Neighborhood Traffic Safety Program (NTSP) Initiation

- Citizen Based Traffic Priority
  - Citywide Citizen Surveys
  - Staff developed several programs to improve traffic safety
- Inconsistent Past Practice
- Public Traffic Calming Requests
NTSP Development

❖ Goals
• To protect existing neighborhood environments, cohesion, and integrity through traffic management.
• Promote safe and comfortable travel in neighborhoods.
• Achieve effective and safe movement of traffic within neighborhoods (including emergency vehicles).
• Provide acceptable levels of accessibility for local traffic, minimize unwanted traffic, discourage excessive speeds, and encourage opportunities for alternate modes of travel.

❖ Applicability
• The program is designed only for residential streets.
• Not applicable to high speed (35+ mph), high-volume roads, primary emergency routes.
• Not for Sidewalks and Pedestrian Crossings, Traffic Signals, Speed Limits, Placement of Stop or Yield Signs, Landscaping

❖ Pilot Program
• Referenced National Examples (Positive/Negative), Local Context and Acceptability
NTSP Citizen Driven Process

Step 1 – Submit Application
Step 2 – Validate/Create Project
Step 3 – Petition for Traffic Study
Step 4 – Neighborhood Meeting #1
Step 5 – Traffic Study
NTSP Traffic Study

Standard Evaluation Criteria

• Street Classification
• Speed Limit
• Environmental Factors
• Traffic Speed
• Traffic Volume

Project Scoring

• Score Range (0-100)
• Minimum Score for Traffic Calming (50)
NTSP Citizen Driven Process

Step 1 – Submit Application
Step 2 – Validate/Create Project
Step 3 – Petition for Traffic Study
Step 4 – Neighborhood Meeting #1
Step 5 – Traffic Study
Step 6 – Neighborhood Meeting #2 (Education/Enforcement/Engineering)
Step 7 – Petition for Traffic Calming / Traffic Calming Const.
Neighborhood Traffic Safety Program

**Education:**
- Communication (Web/Print Media/Meetings)
- Radar Trailers
- Radar Loan

**Enforcement:**
- Focused
- Saturation
- Citations (Changes in Frequency and Tolerance)
Neighborhood Traffic Safety Program

**Engineering:**

Traffic Calming Devices
- Raised Crosswalks
- Neighborhood Traffic Circles
- Speed Humps
- Raised Medians
- Intersection “Bump Outs”

Misc. Traffic Calming Treatments
- Pavement Markings to Narrow Lanes
A Neighborhood Traffic Safety Program

**Speed Humps & Raised Crosswalks:**

Design Characteristics

- 12-Foot Wide (6-Foot Parabolic Ramps) w/
  - Length from Edge of Pavement to Edge of Pavement
  - 10-Foot Table for Crosswalks between 6-Foot Ramps
- 4.0-Inch Height for 25 mph
- Concrete Construction
- Minimum 6-Inch Depth
- Advance Signing, Spot Signing and Marking
- Typ. Cost of $4,000 (Speed Hump) & $12,500 (Raised Crosswalk)
Typical Speed Hump
Typical Raised Crosswalk
Typical Neighborhood Traffic Circle
Process

- Receives a valid application from citizen, HOA, etc. Applications for arterial or commercial streets are not valid.
- Staff sets the project area based on the application and generates a petition for the applicant to circulate indicating support for study (acknowledgement of majority that a problem may exist). The petition area includes all adjacent properties along the street of interest, referred to as the impact area.
- Once the petition is returned with at least 50% support, the application proceeds through the program. The petition typically has a 90-day expiration from the date issued.
- Upon receipt of a supporting petition, the City and applicant coordinate a neighborhood meeting to discuss the program, concerns, and process. Petitioned properties in the impact area are specifically invited and the surrounding neighborhood is encouraged to attend. Police and District Council are invited to attend as well.
- A traffic study is conducted and the project is evaluated in accordance with the program criteria. Either education, enforcement, or engineering (traffic calming) may be recommended as a result of the study. A project score of 50 or more is required for a traffic calming recommendation (but does not require a traffic calming treatment).
Process

