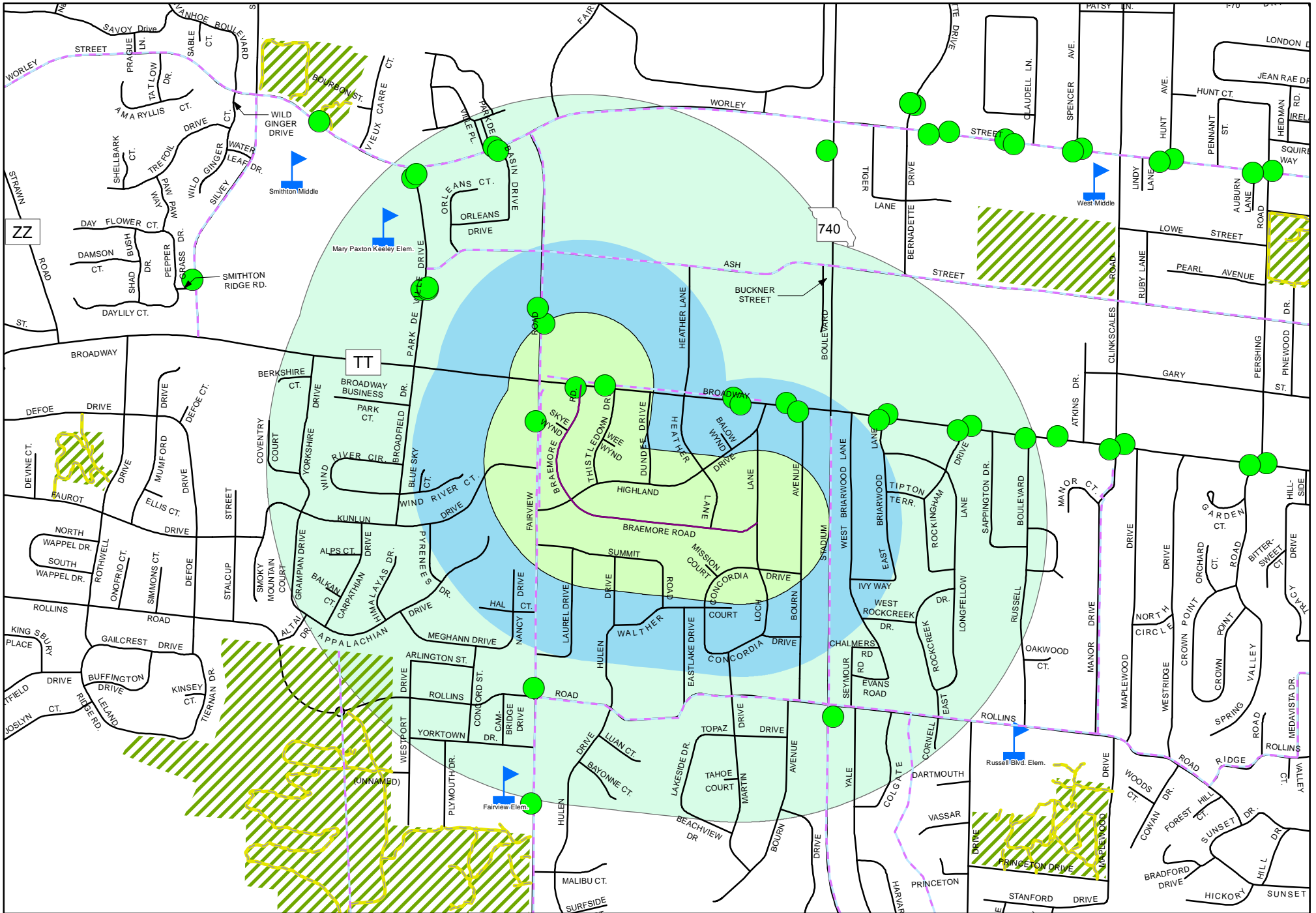
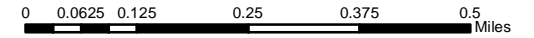
Bluff_Bldv



Legend

- Braemore_Rd
- Trail
- Hospital
- Braemore_Rd_660
- Bus Stops
- School
- Nursing/Retirement Home
- Braemore_Rd_QuarterMile
- Braemore_Rd_HalfMile
- Bike Facility
- Park

Braemore_Rd





Legend

- Brookfield_Manor
- Bus Stops
- Bike Facility

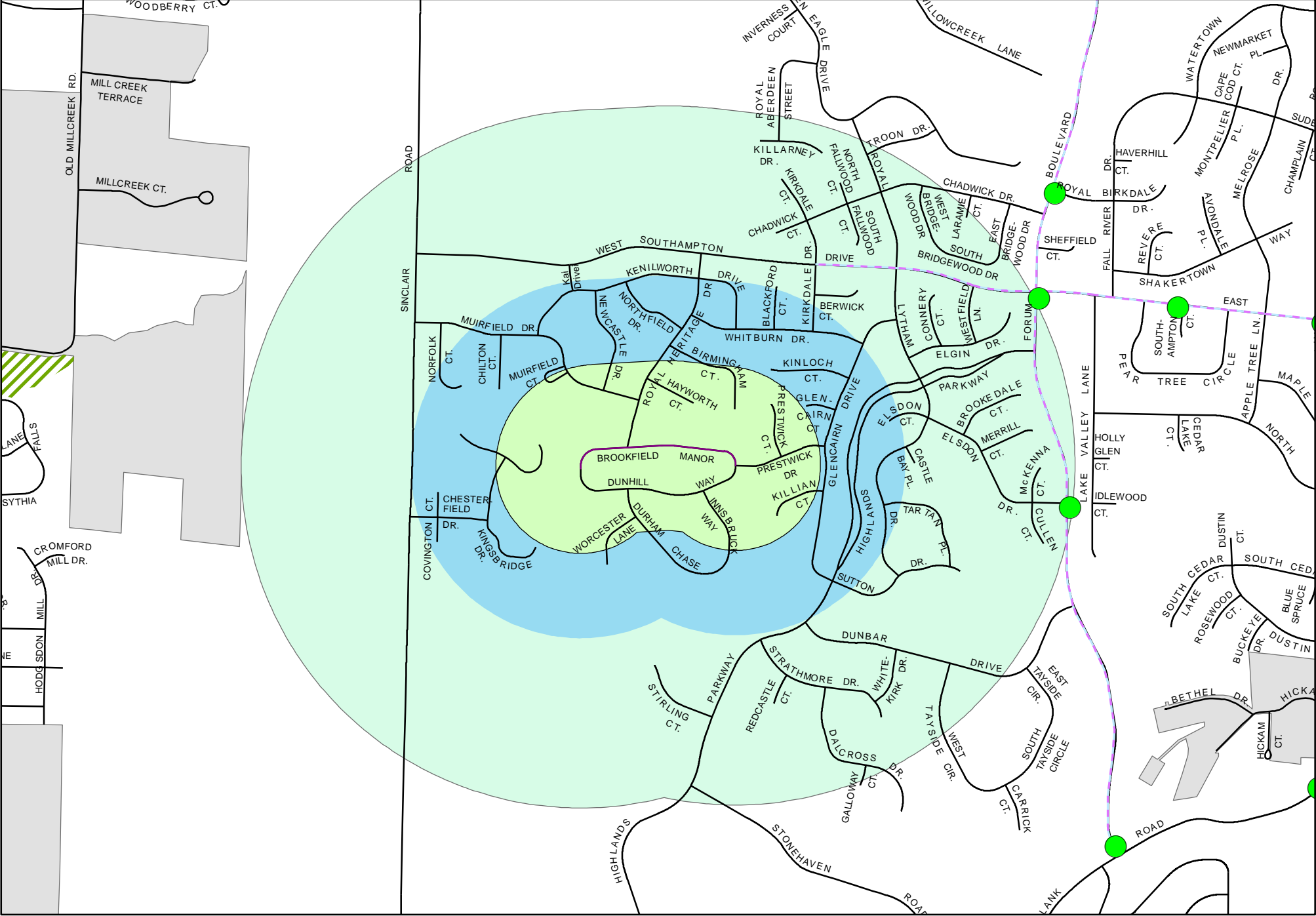
- Trail
- School
- Park

- Hospital
- Nursing/Retirement Home
- Park

- Brookfield_Manor_660
- Brookfield_Manor_QuarterMile
- Brookfield_Manor_HalfMile



Brookfield_Manor

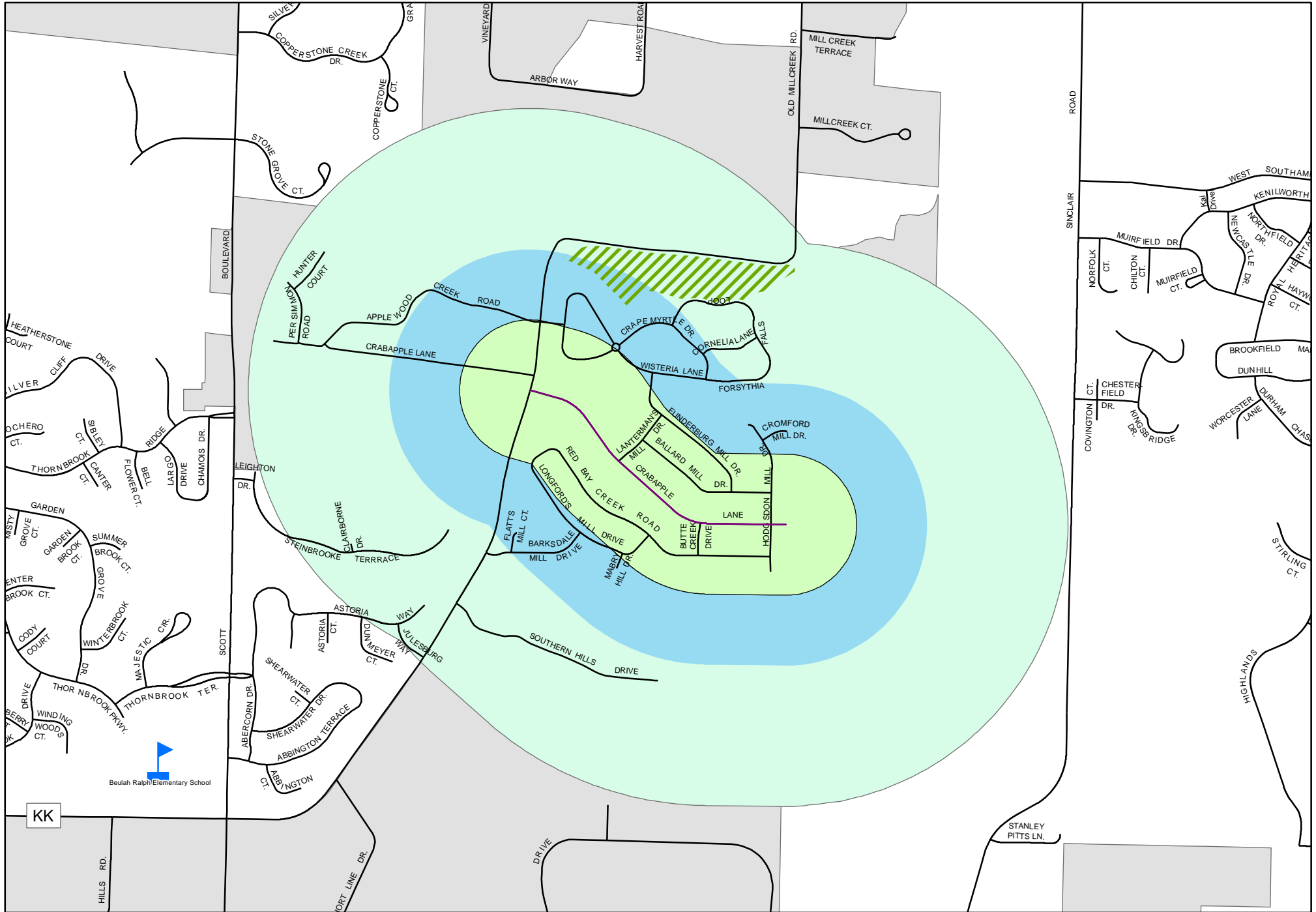
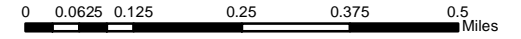




Legend

- Crabapple_Ln
- Bus Stops
- - - Bike Facility
- Trail
- ▲ School
- Hospital
- + Nursing/Retirement Home
- ▨ Park
- Crabapple_Ln_660
- Crabapple_Ln_QuarterMile
- Crabapple_Ln_HalfMile

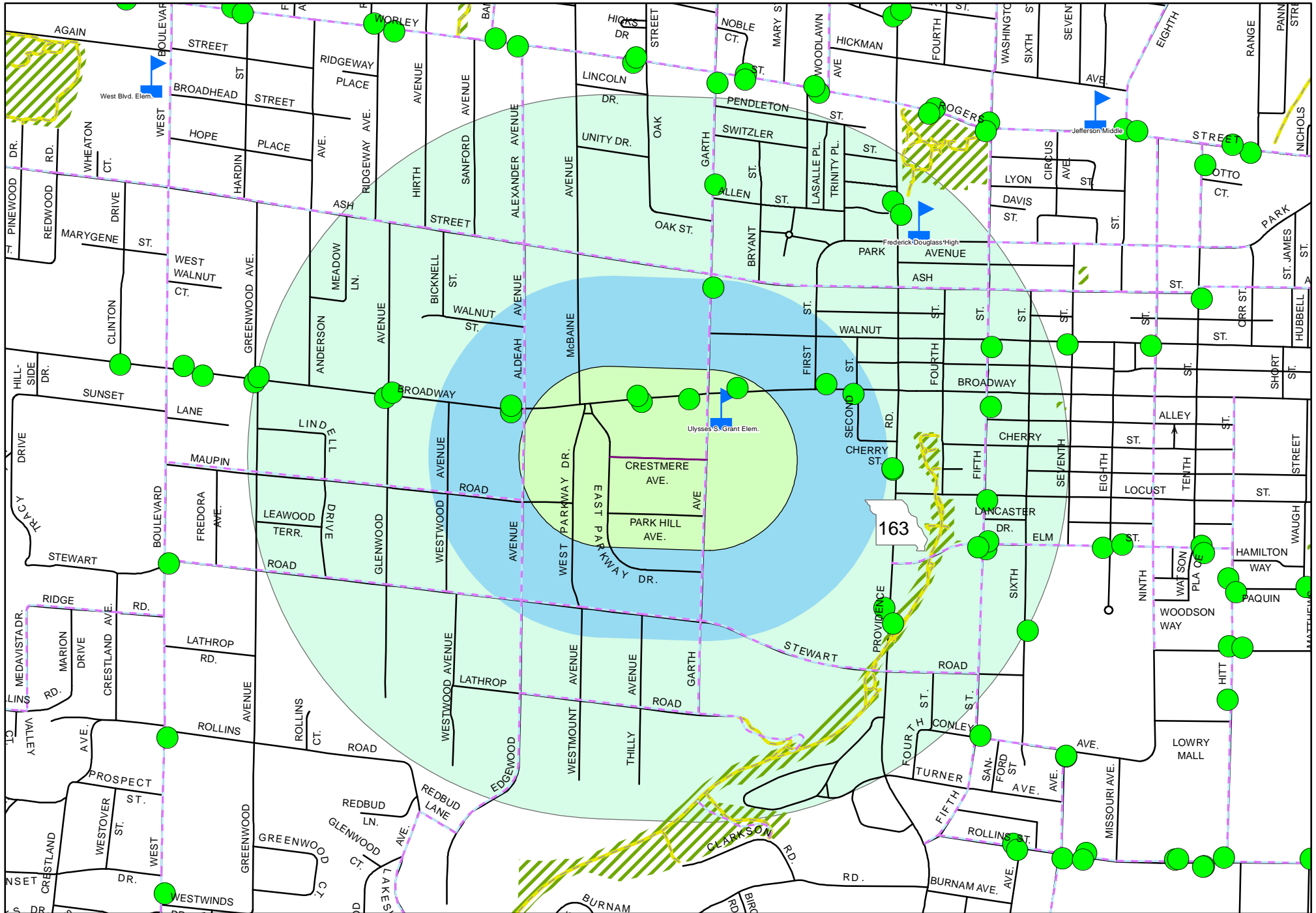
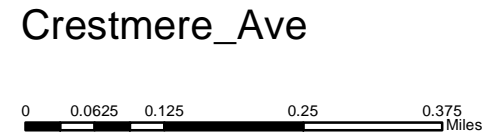
Crabapple_Ln





Legend

- Crestmere_Ave
- Trail
- Hospital
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park
- Crestmere_Ave_660
- Crestmere_Ave_QuarterMile
- Crestmere_Ave_HalfMile

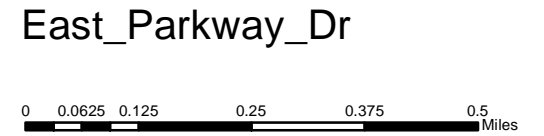


Crestmere_Ave

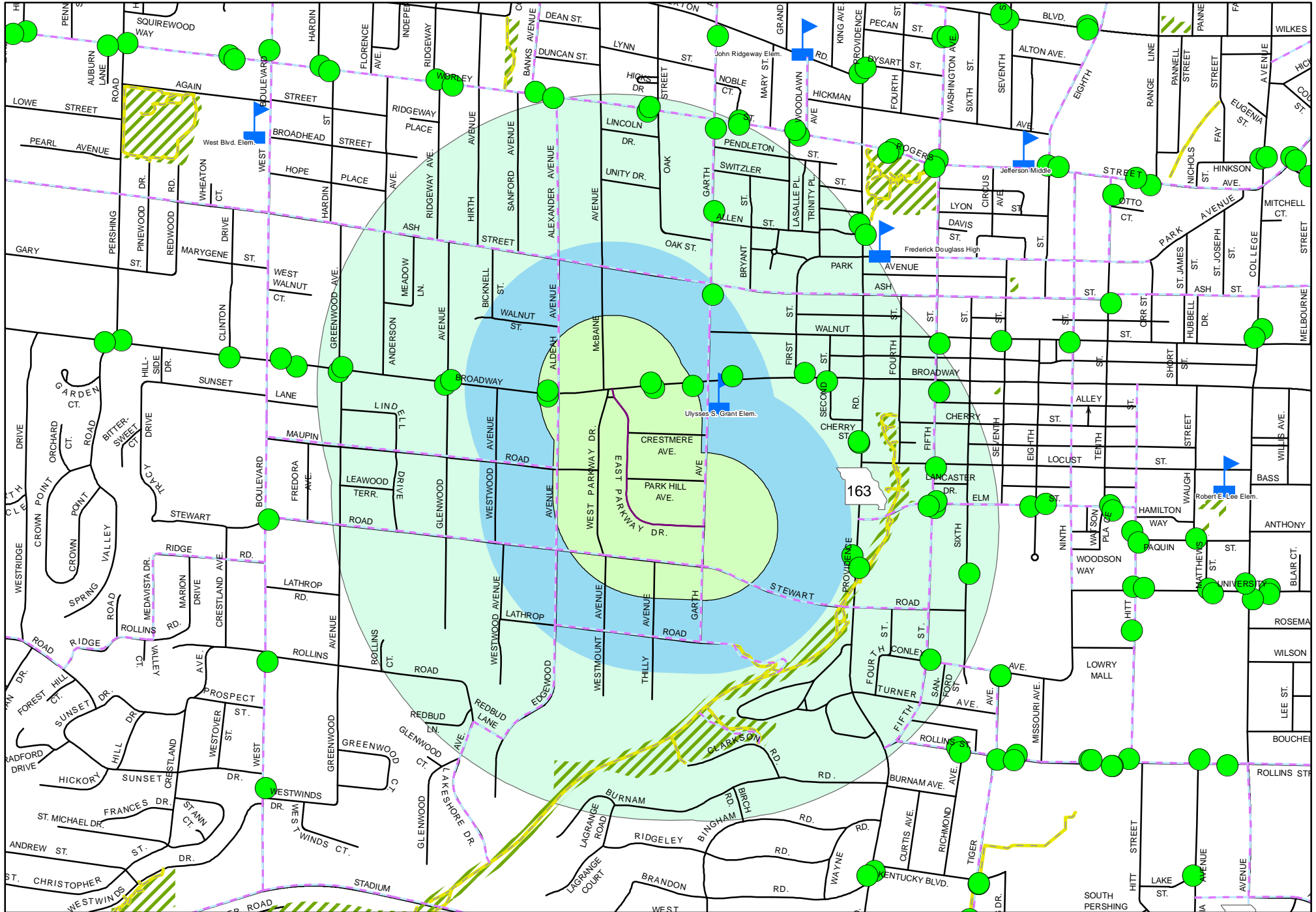


Legend

- East_Parkway_Dr
- Trail
- Hospital
- East_Parkway_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- East_Parkway_Dr_QuarterMile
- Bike Facility
- Park
- East_Parkway_Dr_HalfMile



