

# Neighborhood Traffic Safety Program

February 11, 2013



# Overview

Traffic and pedestrian safety are common concerns for many of our neighborhoods.

- 2012 Satisfaction Survey: more emphasis on traffic over the next two years
- Two primary programs to address concerns
  - Neighborhood Traffic Safety Program (NTSP)
  - Neighborhood Traffic Action Plan (NTAP)



# Neighborhood Traffic Safety Program (NTSP)

The NTSP was developed to work closely with residents to address traffic and pedestrian safety concerns specific to their street.

- Initiated in 2001
- 2 Phase program
- Begin with less restrictive measures
- Encourage active community participation



# Phase 1 Education and Enforcement

## Radar Speed Display



## Enforcement



# Phase 1

## Education and Enforcement



Signing



# Phase 1

## Education and Enforcement



Pavement Markings



# Phase 2 Engineering Solutions



Traffic Circles

# Phase 2 Engineering Solutions



Speed Humps



# Phase 2 Engineering Solutions



Chicanes

# Petition Process

**Strong neighborhood support is necessary before physical devices can be installed.**

- 60% support of affected households
- 1 signature per household
- Each apartment unit = 1 household
- Adjacent resident support required



# Active NTSP Efforts

- 25 active locations
- 9 Phase 1
- 1 Phase 2
- 15 post-Phase 1



# NTSP Funding

## Prior to 2012

- Specific program for NTSP
- \$150,000 adopted in 2010 and 2011

## 2012 merged into Traffic Safety Improvements

- Combined with Traffic Small works
- \$251,000 adopted for 2013



# Recent Projects



**N 165<sup>th</sup> St. speed humps**



**N 192<sup>nd</sup> St corner treatments**



**Evanston Ave N chicanes**



# Neighborhood Traffic Action Plan (NTAP)

In 2005, the NTAP program was initiated to develop a tailored traffic action plan for each neighborhood.

- Identify neighborhood-specific issues
- Develop a prioritized list of projects consistent with community goals and vision
- Guide future neighborhood improvements
- Holistic versus a street-by-street approach



# Traffic Action Plan Goals

- Improve safety, mobility and livability
- Encourage active participation by residents
- Residents identify priority projects and develop plan recommendations
- Review and update neighborhood plans every 5-6 years



# Completed Planning Efforts

- 2006 – North City, Ridgecrest, Briarcrest
- 2007 – Echo Lake, Westminster
- 2008 – Ballinger, Meridian Park, Parkwood
- 2009 – Highland Terrace, Hillwood
- 2010 – Richmond Highlands
- 2011 – Richmond Beach
- 2012 – Innis Arden





# Community Involvement Process

- **Initial Community Meetings (2)**  
(Provide plan overview and identify concerns)
- **Traffic Advisory Committee Meetings (4-5)**  
(Discuss concerns and develop recommendations)
- **Open House**  
(Present recommendations to broader neighborhood)



# Primary Issues Identified

- Traffic Speed
- Traffic Volume
- Pedestrian Safety



# Pedestrian Safety Issues



Crosswalk Safety



Pedestrian  
Access



# Traffic Safety Recommendations

- Enforcement
- Education – signs, markings, radar display
- Physical Devices – traffic circles, speed humps, intersection revisions
- Utilize NTSP for implementation



# Pedestrian Safety Recommendations

- Walkways
- Crosswalk enhancements
- Street lighting



# Total Plan Implementation Cost

Traffic	Pedestrian	Total Cost
\$11.6M	\$62.7M	\$74.3M

Approximate costs of all recommendations in the Neighborhood Traffic Action Plans.



# High Priority Project Cost

Traffic	Pedestrian	Total Cost
\$10.2M	\$27.4M	\$37.6M

Approximate costs of all high priority recommendations.



# Funding for Implementation

- Traffic Safety Program
- Capital Improvement Projects
- Grants
- Mitigation associated with larger development projects





# Traffic recommendations included in Transportation Master Plan

- 3rd Ave NW & NW Richmond Beach Rd:  
Improve safety for left turns
- Dayton Ave N / Carlyle Hall / N 165th St:  
Improve visibility and safety
- N 160th St / Greenwood Ave N / NW Innis  
Arden Way: Improve traffic operations and  
pedestrian safety



# Completed NTAP Projects

- “25 MPH” pavement markings: various locations
- Parking restrictions: various locations
- Radar speed display: NW Richmond Beach Rd
- Traffic island: N 150th St and Westminster Way N
- Four traffic circles: Briarcrest and Ridgecrest
- 25th Ave NE walkway: NE 150th St to NE 165th St
- Ashworth sidewalk: N 185<sup>th</sup> St to N 192<sup>nd</sup> St



# Future Efforts

- Identify funding strategies
- Update plans