- After the traffic study is completed, a second neighborhood meeting is held, with the same invitation as the first, to review the traffic study and recommendations. Staff encourages the invitation of surrounding neighbors beyond the impact area by the applicant.
- If traffic calming is recommended, a petition is circulated requiring at least 75% support before the City will proceed with any construction. The petition typically has a 90-day expiration from the date issued.
- Construction projects are prioritized based on funding and project score.
- Prior to traffic calming construction, signs or/and variable message boards are posted providing notice of anticipated traffic calming construction at least 30-days in advance along the subject street. In addition, post card notice is sent to residents throughout the neighborhood.
- After a traffic calming project is concluded, a post-study will be completed to measure the project impact.
- Another application may be submitted after two years of the last dated study.
- Traffic calming may be removed with a petition of support from at least 75% of the same properties in the impact area. However, the cost of removal and restoration will be at the expense of property owners.
NTSP Project Application Trends

- Valid Applications: 104
- Traffic Studies Completed: 68
- Traffic Studies Recommended Traffic Calming: 25
- Traffic Calming Projects Approved: 19
- Traffic Calming Projects Constructed: 16

Trends shown as percentages and counts.
Program Pilot (2006-2007):
- 24 Total Applications
- 23 Valid Applications
- 15 Studies Conducted (Valid 50% Petitions)
  - 8 Application Petitions Failed
  - 8 Studies Had Traffic Calming Recommendations (+1 Development Exception)
  - 3 Traffic Calming Projects Supported (Valid 75% Petitions)
  - +1 Development Exception by Resident Petition Approved by City Council
  - 5 Petitions Failed
- 3 Traffic Calming Projects Constructed (+1 Development Traffic Calming Project)

Program (2007-2016):
- 86 Total Applications
- 84 Valid Applications
- 53 Studies Conducted (Valid 50% Petitions)
  - 8 Additional Studies Planned for Spring 2017
  - 17 Studies Had Traffic Calming Recommendations
  - 14 Traffic Calming Projects Supported (Valid 75% Petitions)
  - 12 Traffic Calming Projects Constructed
    - 1 Project Pending Funds, 2 Applications Pending Traffic Calming Petition
NTSP Applications

2016 New Applications List

- Orchard Street
- Saddlebrook Drive
- Madison Street
- Velie Road
- Oaks Ridge Drive
- Lewis Drive
- Georgian Drive (south of Tara Drive)
- Evergreen Lane
- Stoney Creek Drive*
- Georgian Drive (north of Tara Drive)*

* Stoney Creek Drive and Georgian Drive (north of Tara Drive) have not yet passed the study petition (50% Petition).

All Applications pending traffic study in spring 2017 (Valid 50% Petitions).
NTSP Applications

Pilot Program
- 7th Terr.
- Bristol Dr.
- Fairway Homes Dr.
- Keystone Dr.
- Magellan Rd.
- Mulberry St. “East”
- Noel St./Gibson Rd.
- O’Brien Rd.
- Persels Rd.
- Raintree Pkwy.
- Regatta Dr./ Raintree Dr.
- Ridgeview Dr.
- Skyview Dr./Jamestown Dr.
- Stoney Creek Dr.
- Summit Valley Dr./ Summit Falls Dr.
- Swann Rd.
- Ward Rd.

2008 – 2009
- Applewood St.
- Dreamweaver Ave.
- Ellis Dr.
- Georgian Dr.
- Fairview Rd.
- Independence Ave.
- Lakewood Way
- Lakeview Dr.
- Moss Pointe Rd.
- Mulberry St. “West”
- Piedmont Dr.
- Sampson Rd.
- Suwannee Dr.
- Tara Dr.
- Thames Dr.
- Victoria Dr. “East”
- Battery Dr.