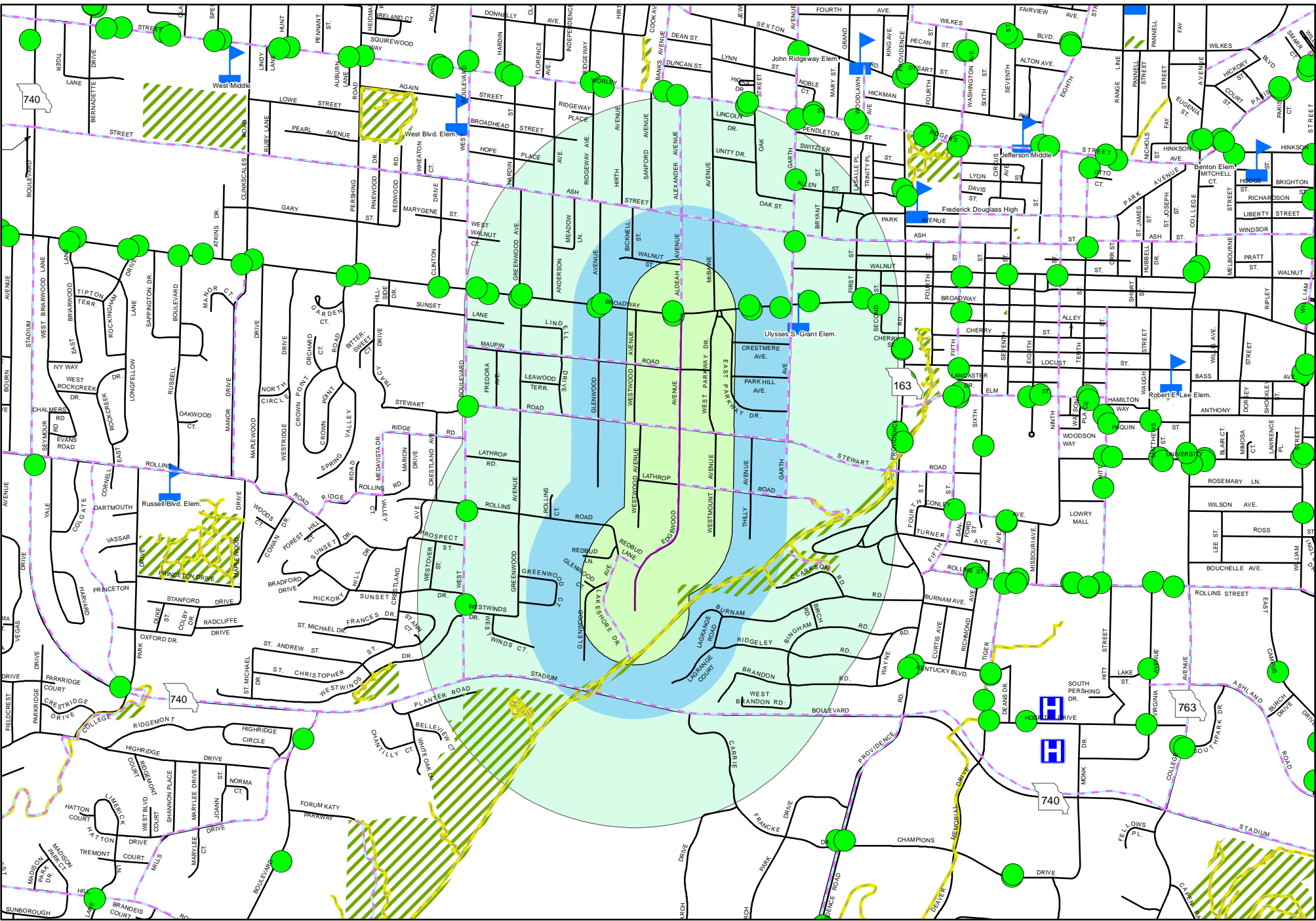
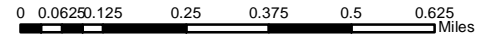
East_Parkway_Dr



Legend

- Edgewood_Ave
- Trail
- Hospital
- Edgewood_Ave_660
- Bus Stops
- School
- Nursing/Retirement Home
- Edgewood_Ave_QuarterMile
- Bike Facility
- Park
- Edgewood_Ave_HalfMile

Edgewood_Ave

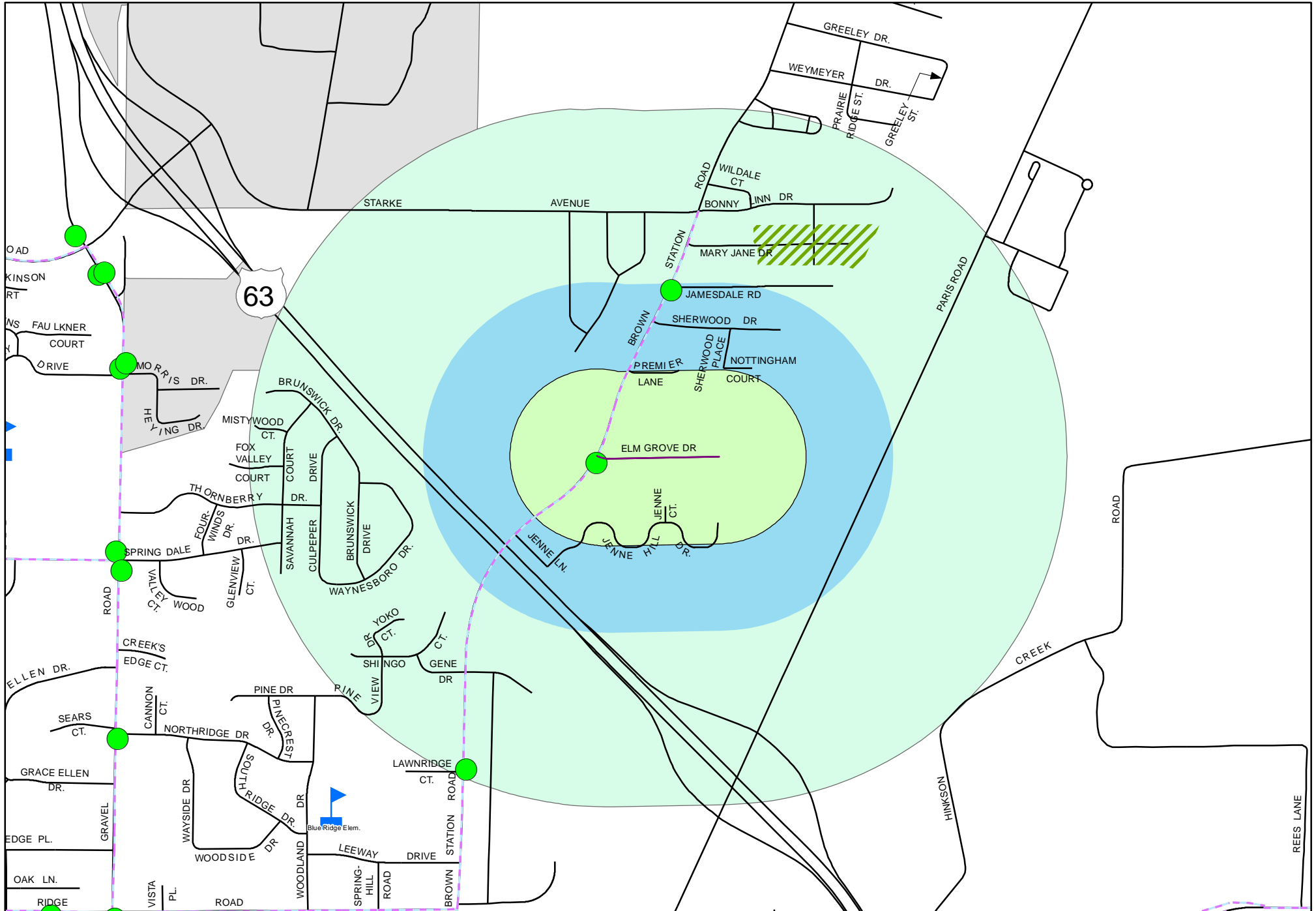




Legend

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

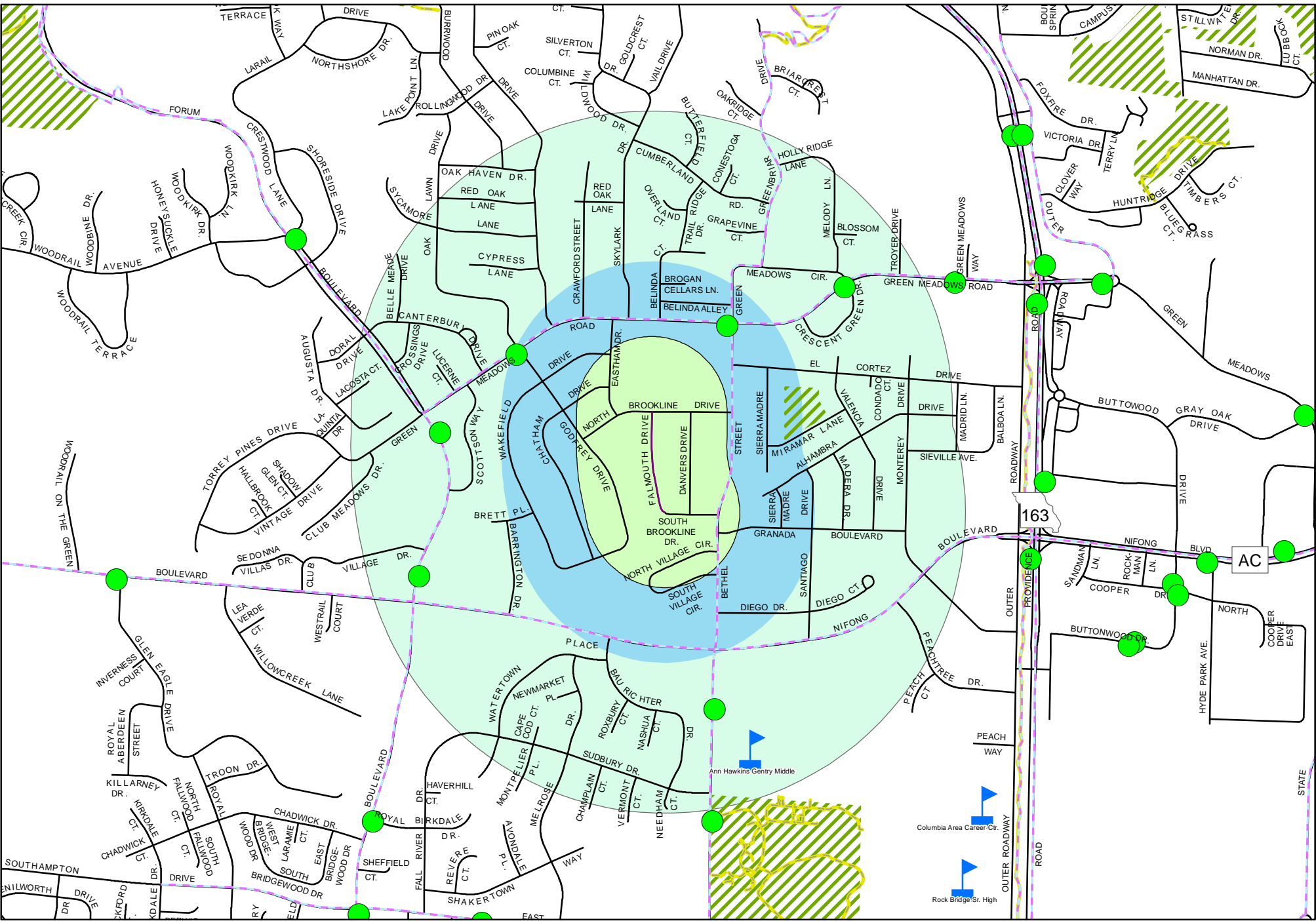
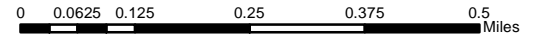
Elm_Grove_Dr



Legend

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

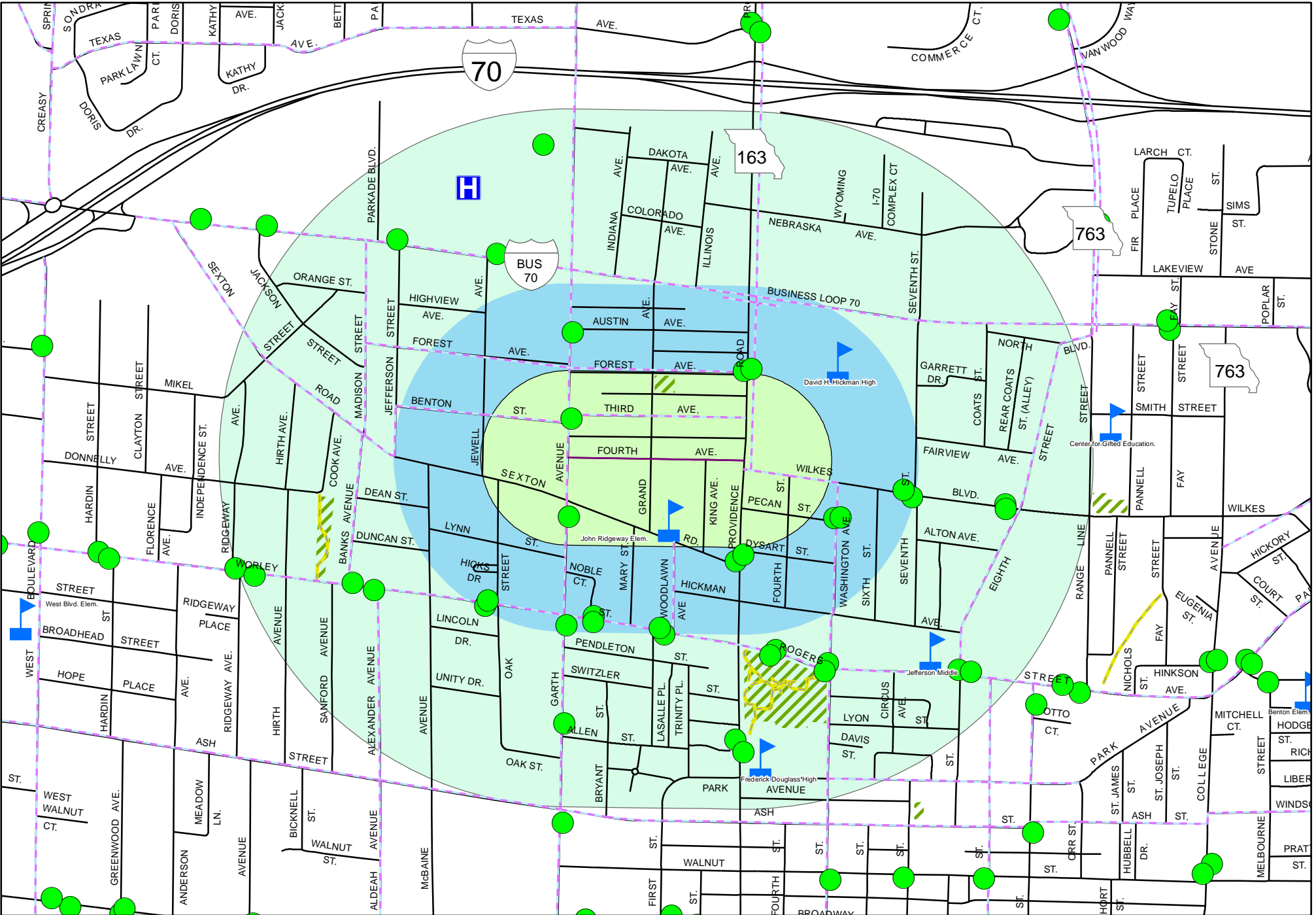
Falmouth_Dr



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

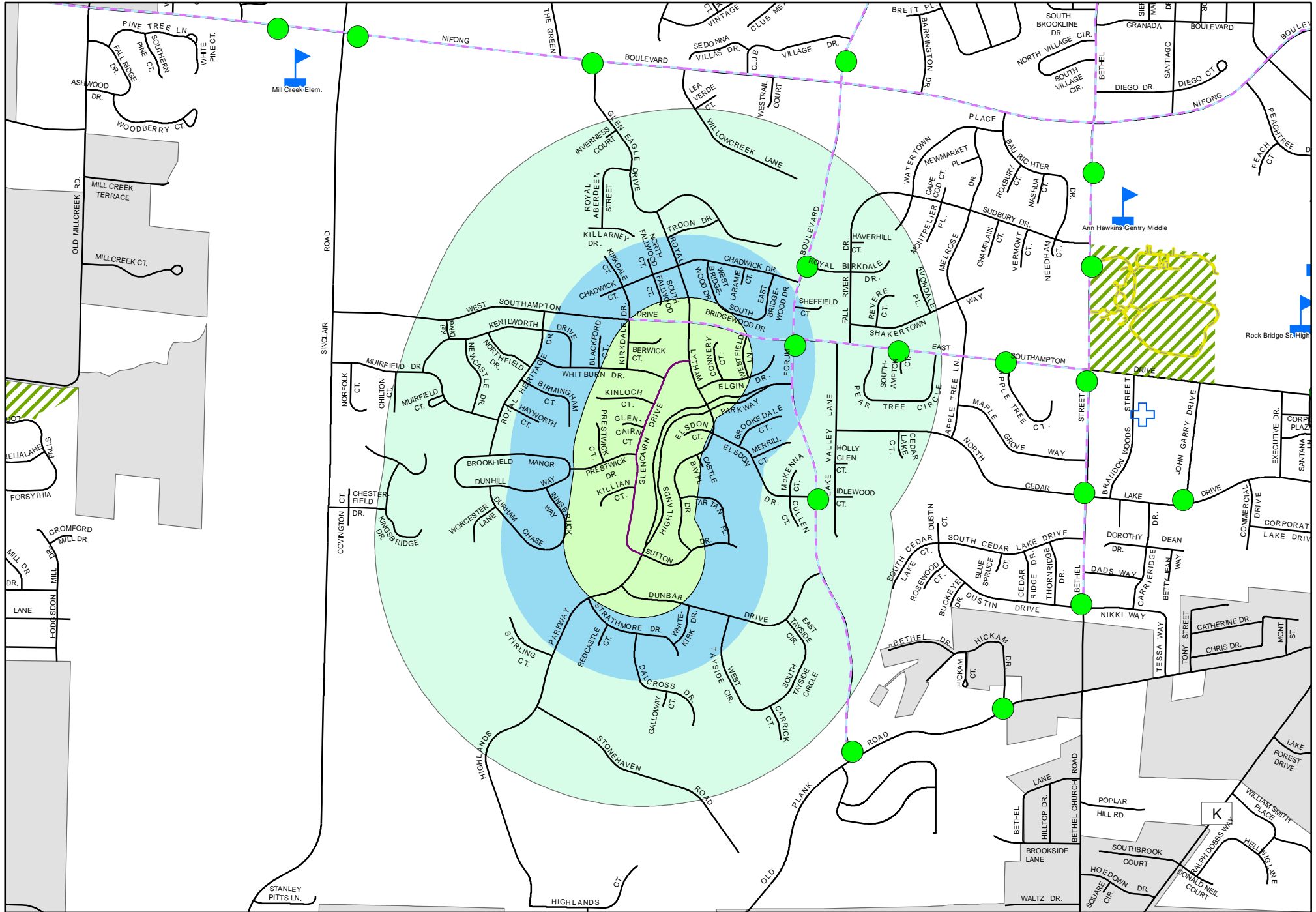
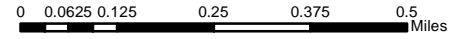




Legend

- Glencarin_Dr
- Bus Stops
- - - Bike Facility
- Trail
- ▲ School
- + Nursing/Retirement Home
- ▨ Park
- H Hospital
- Glencarin_Dr_660
- Glencarin_Dr_QuarterMile
- Glencarin_Dr_HalfMile

Glencarin_Dr

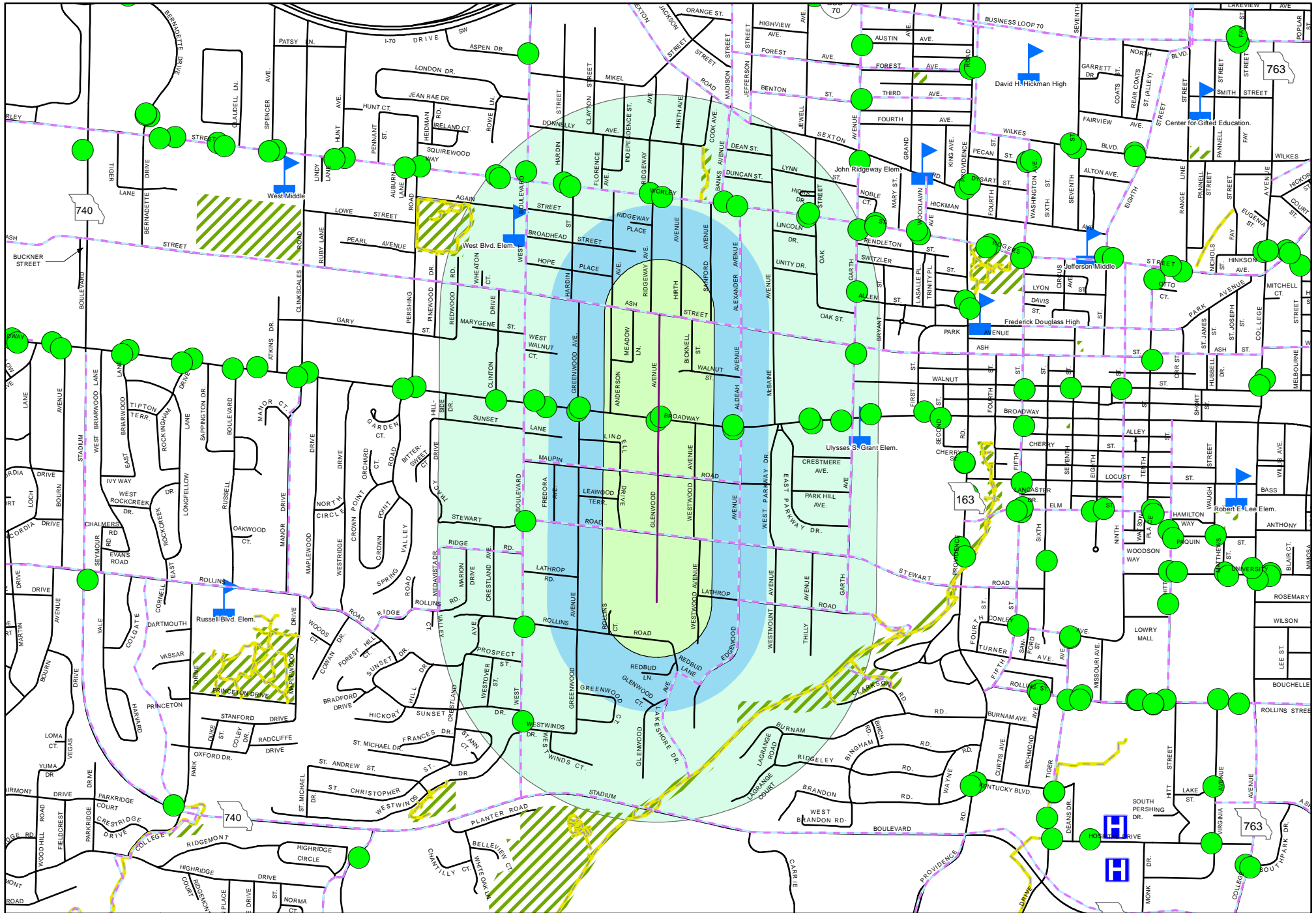
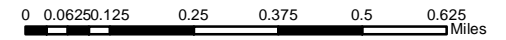