2010
- 5th St.
- Bristol Dr.
- Courtney Dr.
- Mulberry St. “East”
- Orchard St.
- Pacific Dr. “East”
- Pacific Dr. “West”
- Persels Rd.
- Regency Dr.
- Ridgeview Dr.
- Santa Fe Dr.
- Summit Crossing Dr.
- Victoria Dr. “West”
## NTSP Applications

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<th>Year</th>
<th>Street Names</th>
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| 2011 | Clubhouse Dr.  
|   | Coral Dr.  
|   | Corder Ave.  
|   | Northgate Xing  
|   | Whistle Dr.  |
| 2012 | 35th Terr.  
|   | Bridlewood Dr.  
|   | Gateway Dr.  
|   | Georgian Dr.  
|   | Greystone Dr.  
|   | Kenwood Dr.  
|   | Mulberry St. “West”  |
| 2013 | 3rd St.  
|   | Anderson Dr.  
|   | Clubhouse Dr.  
|   | Eagle Creek Dr.  
|   | Eagle View Dr.  
|   | Forestpark Blvd.  |
| 2014 | Sampson Rd.  
|   | Wildflower Dr.  
|   | Emerald Dr.  
|   | Noeleen Ln.  
|   | Ridgeview Dr.  
|   | Stanton St.  |
| 2015 | Trailpark Dr.  
|   | 11th St.  
|   | 12th St.  
|   | Princeton Dr.  
|   | Timberbrook Dr.  
|   | Fairway Homes Dr.  
|   | 7th Ter.  
|   | Crossing Dr.  
|   | High Point Dr.  
|   | SE 7th Ter.  
|   | Bristol Dr.  
|   | Benjamin Dr.  |
|   | Drake Cir.  
|   | Cole Younger Dr.  
|   | Jamestown Dr.  
|   | Kenwood Dr.  
|   | Skyview Dr.  
|   | Green St./8th St.  |
| 2016 | Orchard Street  
|   | Saddlebrook Drive  
|   | Madison Street  
|   | Velie Road  
|   | Oaks Ridge Drive  
|   | Lewis Drive  
|   | Georgian Drive (south of Tara Drive)  
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### NTSP Applications with Study (50% Petition)

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| 2012 | 35<sup>th</sup> Terr.  
Bridlewood Dr.  
Gateway Dr.  
Georgian Dr.  
Greystone Dr.  
Kenwood Dr.  
Mulberry St. “West” |
| 2013 | 3<sup>rd</sup> St.  
Anderson Dr.  
Clubhouse Dr.  
Eagle Creek Dr.  
Eagle View Dr.  
Forestpark Blvd. |
| 2014 | Sampson Rd.  
Wildflower Dr.  
Emerald Dr.  
Noeleen Ln.  
Ridgeview Dr.  
Stanton St. |
| 2015 | Trailpark Dr.  
11<sup>th</sup> St.  
12<sup>th</sup> St.  
Princeton Dr.  
Timberbrooke Dr.  
Fairway Homes Dr.  
7<sup>th</sup> Ter.  
Crossing Dr.  
High Point Dr.  
SE 7<sup>th</sup> Ter. |
| 2015 Cont. | Bristol Dr.  
Benjamin Dr.  
Hoke Ln.  
Drake Cir.  
Cole Younger Dr.  
Jamestown Dr.  
Kenwood Dr.  
Skyview Dr.  
Green St./8<sup>th</sup> St. |
NTSP Applications with Study (50% Petition)

2016
- Orchard Street*
- Saddlebrook Drive*
- Madison Street*
- Velie Road*
- Oaks Ridge Drive*
- Lewis Drive*
- Georgian Drive (south of Tara Drive)*
- Evergreen Lane*
- Stoney Creek Drive
- Georgian Drive (north of Tara Drive)

*Pending Traffic Study
NTSP Traffic Calming Recommended

NTSP Studies Completed in 2016
With Traffic Calming Recommended

- SE 7th Terrace (2015 application)
  - 3 speed humps east of 291 west of Vista Drive
- NE Jamestown Drive (2015 application)
  - 3 speed humps east of Whispering Winds
- NE Skyview Drive (2015 application)
  - 3 speed humps south of Jamestown Drive
### NTSP Traffic Calming Recommended

#### Pilot Program
- 7th Terr.
- Bristol Dr.
- Fairway Homes Dr.
- Keystone Dr.
- Magellan Rd. (Exception)
- Mulberry St. “East”
- Noel St./Gibson Rd.
- O’Brien Rd.
- Persels Rd.
- Raintree Pkwy.
- Regatta Dr./ Raintree Dr.
- Ridgeview Dr.
- Skyview Dr./Jamestown Dr.
- Stoney Creek Dr.
- Summit Valley Dr./ Summit Falls Dr.
- Swann Rd.
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NTSP Traffic Calming Recommended

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- Orchard Street*
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- Georgian Drive (south of Tara Drive)*
- Evergreen Lane*
- Stoney Creek Drive
- Georgian Drive (north of Tara Drive)

*Pending Traffic Study
2016 NTSP Petitions For Traffic Calming
(75% Petition) Received

- SE 7th Ter. (2015 application)
  - 3 speed humps east of 291 west of Vista Drive
  - Project Bid Opening Scheduled for 1/31/2017
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# NTSP Traffic Calming With 75% Petition

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NTSP Traffic Calming With 75% Petition

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- Madison Street*
- Velie Road*
- Oaks Ridge Drive*
- Lewis Drive*
- Georgian Drive (south of Tara Drive)*
- Evergreen Lane*
- Stoney Creek Drive
- Georgian Drive (north of Tara Drive)

*Pending Traffic Study
2016 NTSP Traffic Calming Construction

- Sampson Road
NTSP Traffic Calming Constructed

Pilot-2016 NTSP Traffic Calming Construction
- 5th St.
- Bridlewood Dr.
- Coral Dr.
- Fairview Rd.
- Independence Ave.
- Keystone Dr.
- Mulberry St. “East”
- Pacific Dr. “East”
- Persels Rd.
- Santa Fe Dr.
- Sampson Rd.
- Summit Valley Dr.
- Swann Rd./Magellan Rd.
- Victoria Dr. “East”
- Victoria Dr. “West”

Pilot-2014, Thirty-Seven Speed Humps, Six Raised Crosswalks, One Island, One Median, One Lane Line Narrowing and One Neighborhood Traffic Circle Constructed. (Circle Was Removed)

This map depicts all traffic calming constructed (Pilot -2014) including the two Hilton Road Raised Crosswalks.
NTSP Performance Measures

- Complaint Based Monitoring
- Project Performance
- Surveys
## NTSP Traffic Calming Construction
### (Post Study - Project Performance)

<table>
<thead>
<tr>
<th>Location</th>
<th>Before Construction</th>
<th>After Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone Dr.</td>
<td>34 mph</td>
<td>27 mph</td>
</tr>
<tr>
<td>Summit Valley Dr.</td>
<td>34 mph</td>
<td>27 mph</td>
</tr>
<tr>
<td>Swann Rd.</td>
<td>33 mph</td>
<td>26 mph</td>
</tr>
<tr>
<td>Sampson Rd.</td>
<td>37 mph</td>
<td>31 mph</td>
</tr>
<tr>
<td>Victoria Dr.</td>
<td>36 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>“East of Station”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hilton Rd. (by Other)</td>
<td>32 mph</td>
<td>26 mph</td>
</tr>
<tr>
<td>Victoria Dr.</td>
<td>33 mph</td>
<td>27 mph</td>
</tr>
<tr>
<td>“West of Station”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mulberry St.</td>
<td>32 mph</td>
<td>27 mph</td>
</tr>
<tr>
<td>Fairview Rd.</td>
<td>29 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Independence Ave.</td>
<td>32 mph</td>
<td>24 mph</td>
</tr>
</tbody>
</table>