Legend

- Glenwood_Ave
- Trail
- H Hospital
- Bus Stops
- ▲ School
- + Nursing/Retirement Home
- - - Bike Facility
- ▨ Park
- Glenwood_Ave_660
- Glenwood_Ave_QuarterMile
- Glenwood_Ave_HalfMile

Glenwood_Ave

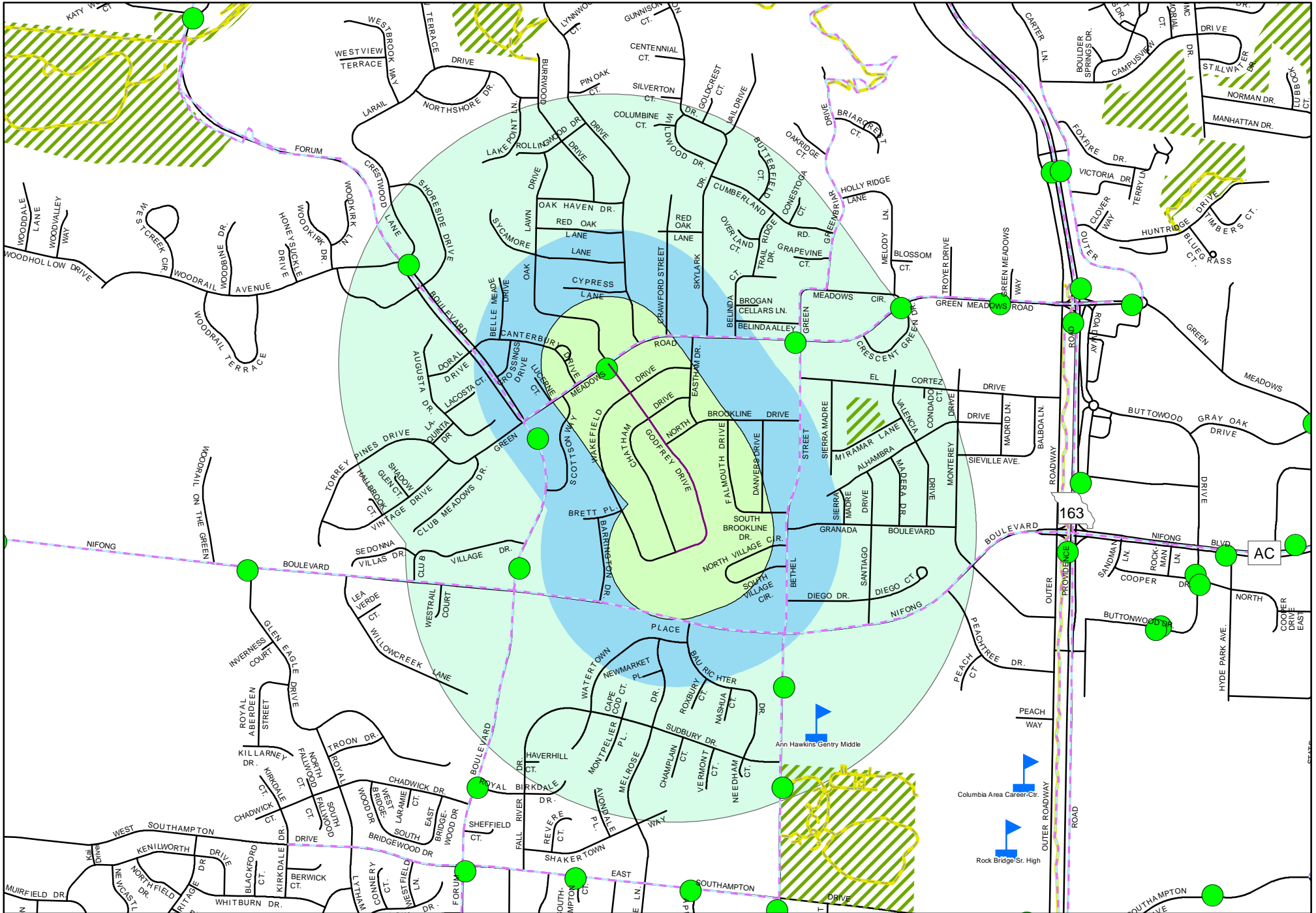


Legend












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

Godfrey_Dr

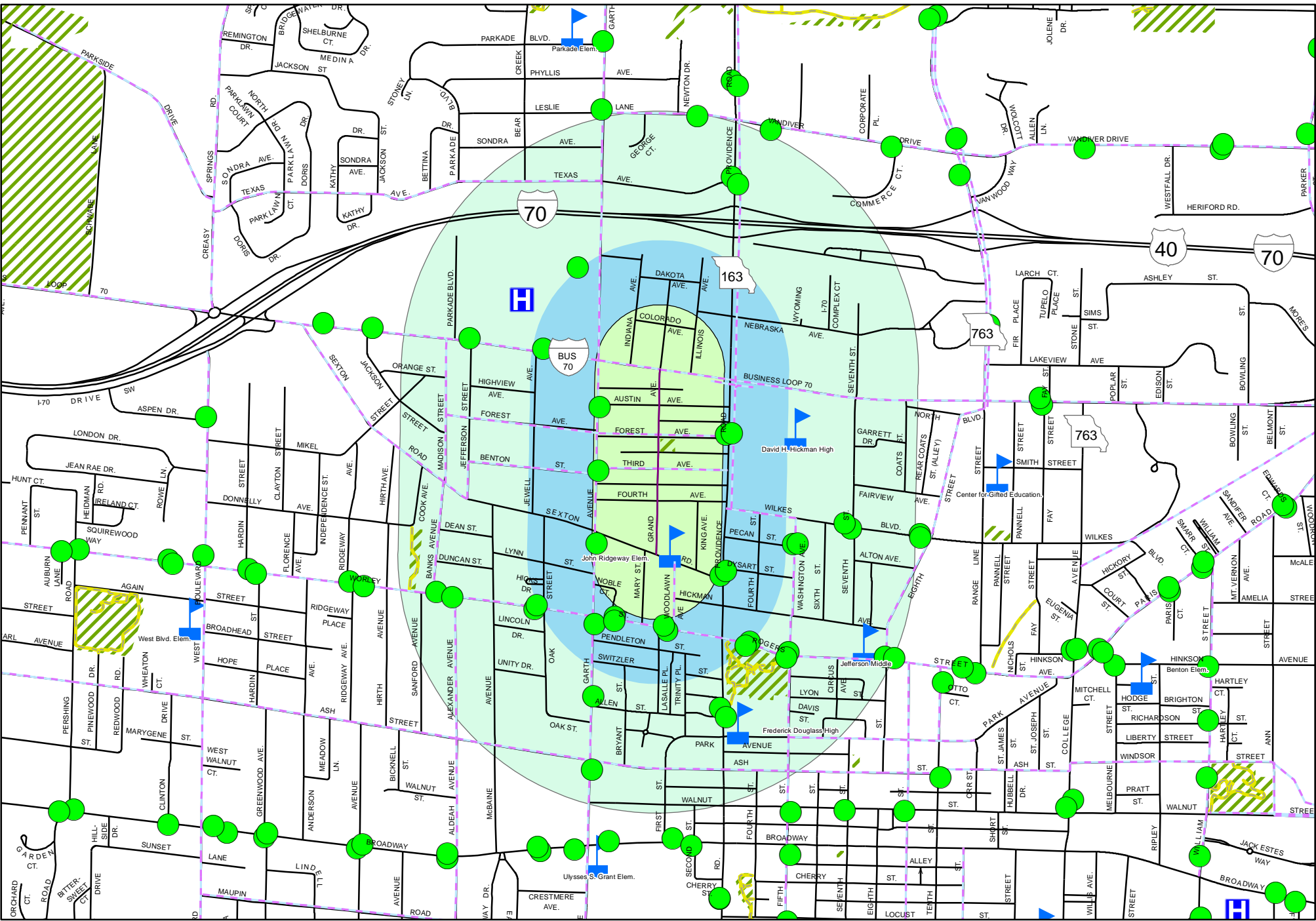
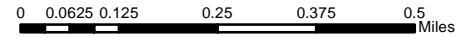
0 0.0625 0.125 0.25 0.375 0.5 Miles



Legend

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

Grand_Ave

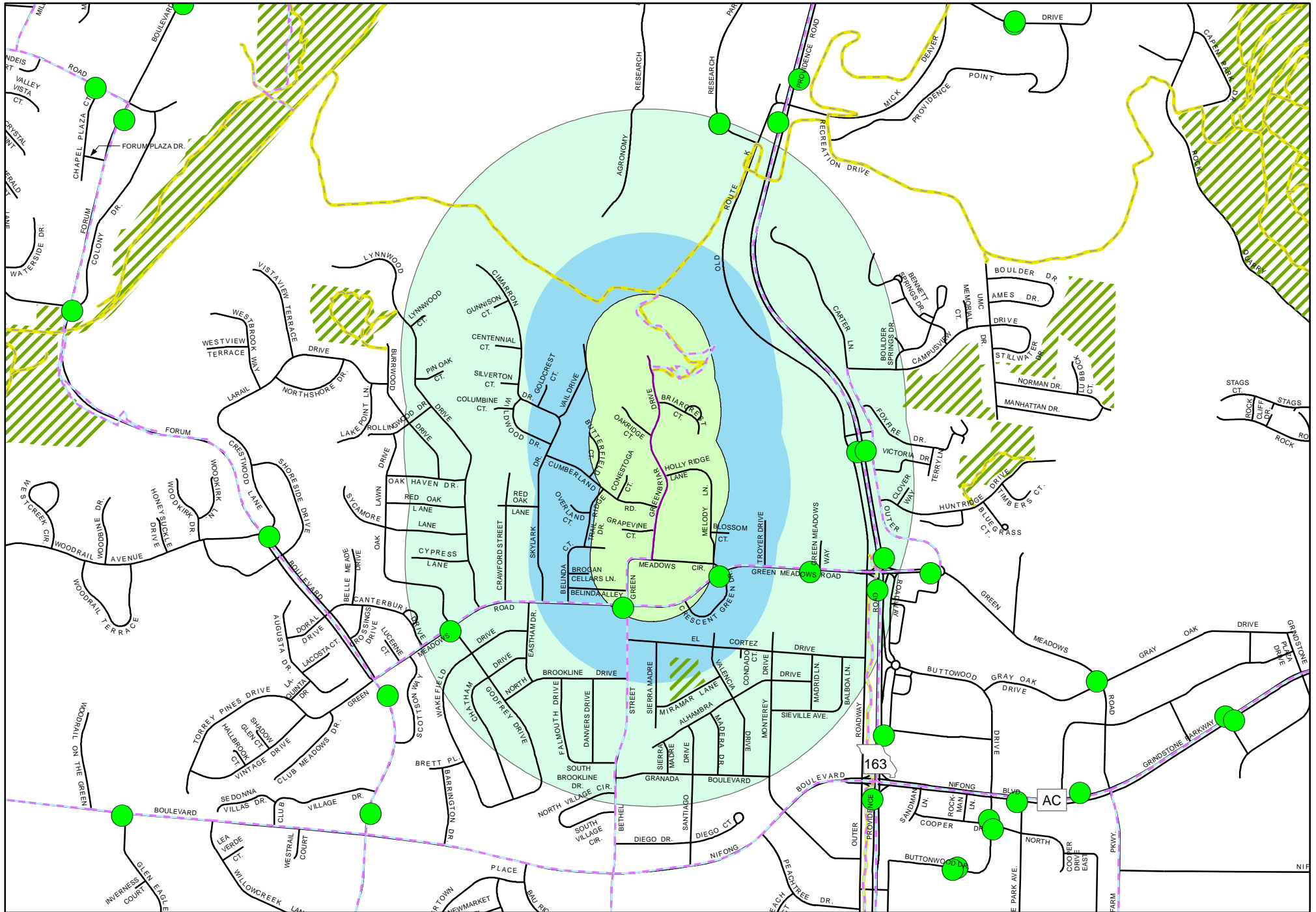
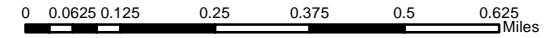




Legend

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

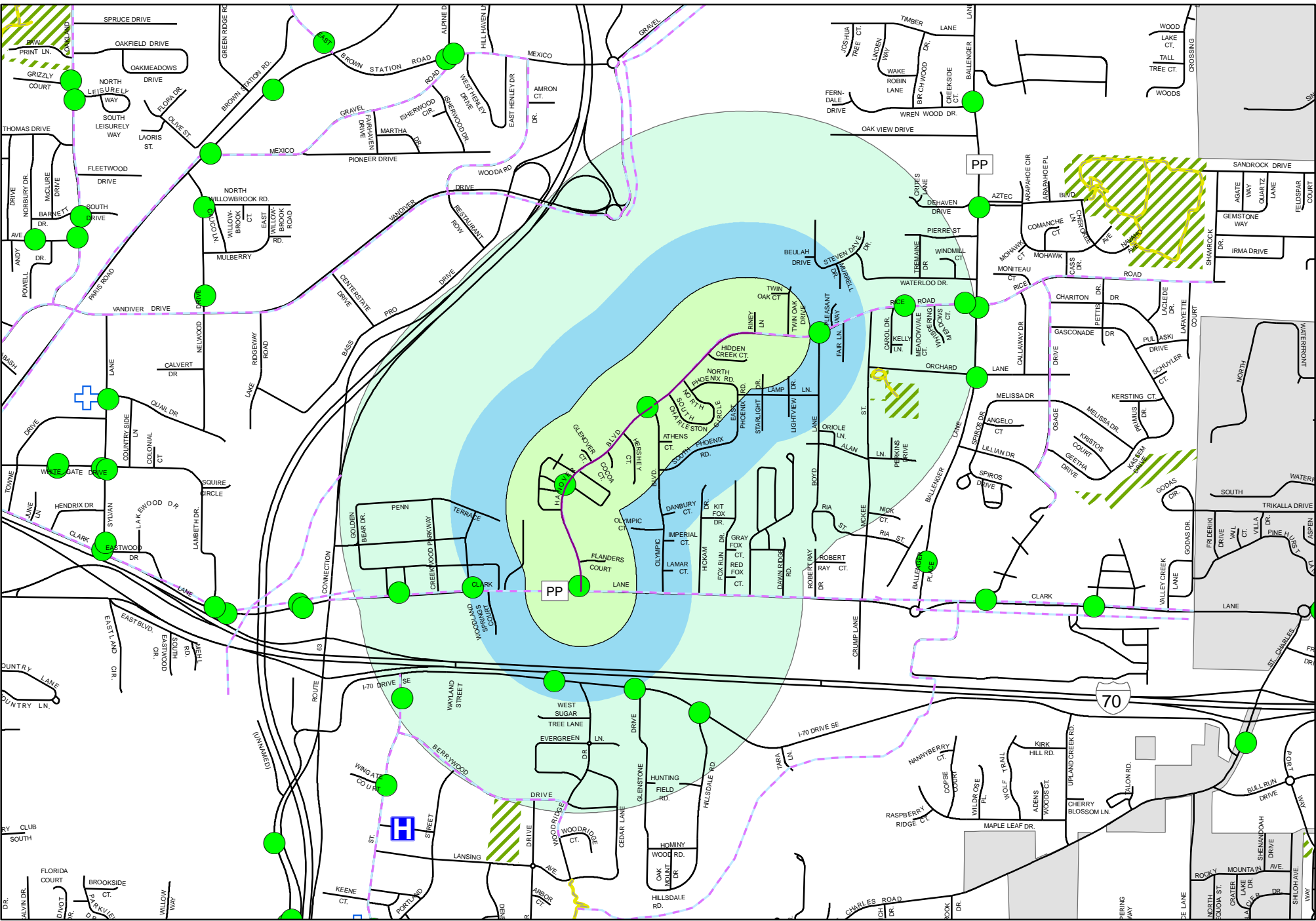
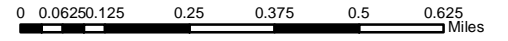
Greenbriar_Dr



Legend

- Hanover_Bldv
- Trail
- Hospital
- Hanover_Bldv_660
- Bus Stops
- School
- Nursing/Retirement Home
- Hanover_Bldv_QuarterMile
- - - Bike Facility
- Park
- Hanover_Bldv_HalfMile

Hanover_Bldv

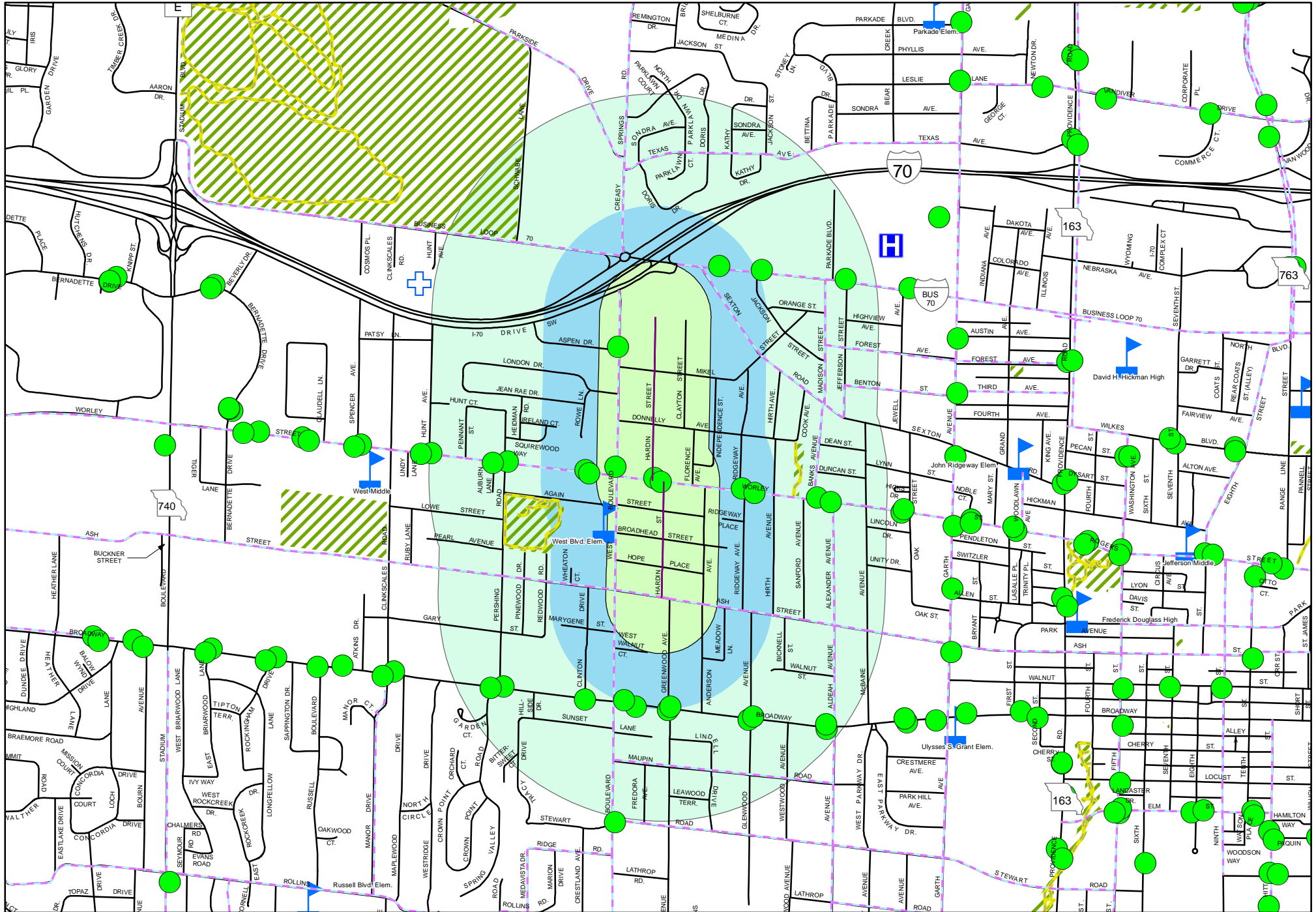
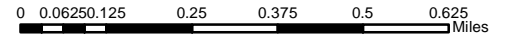




Legend

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

Hardin_St

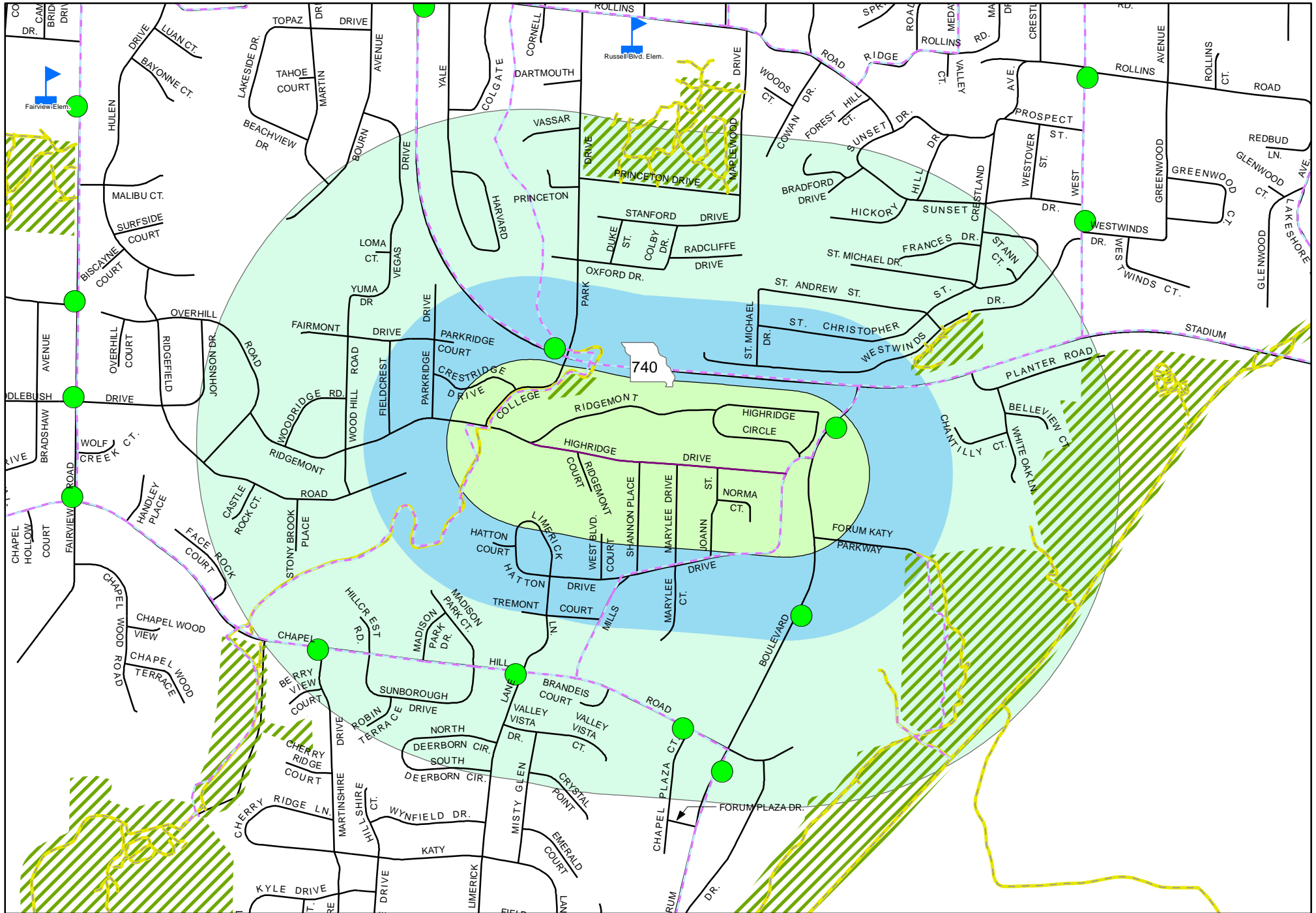




Legend

- Highridge_Dr
- Trail
- Hospital
- Highridge_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- Highridge_Dr_QuarterMile
- Bike Facility
- Park
- Highridge_Dr_HalfMile

Highridge_Dr

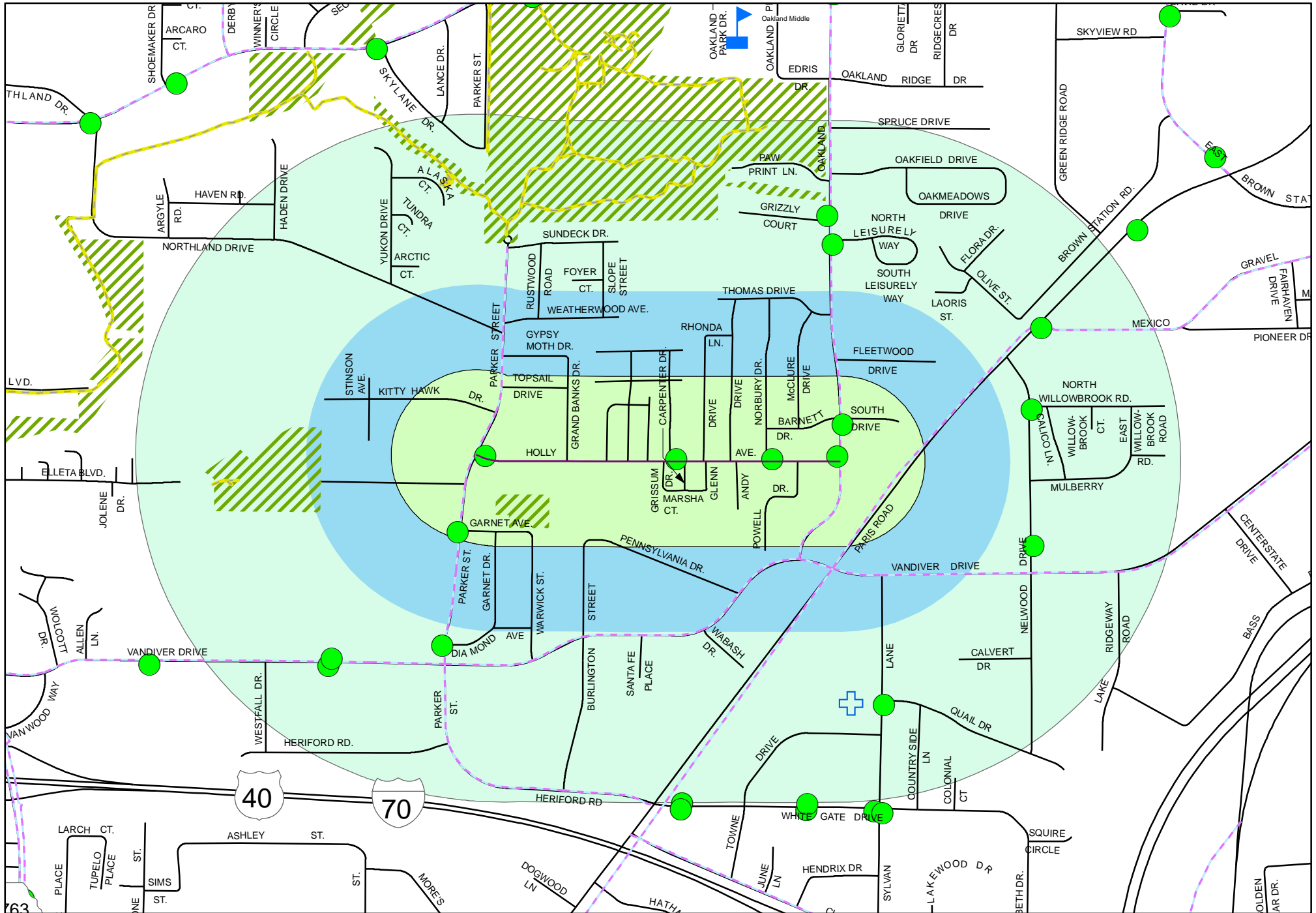




Legend

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

Holly_Ave

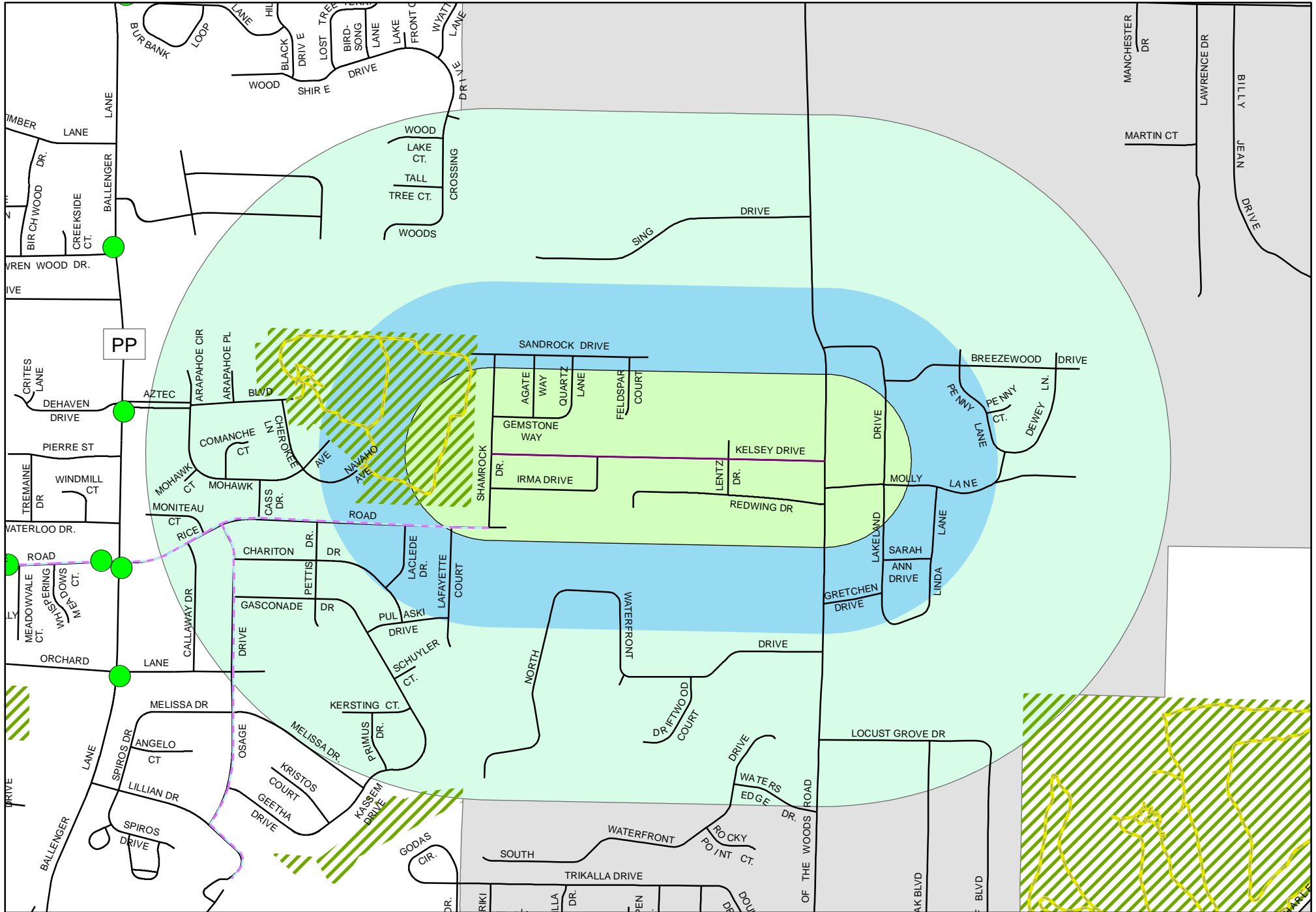




Legend

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

Kelsey_Dr

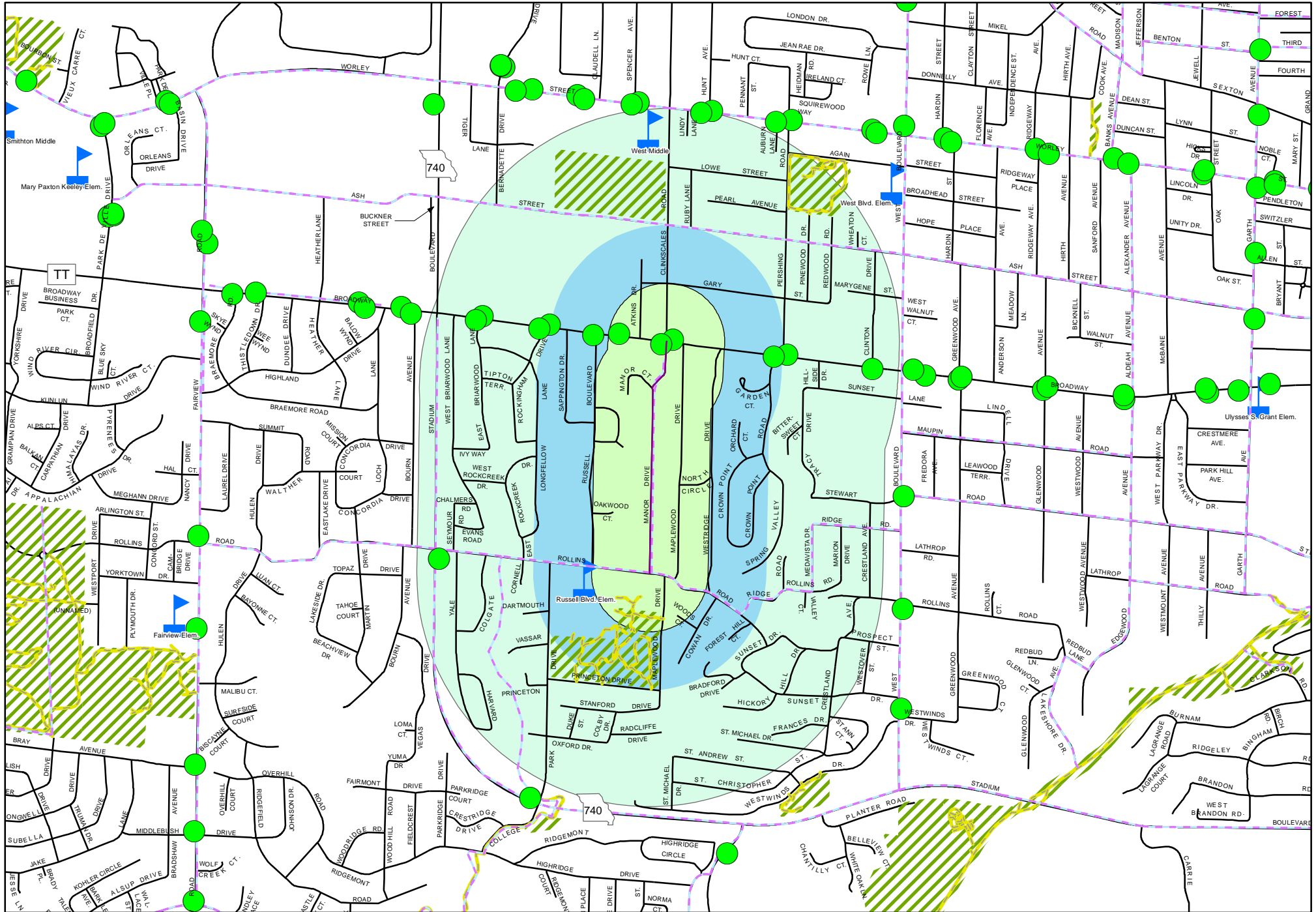
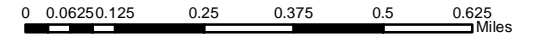




Legend

- Manor_Dr
- Trail
- Hospital
- Manor_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- Manor_Dr_QuarterMile
- Bike Facility
- Park
- Manor_Dr_HalfMile

Manor_Dr

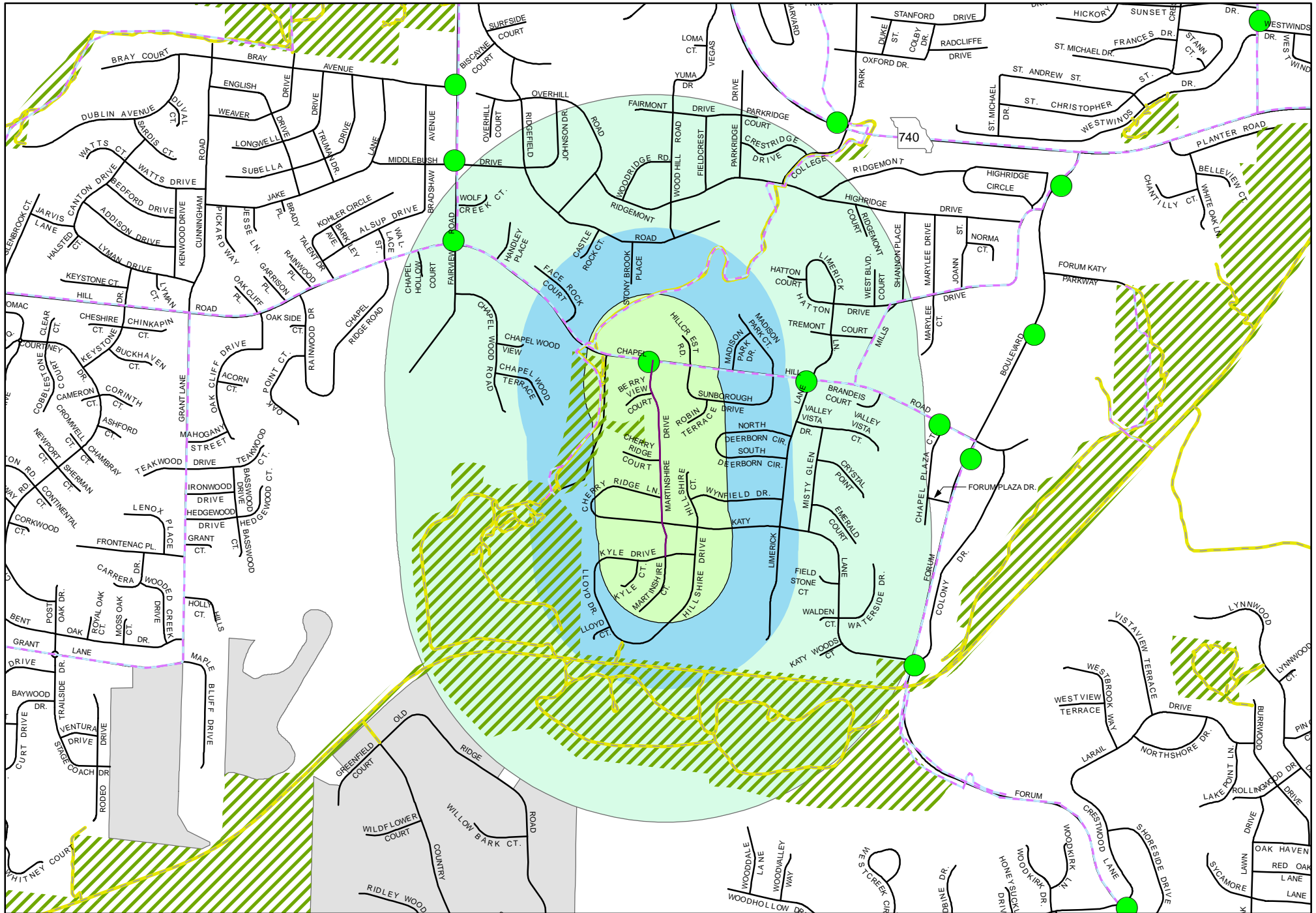
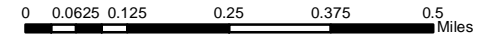




Legend

- Martinshire_Dr
- Trail
- Hospital
- Martinshire_Dr_660
- Martinshire_Dr_QuarterMile
- Martinshire_Dr_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Bike Facility
- Park

Martinshire_Dr

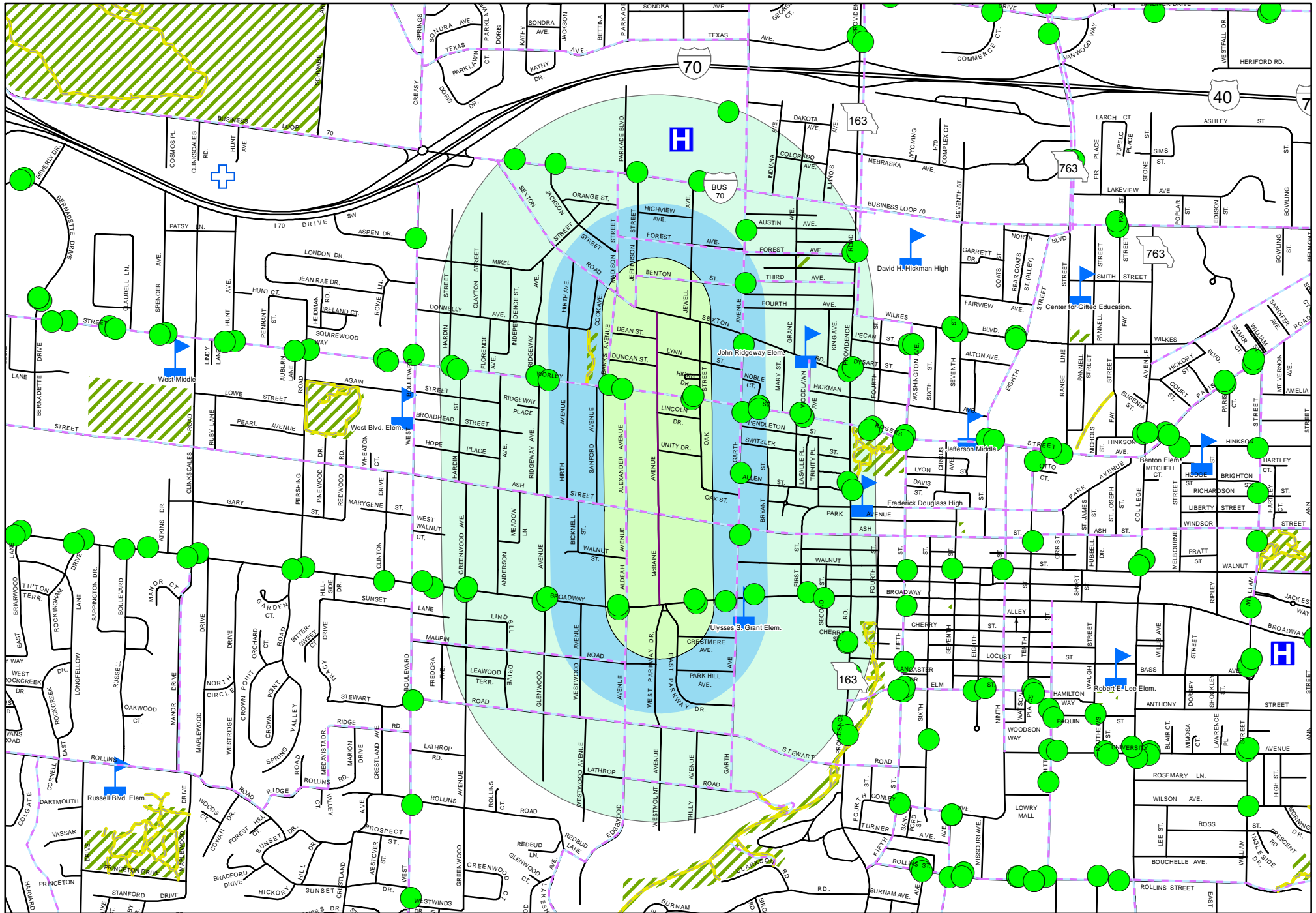
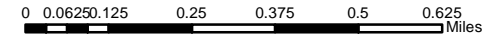




Legend

- McBaine_Ave
- Trail
- H Hospital
- Bus Stops
- + Nursing/Retirement Home
- ▲ School
- + Park
- McBaine_Ave_660
- McBaine_Ave_QuarterMile
- McBaine_Ave_HalfMile

McBaine_Ave

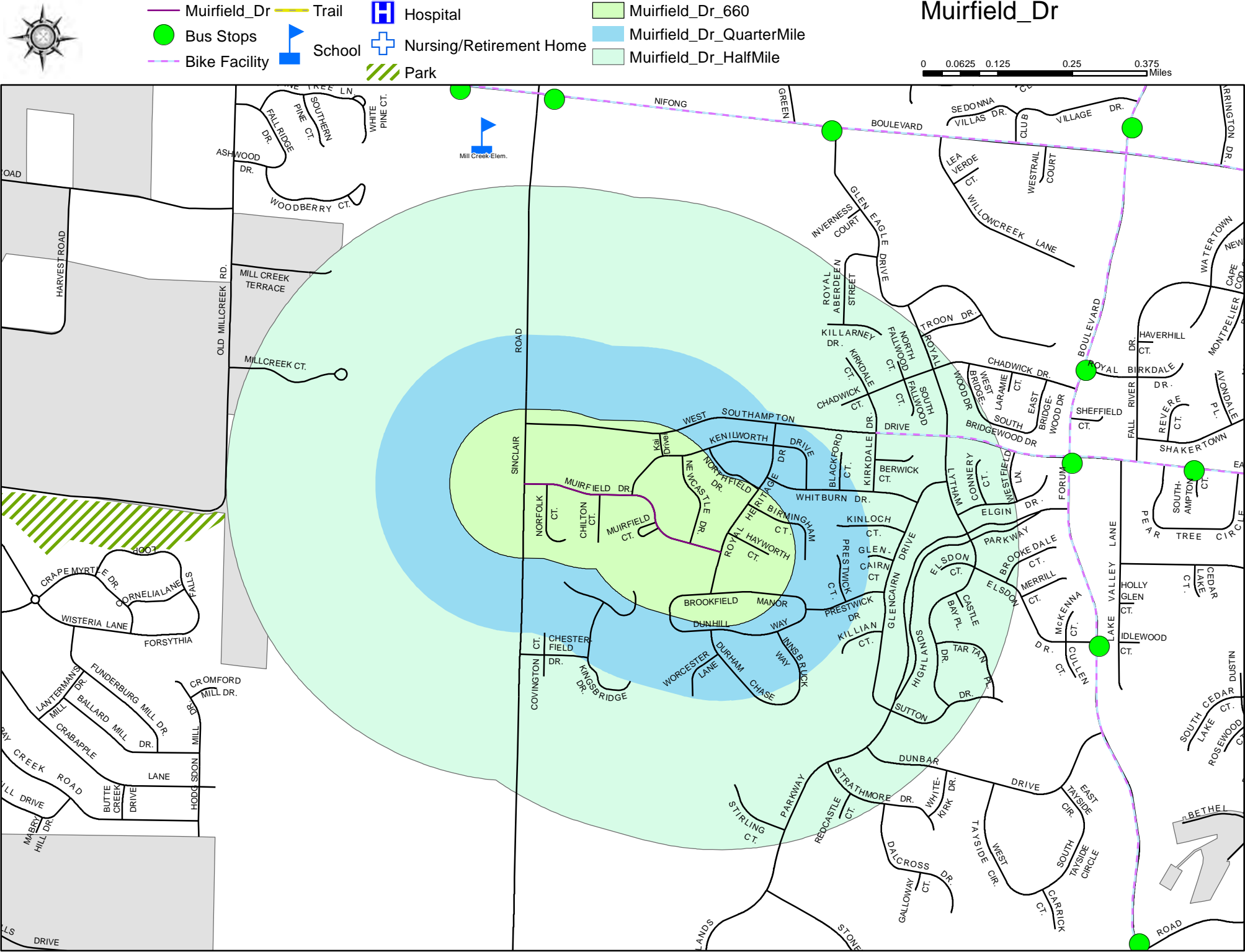


Legend

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

- Muirfield_Dr_660
- Muirfield_Dr_QuarterMile
- Muirfield_Dr_HalfMile

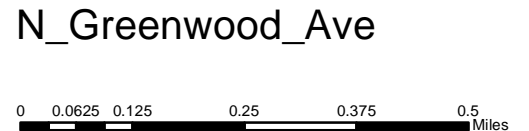
Muirfield_Dr



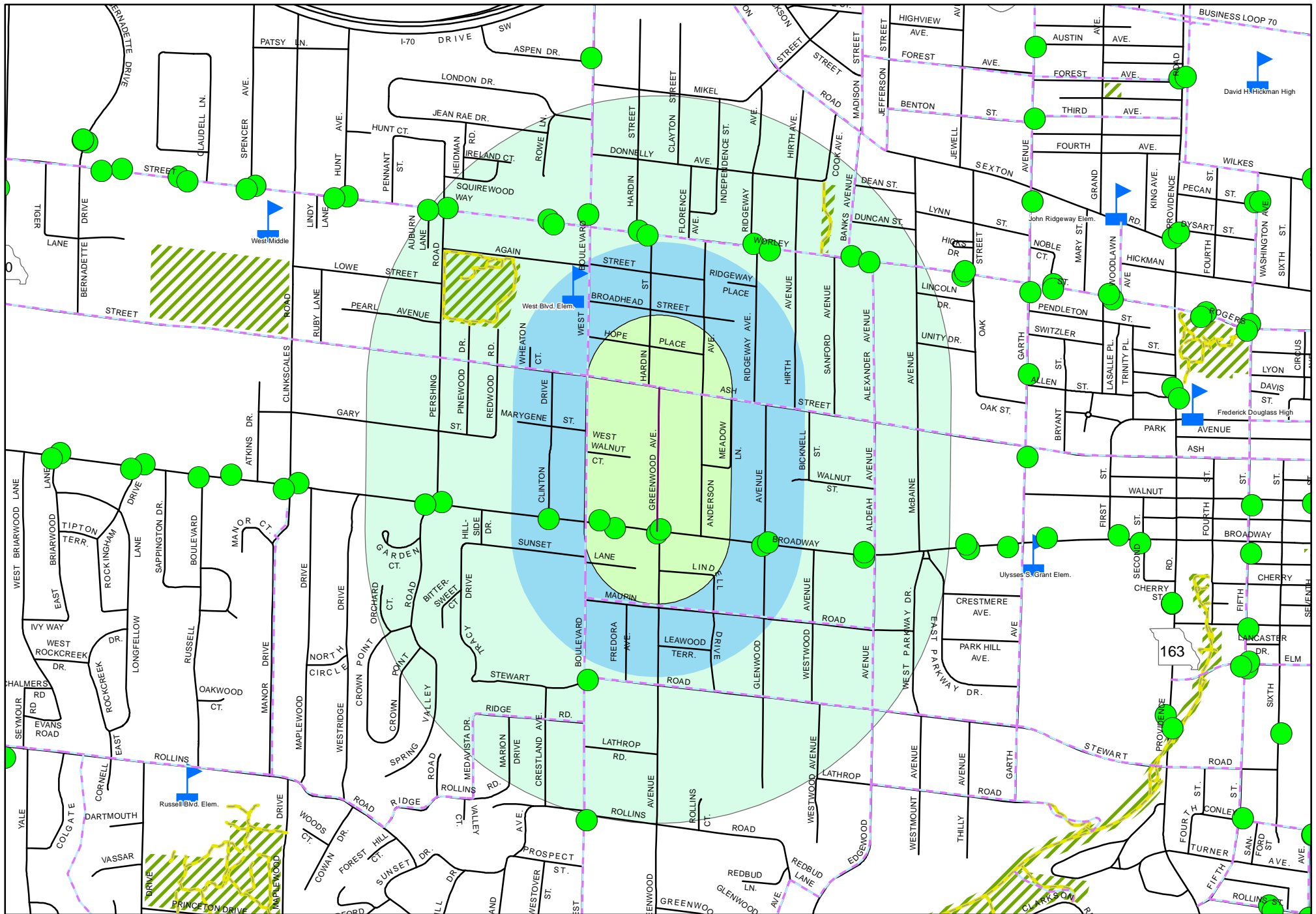


Legend

- N_Greenwood_Ave
- Trail
- Hospital
- N_Greenwood_Ave_660
- Bus Stops
- ▲ School
- + Nursing/Retirement Home
- N_Greenwood_Ave_QuarterMile
- - - Bike Facility
- N_Greenwood_Ave_HalfMile
- Park



N_Greenwood_Ave



163

David H. Hickman High

John Ridgeway Elem.

Ulysses S. Grant Elem.

Russell Blvd. Elem.

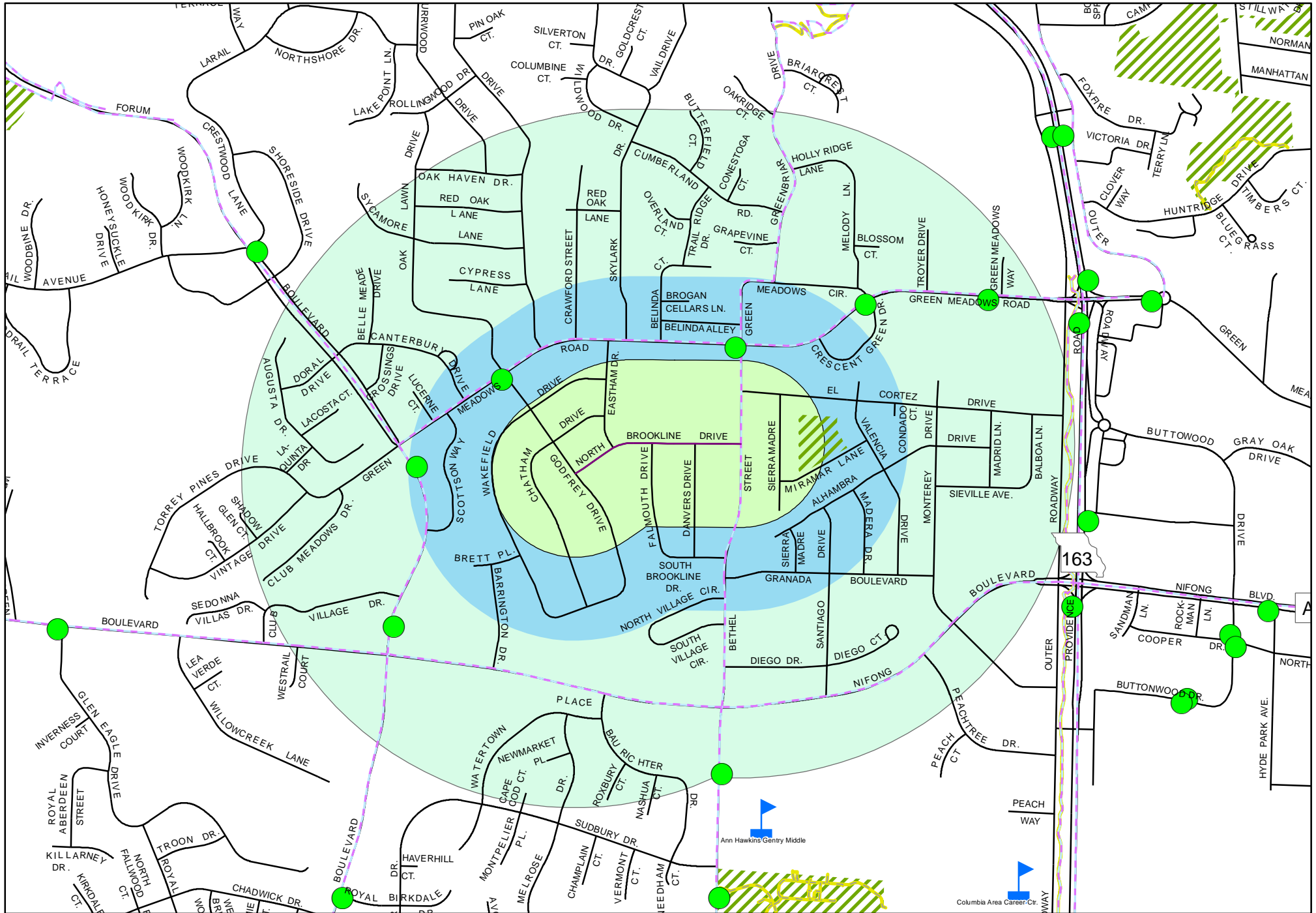
Frederick Douglass High



Legend

- North_Brookline_Dr
- Trail
- Hospital
- North_Brookline_Dr_660
- Bus Stops
- School
- Nursing/Retirement Home
- North_Brookline_Dr_QuarterMile
- Bike Facility
- Park
- North_Brookline_Dr_HalfMile

North_Brookline_Dr

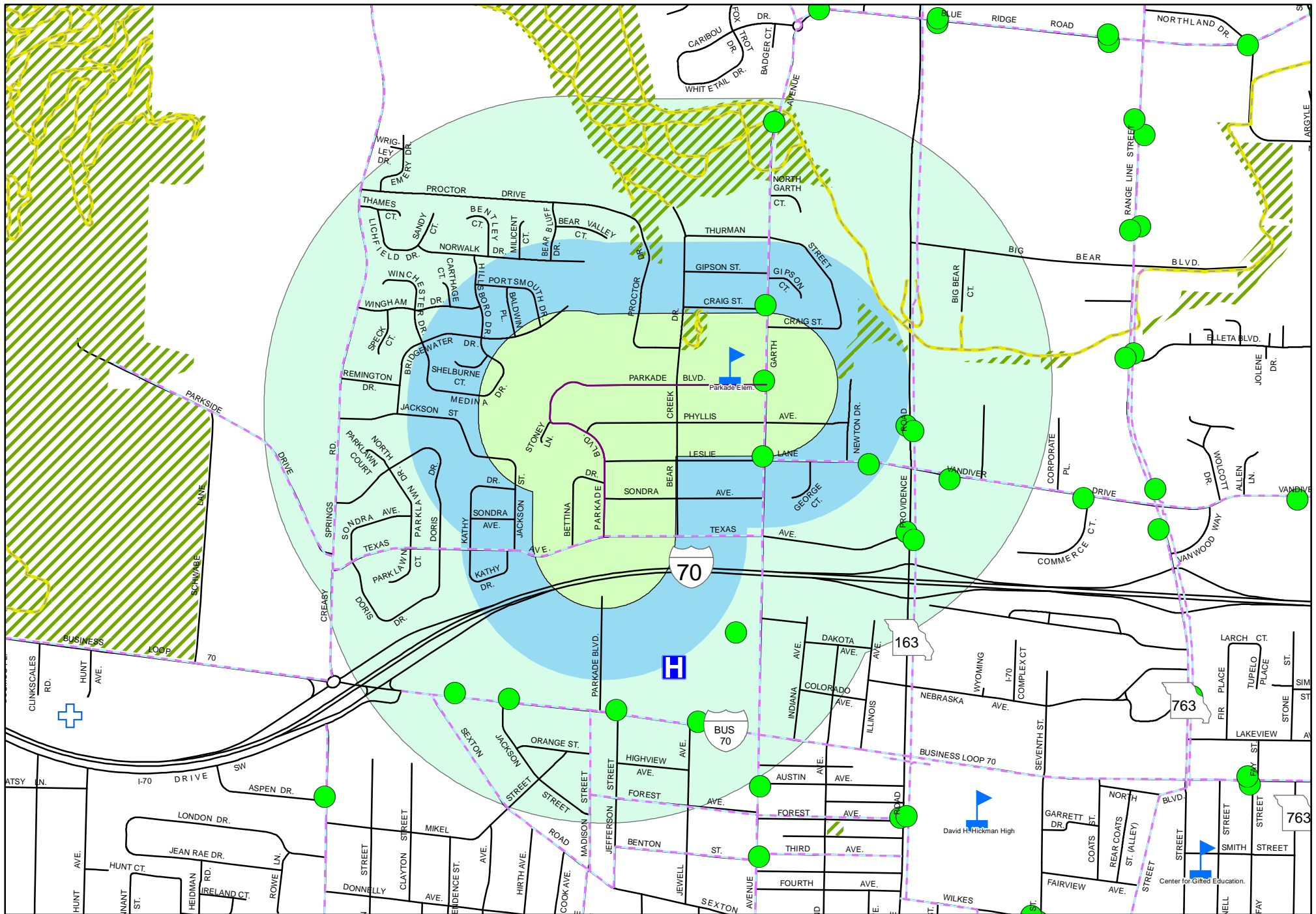
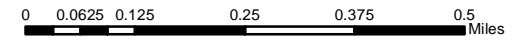




Legend

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

Parkade_Bldv

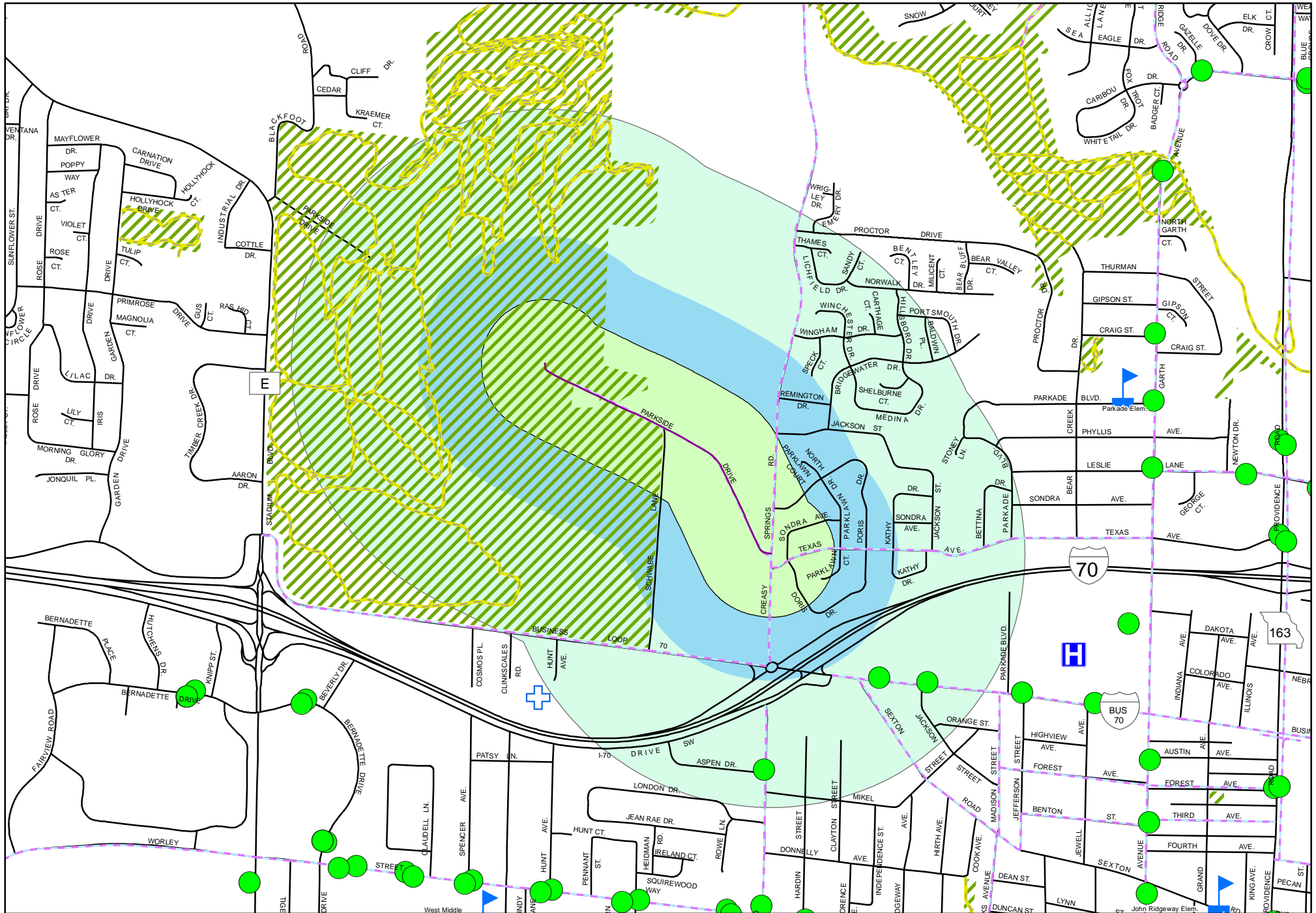
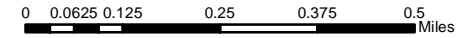




Legend

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

Parkside_Dr

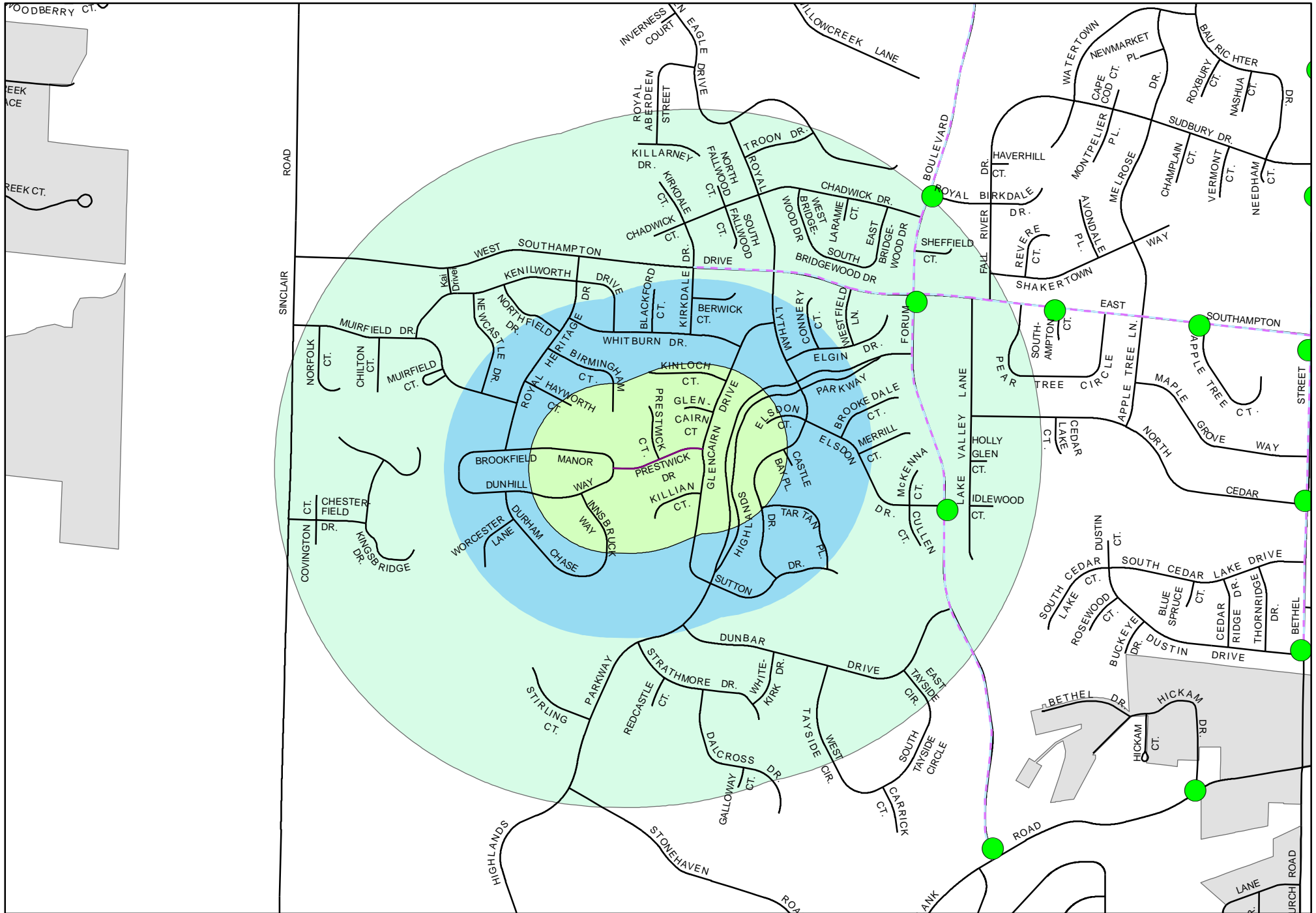




Legend

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

Prestwick_Dr

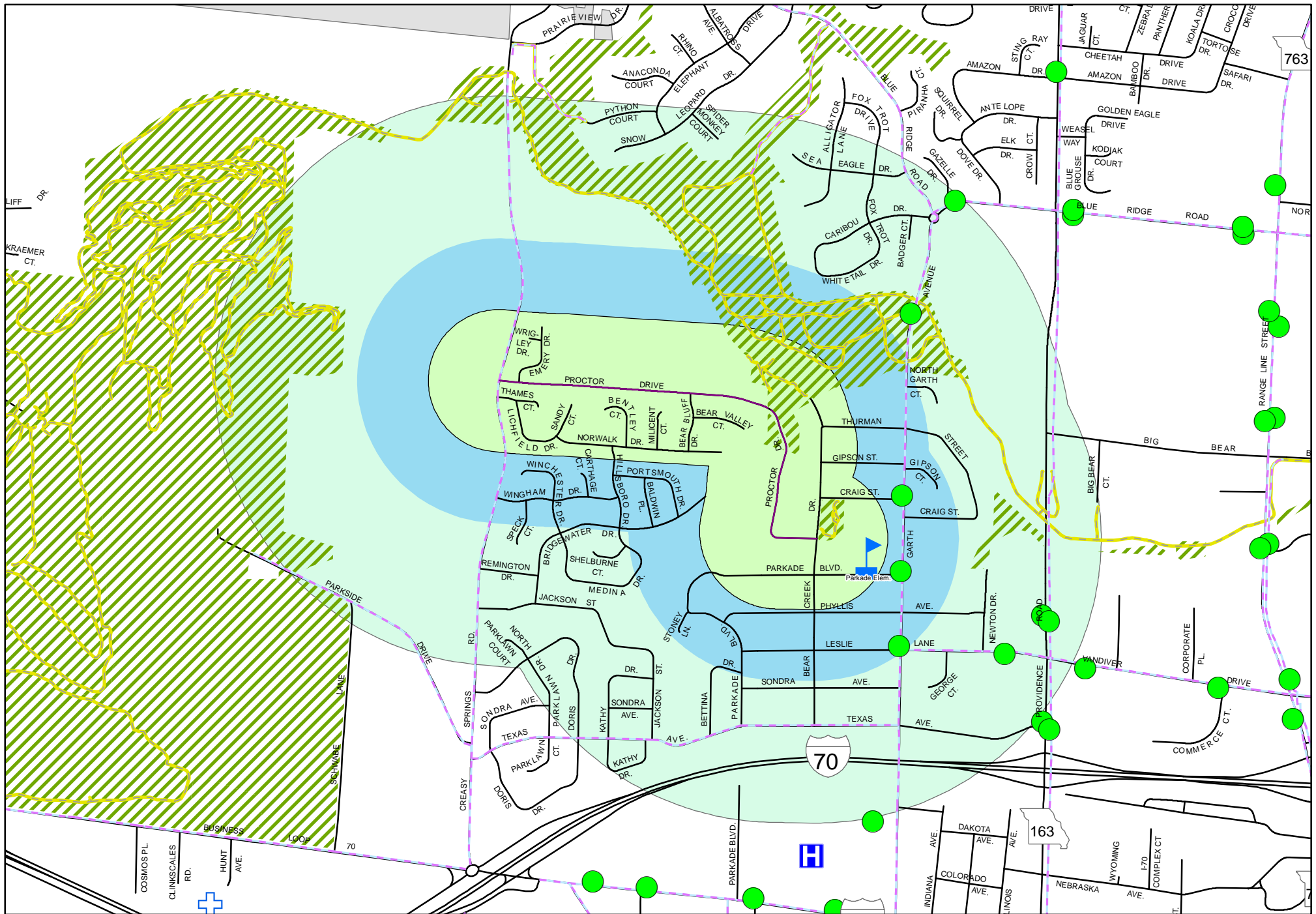
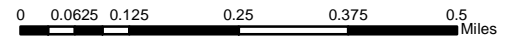




Legend

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

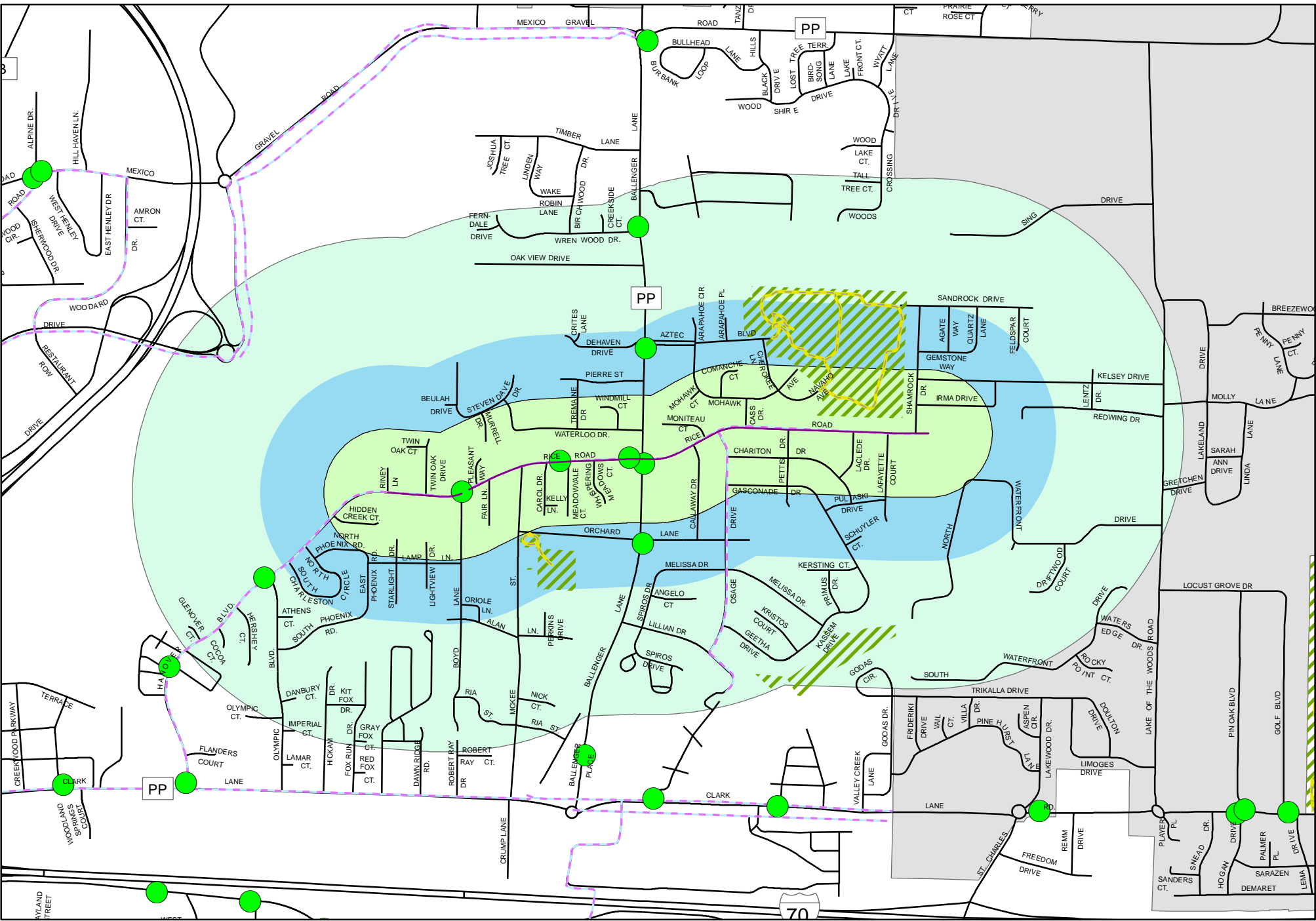
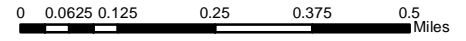
Proctor_Dr



Legend

- Rice_Rd
- Trail
- Hospital
- Rice_Rd_660
- Bus Stops
- School
- Nursing/Retirement Home
- Rice_Rd_QuarterMile
- Rice_Rd_HalfMile
- Bike Facility
- Park

Rice_Rd

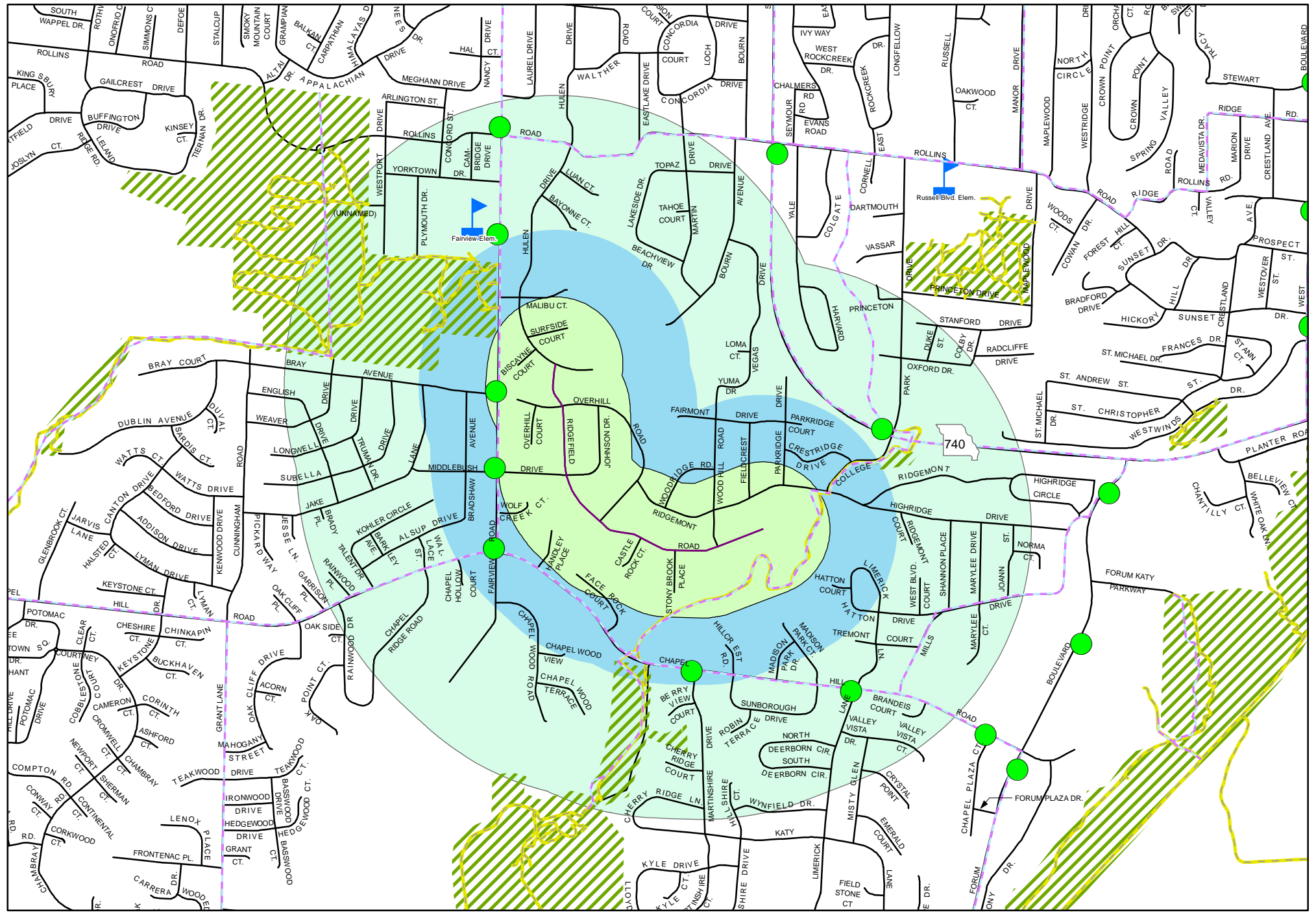
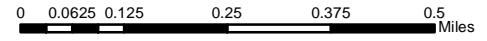


Legend



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

Ridgefield_Rd

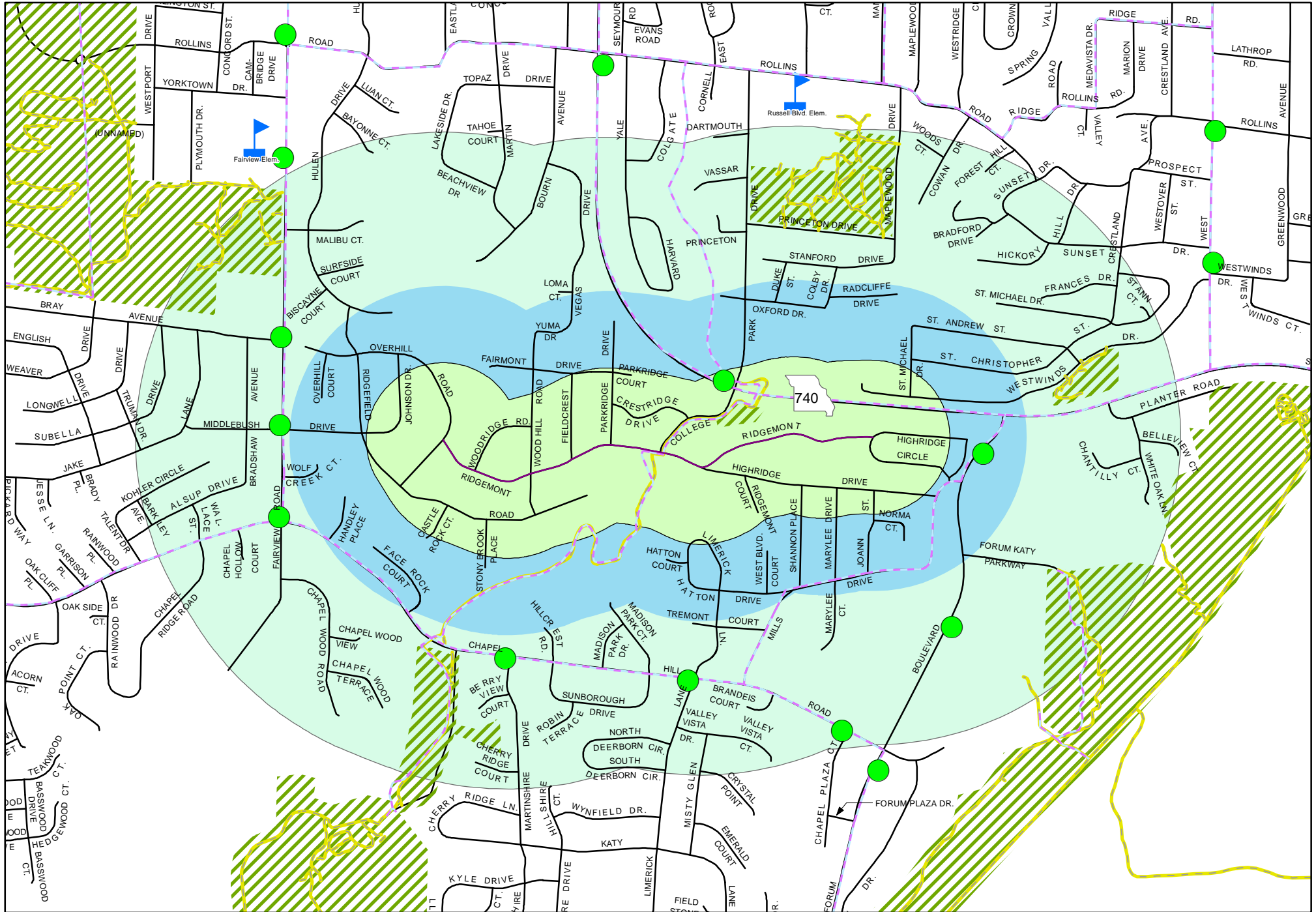
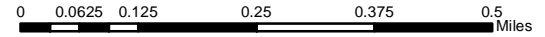




Legend

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

Ridgemont

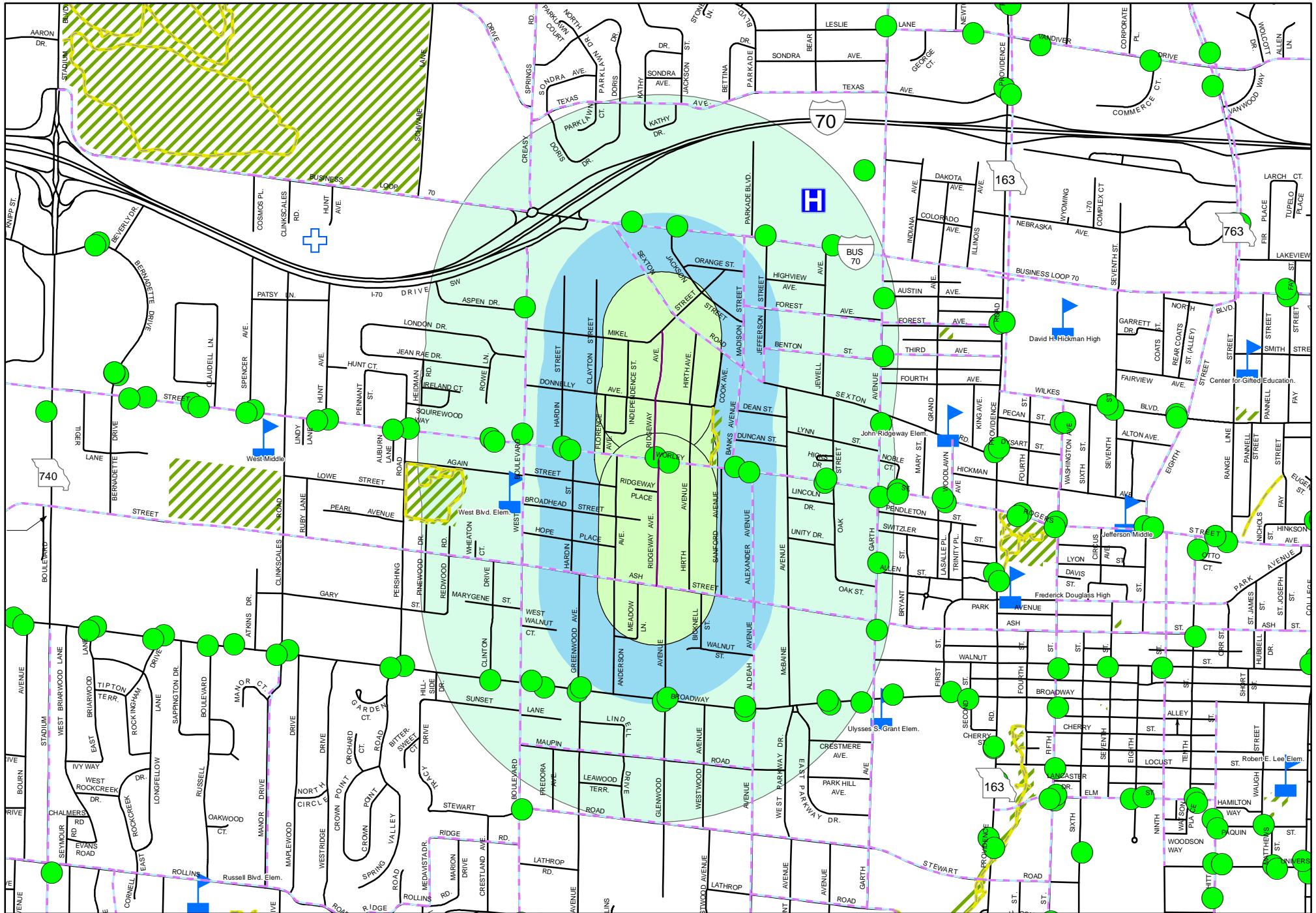
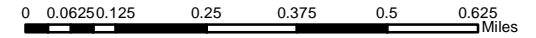




Legend

- Ridgeway_Ave
- Trail
- Hospital
- Ridgeway_Ave_660
- Bus Stops
- School
- Nursing/Retirement Home
- Ridgeway_Ave_QuarterMile
- Bike Facility
- Park
- Ridgeway_Ave_HalfMile

Ridgeway_Ave

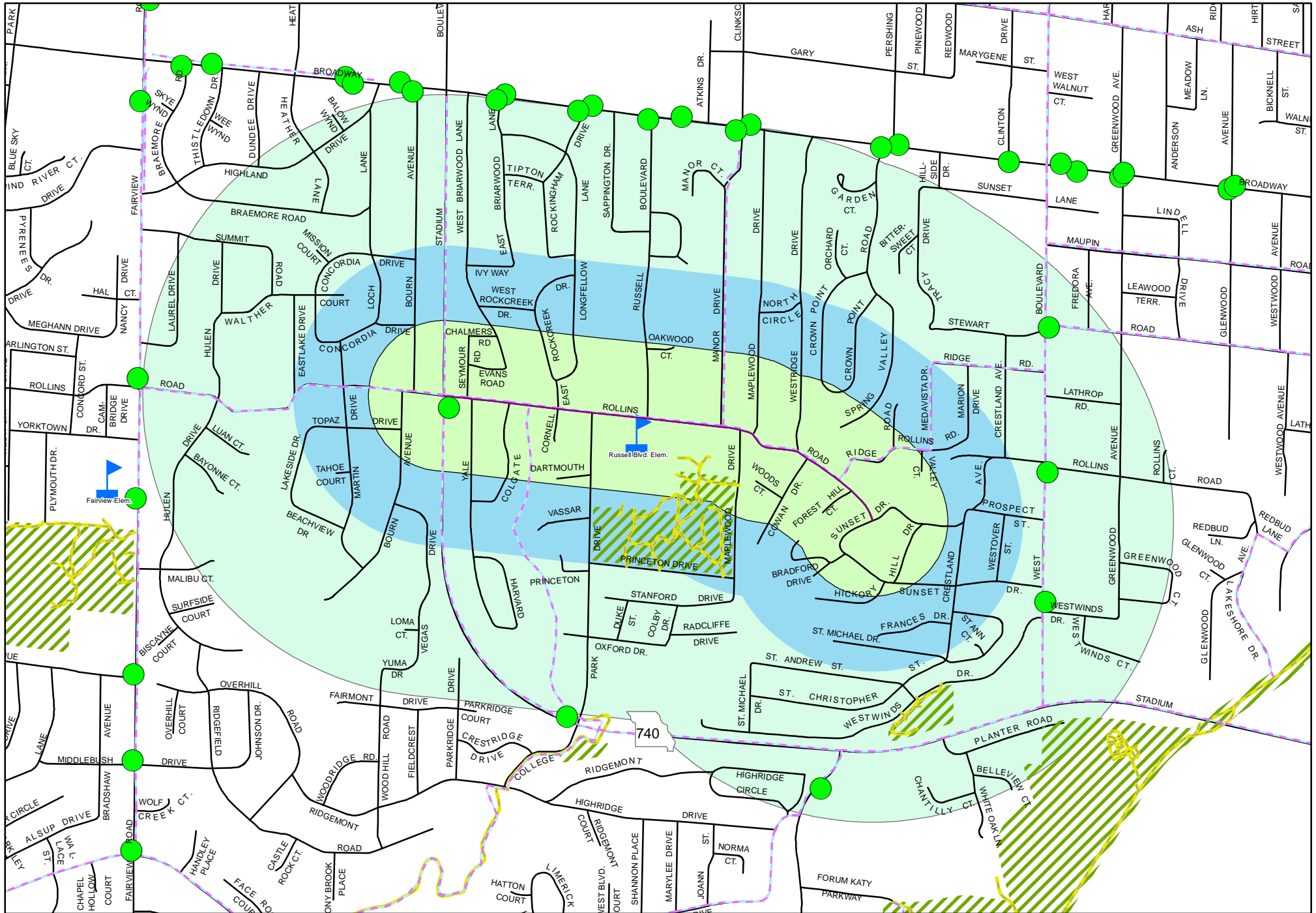
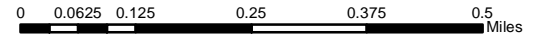




Legend

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

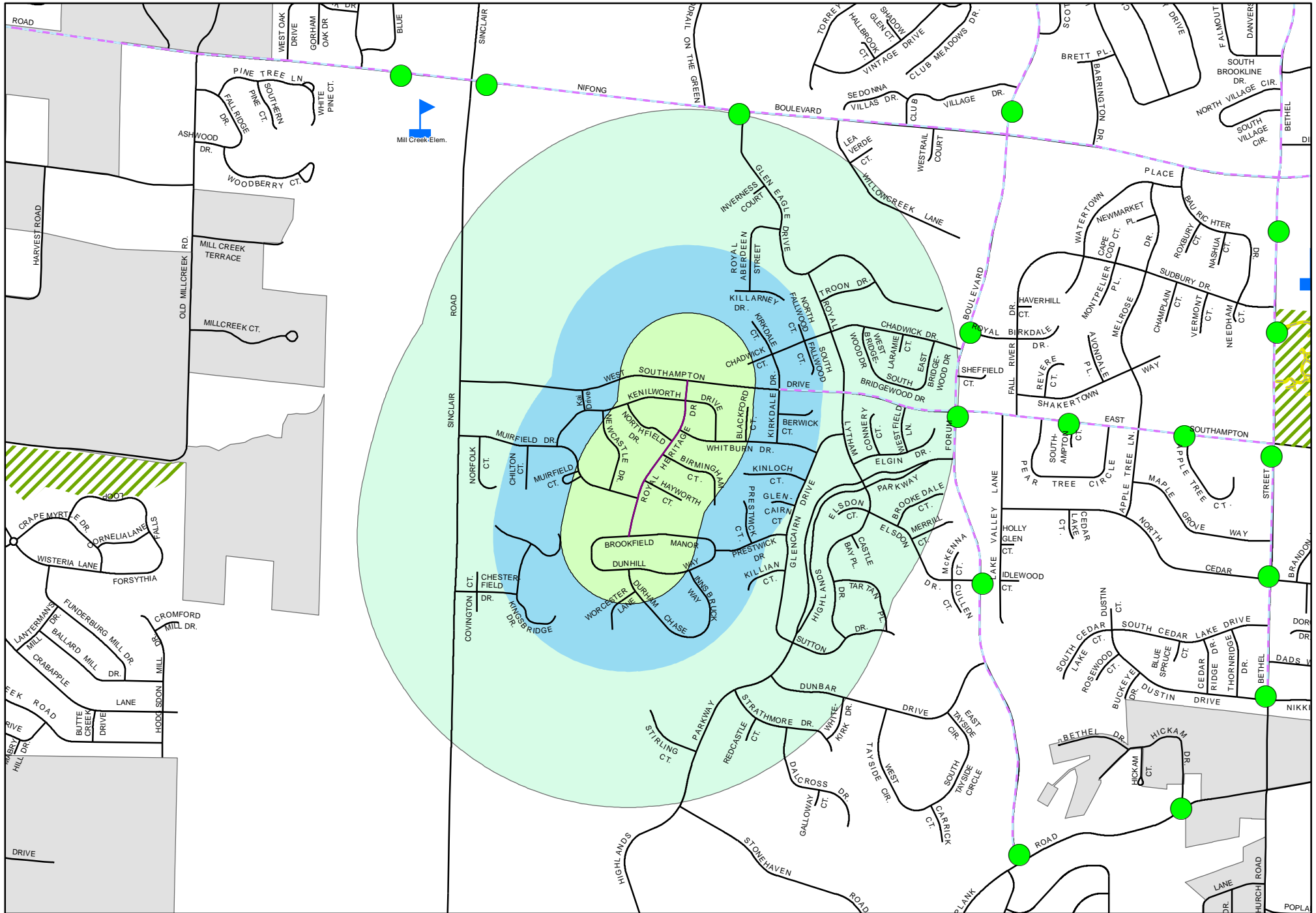
Rollins_Rd





Legend

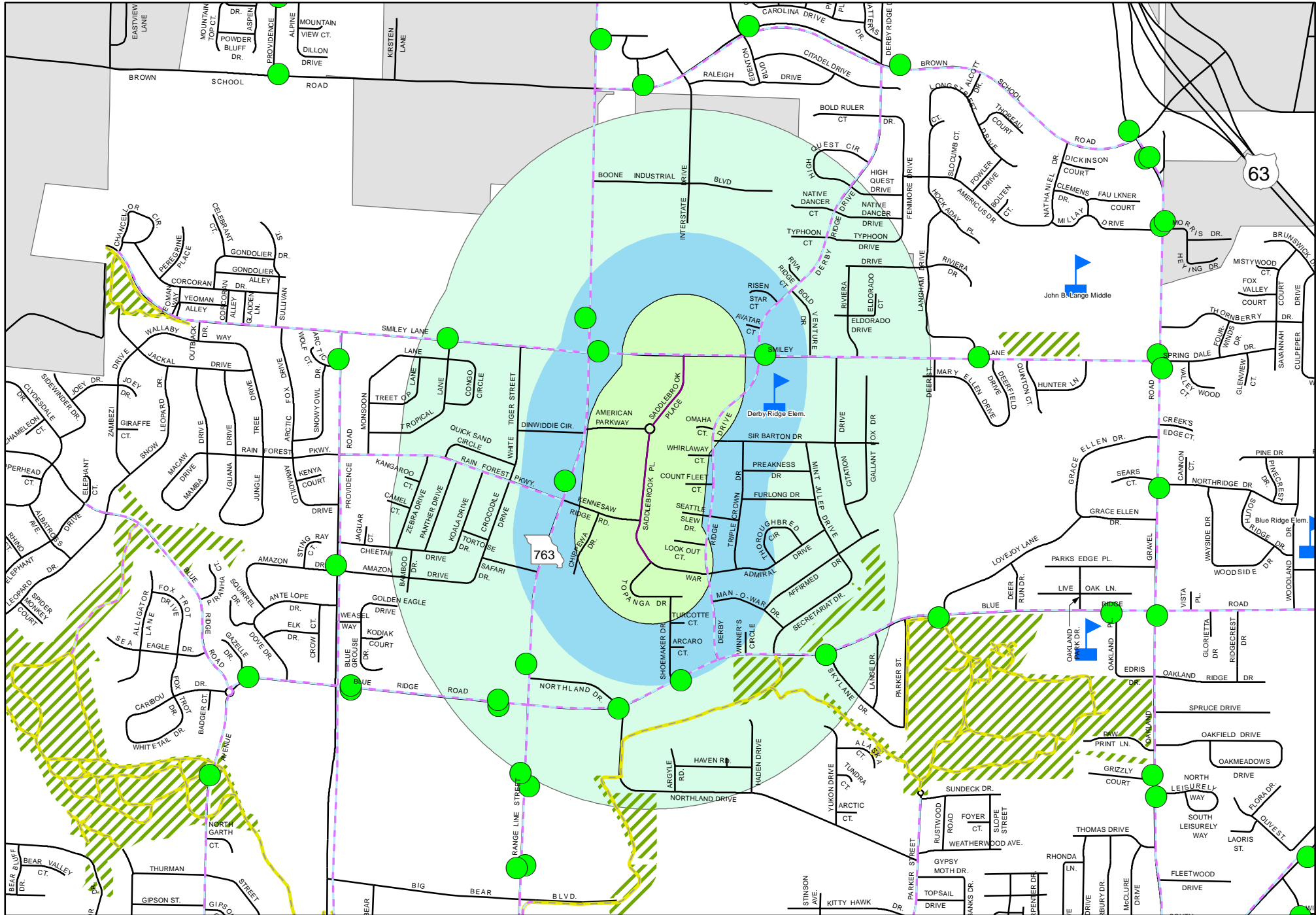
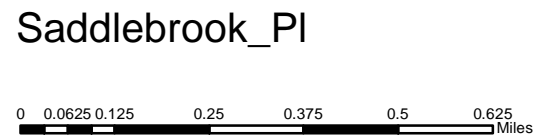
- Royal_Heritage_Dr
- Bus Stops
- Bike Facility
- Trail
- School
- Park
- H Hospital
- + Nursing/Retirement Home
- Royal_Heritage_Dr_660
- Royal_Heritage_Dr_QuarterMile
- Royal_Heritage_Dr_HalfMile





Legend

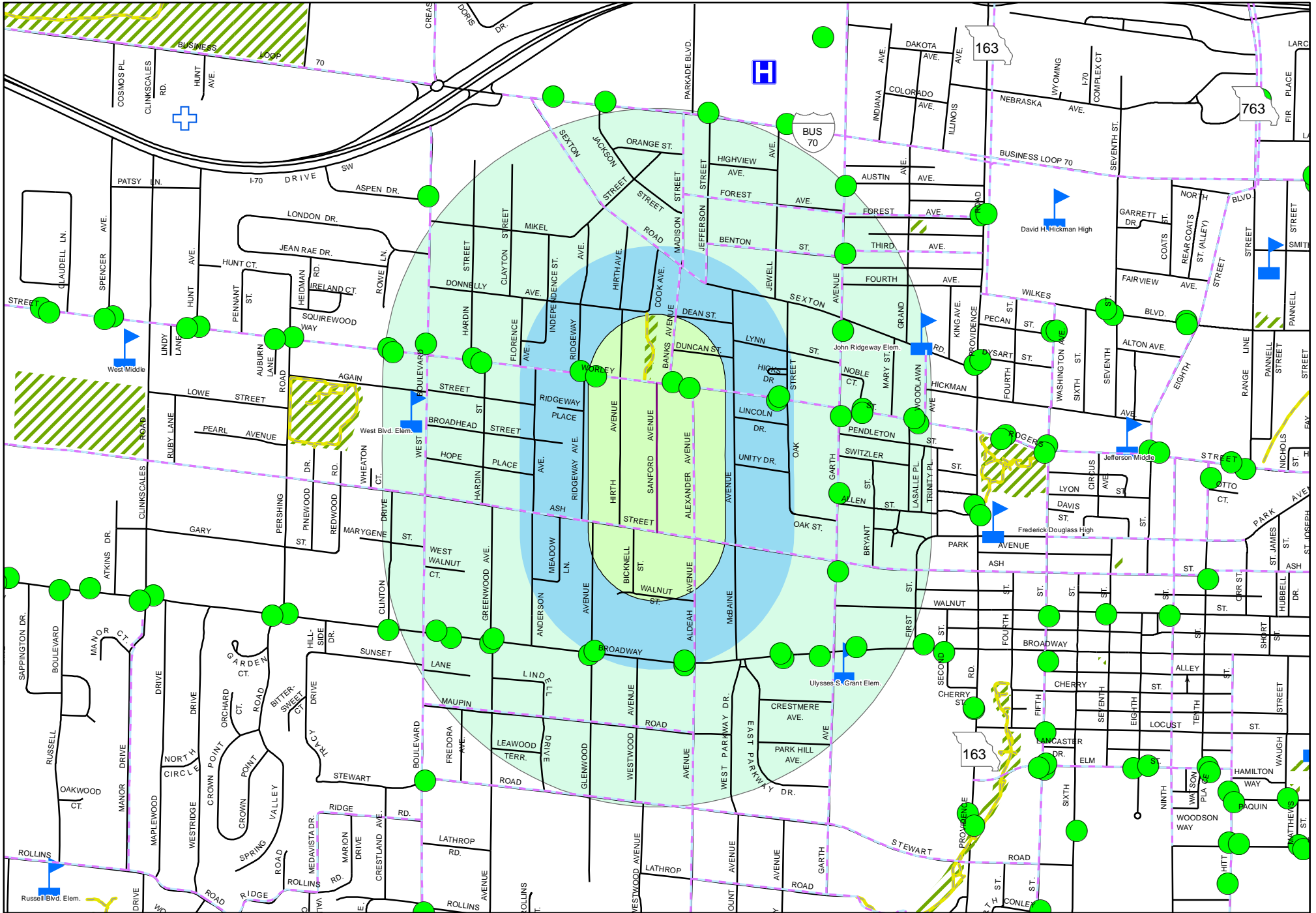
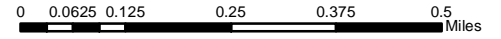
- Saddlebrook_PI
- Bus Stops
- - - Bike Facility
- Trail
- ▲ School
- + Nursing/Retirement Home
- ▨ Park
- H Hospital
- ▭ Saddlebrook_PI_660
- ▭ Saddlebrook_PI_QuarterMile
- ▭ Saddlebrook_PI_HalfMile



Legend

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

Sanford_Ave

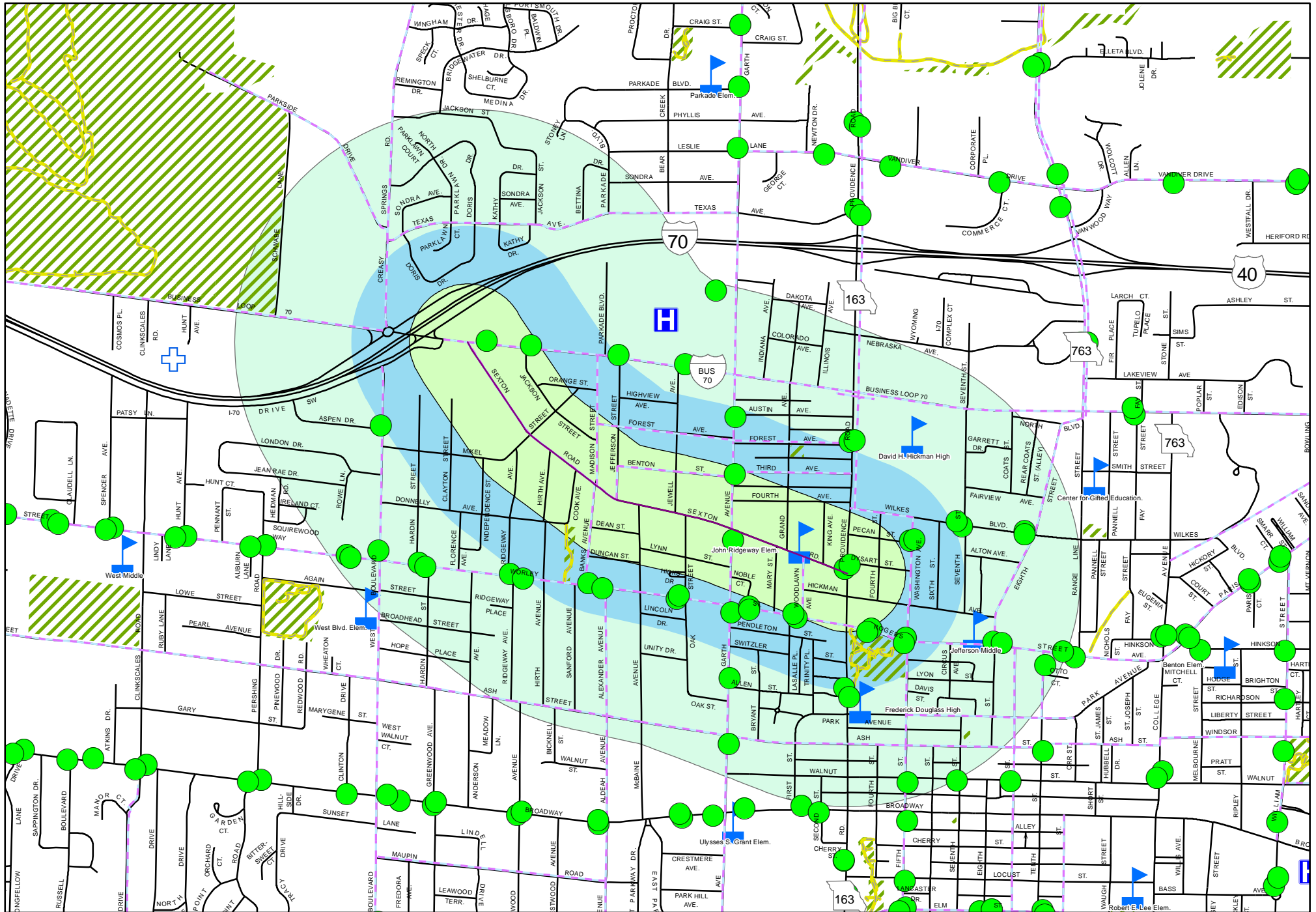
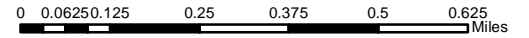




Legend

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

Sexton_Rd

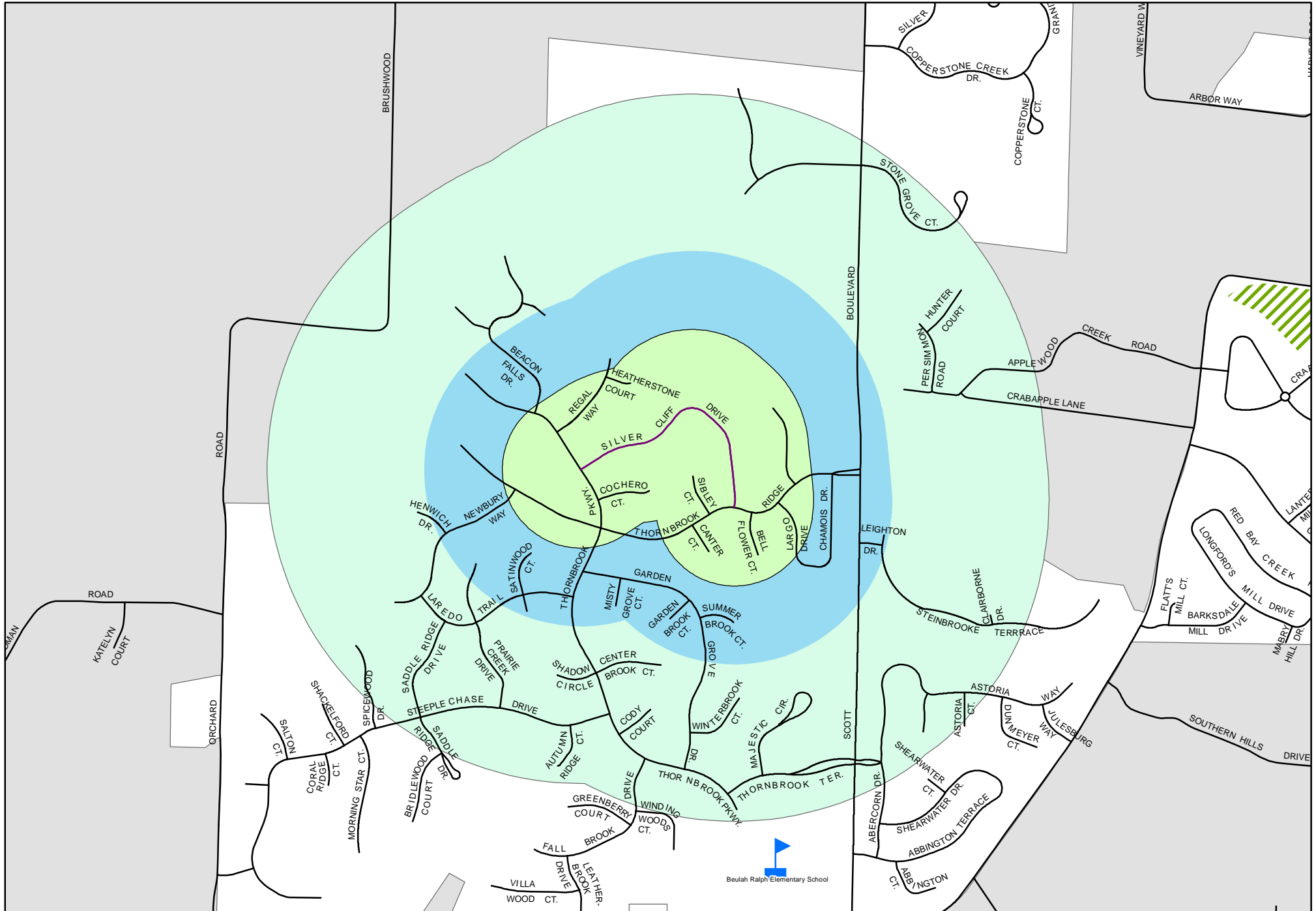




Legend

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

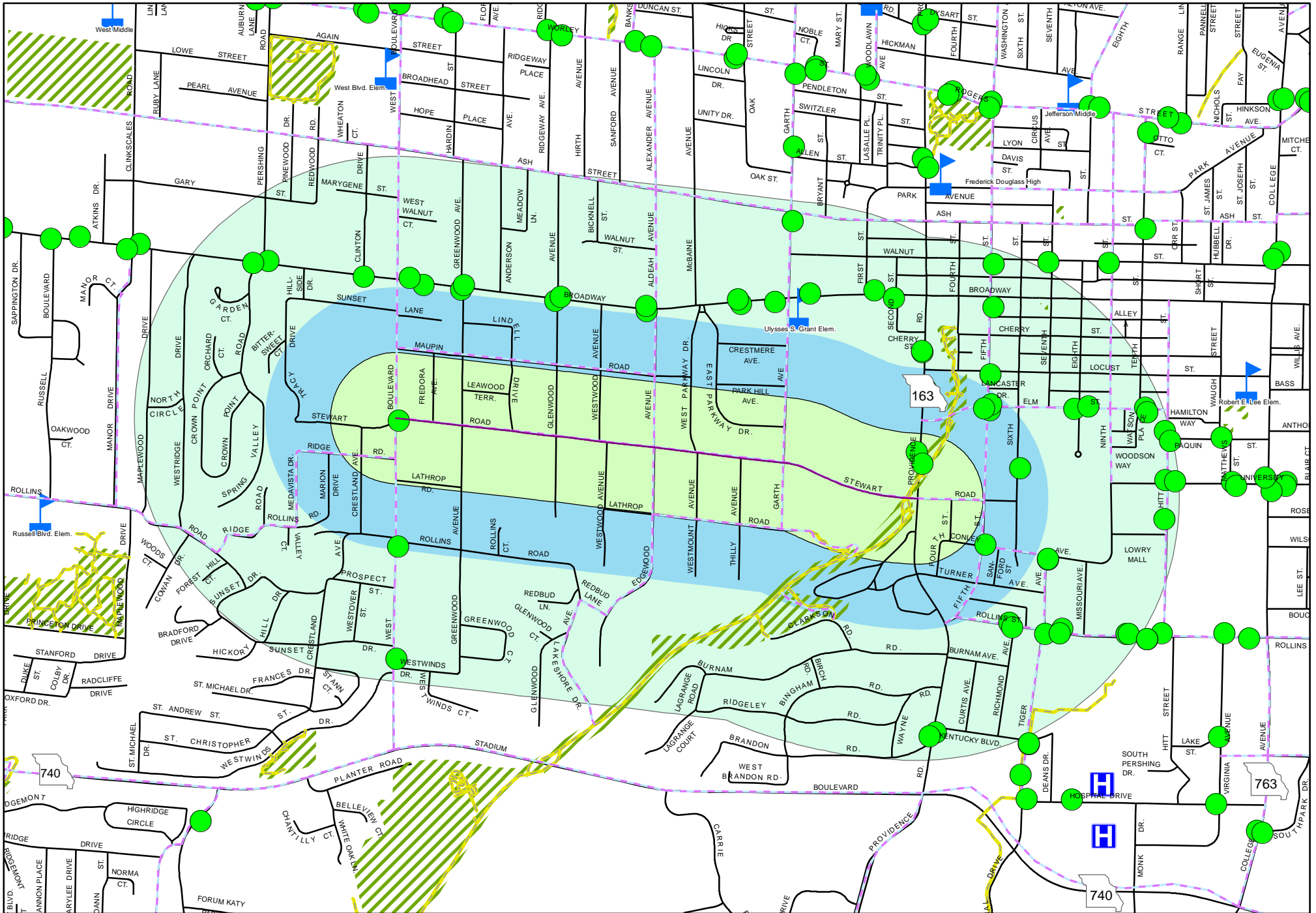
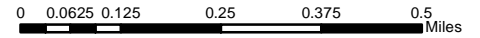
Silver_Cliff_Dr











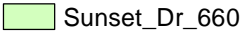
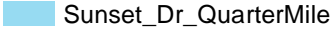
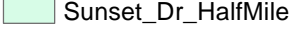
Legend

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

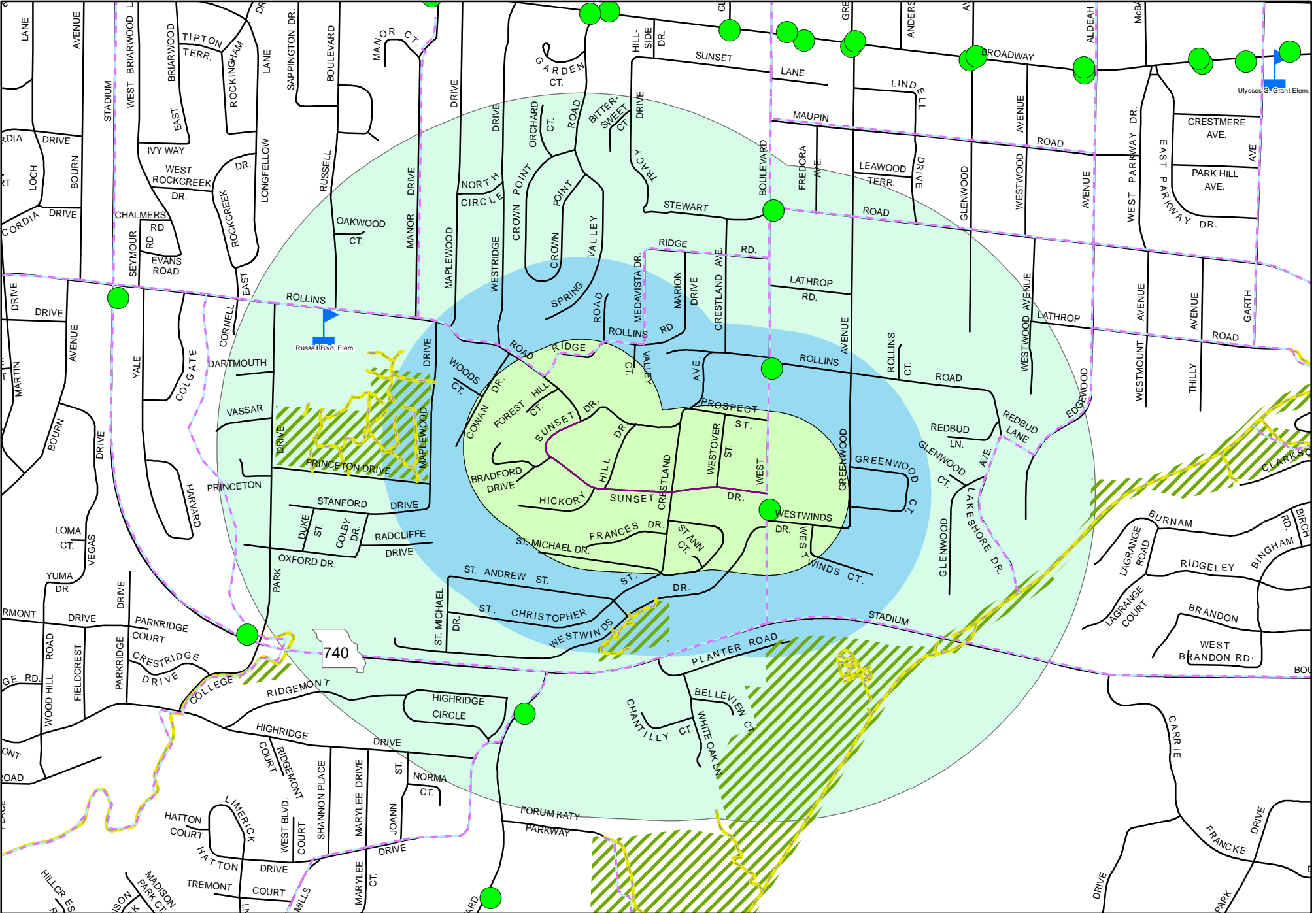
Stewart_Rd



Legend

-  Sunset_Dr
-  Trail
-  Hospital
-  Bus Stops
-  School
-  Nursing/Retirement Home
-  Bike Facility
-  Park
-  Sunset_Dr_660
-  Sunset_Dr_QuarterMile
-  Sunset_Dr_HalfMile

Sunset_Dr

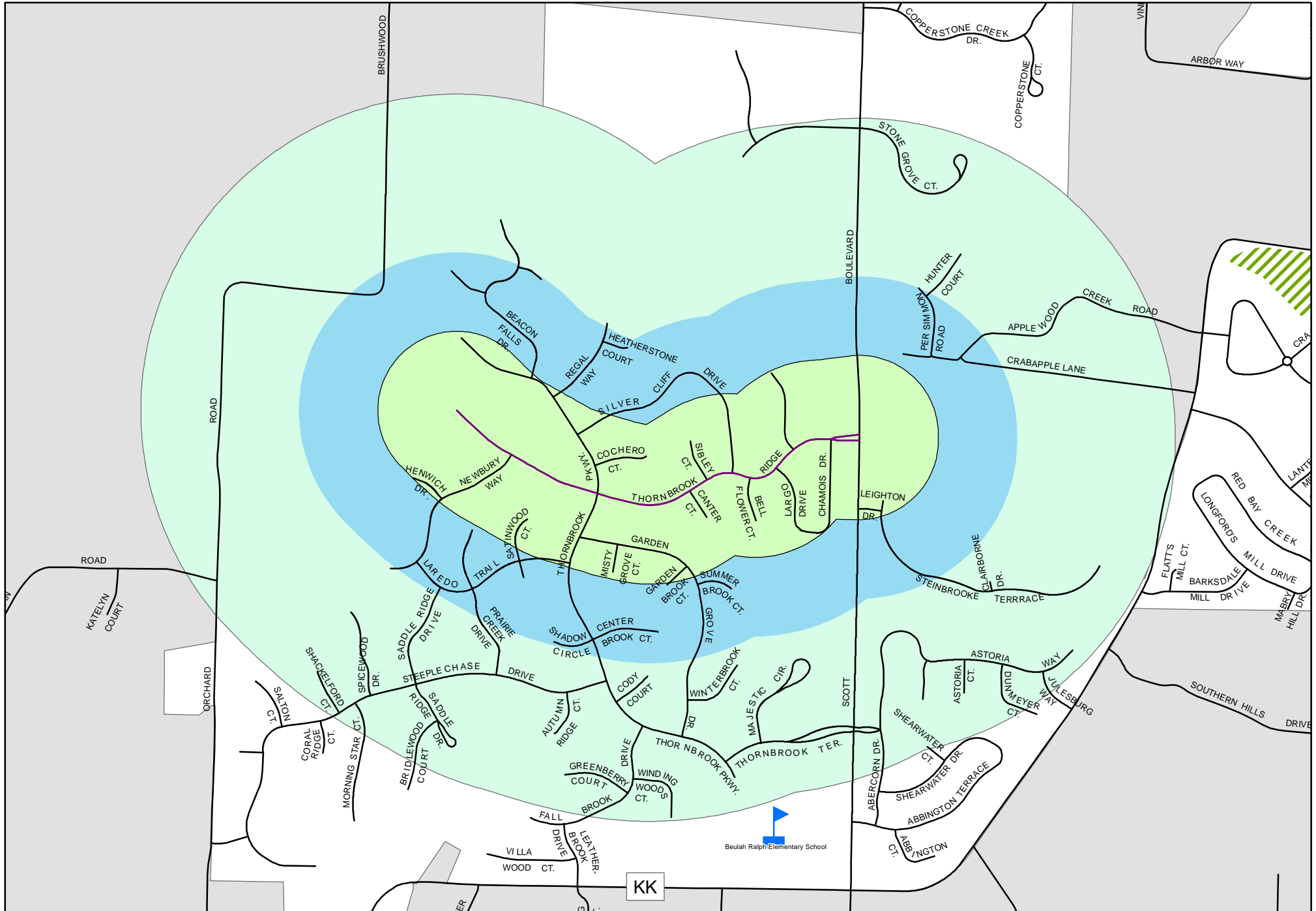




Legend

- Thornbrook_Ridge
- Bus Stops
- - - Bike Facility
- Trail
- ▲ School
- ▨ Park
- H Hospital
- + Nursing/Retirement Home
- Thornbrook_Ridge_660
- Thornbrook_Ridge_QuarterMile
- Thornbrook_Ridge_HalfMile

Thornbrook_Ridge



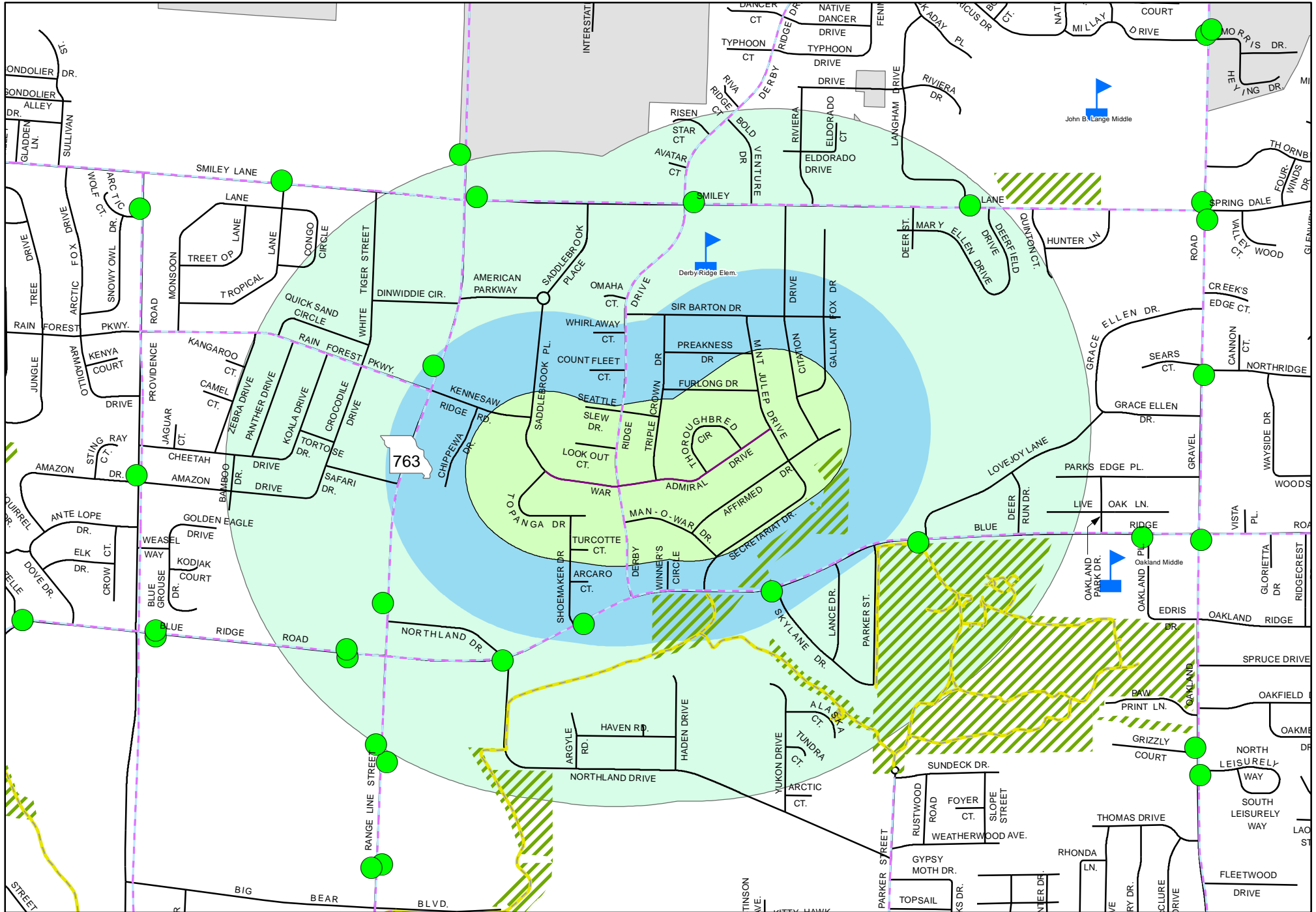
KK



Legend

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

War_Admiral_Dr

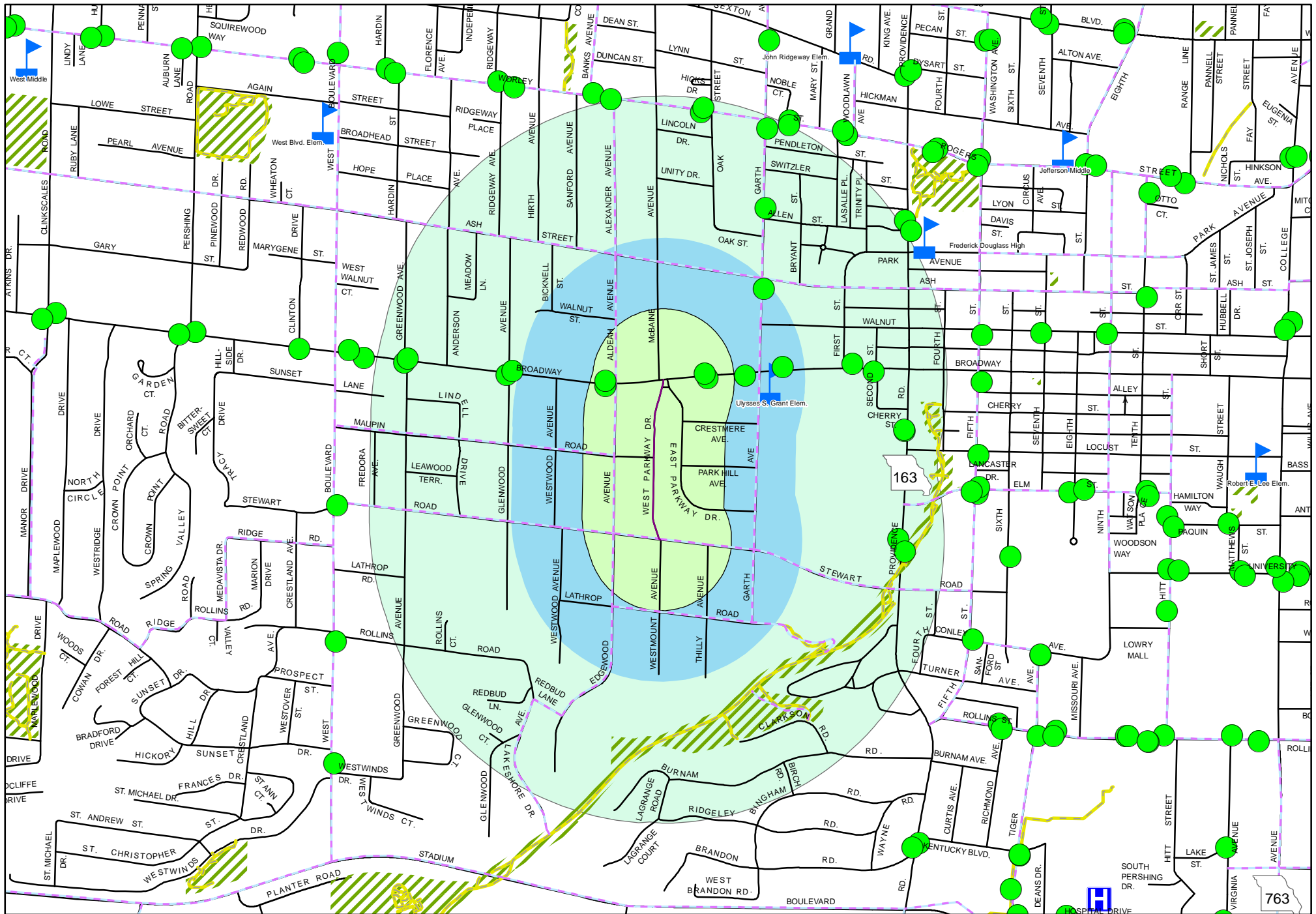
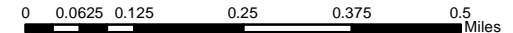




Legend

- West_Parkway_Dr
- Trail
- Hospital
- West_Parkway_Dr_660
- West_Parkway_Dr_QuarterMile
- West_Parkway_Dr_HalfMile
- Bus Stops
- School
- Nursing/Retirement Home
- Park

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