**Note:**
1. Speeds shown may be an average of several locations on the project.
2. All speed limits are 25 mph except Sampson Road (30 mph).
## NTSP Traffic Calming Construction
### (Post Study - Project Performance)

<table>
<thead>
<tr>
<th>Location</th>
<th>Before Construction</th>
<th>After Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th St.</td>
<td>32 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Persels Rd./Santa Fe Dr.</td>
<td>33 mph</td>
<td>26 mph</td>
</tr>
<tr>
<td>Pacific Dr.</td>
<td>34 mph</td>
<td>22 mph</td>
</tr>
<tr>
<td>Coral Dr.</td>
<td>31 mph</td>
<td>31 mph</td>
</tr>
<tr>
<td>Bridlewood Dr.</td>
<td>31 mph</td>
<td>27 mph</td>
</tr>
</tbody>
</table>

**Note:**
1. Speeds shown may be an average of several locations on the project.
NSTP Project 85% Speed Comparison

85% Speed (mph)

Keystone Dr. | Summit Valley Dr. | Swann Rd. | Sampson Rd. | Victoria Rd. (East) | Fairview Rd. | Mulberry St. (East) | Independence Ave. | Victoria Dr. (West) | 5th Street | Persels Rd/Santa Fe | Pacific Dr. | Coral Dr. | Bridlewood Dr.

Before | After
• 2016 Application Details:
  – Orchard Street – Between Douglas Street and Independence Avenue
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Saddlebrook Drive – Between East Outer Road and Furlong Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Madison Street – Between 2\textsuperscript{nd} Street and 3\textsuperscript{rd} Street
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Velie Road – Between Oaks Ridge Drive and Quartz Drive
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Oaks Ridge Drive – Between Hidden Ridge Lane and Oaks Ridge Court
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
NTSP

(Program – Detailed Results)

• 2016 Application Details (Continued):
  – Lewis Drive – Between Gray Court and Muir Drive
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Georgian Drive – Between Tara Drive and Woods Chapel Road
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Evergreen Lane – Between Brielle Lane and Windemere Drive
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Passed, 1st Meeting Pending
  – Stoney Creek Drive – Between MO-150 Highway and County Line Road
    • Residential Collector, 30 MPH Speed Limit
    • 50% Petition Pending
  – Georgian Drive – Between Tara Drive and Gateway Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Pending
NTSP

(Program – Detailed Results)

• 2015 Application Details:
  – Trailpark Drive – Between Forestpark Blvd & Longview Rd
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 29 MPH, ADT was 482
    • Score was 35, Recommended Education and Enforcement
  – 11th Street – Between Windstar Drive & Dead End (East of Talonia Drive)
    • Residential Local 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – 12th Street – Between Windstar Drive & Princeton Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Passed; 1st Meeting Unwanted (Lack of HOA/Neighborhood Interest)
    • No Study Completed
  – Princeton Drive – Between 12th Street (west end) & 12th Street (east end)
    • Residential Local 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Fairway Homes Drive – Between Lakewood Blvd & La Costa Street
    • Residential Collector 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed

LS

ADT – Average Daily Traffic
• 2015 Application Details (Continued):
  – Timberbrooke Drive – Between Chipman Road & Ashurst Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 843
    • Score was 37, Recommended Education and Enforcement
  – SE 7th Terrace – Between 1000 SE 7th Ter & Vista Avenue
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 1001
    • Score was 51, Recommended Speed Humps
  – Crossing Drive – Between Cul-de-sac north of Santa Fe Dr & Persels Road
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 477
    • Score was 41, Recommended Education and Enforcement
  – High Point Drive – Between Chipman Road & Falcon Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – 7th Terrace – Between Todd George Pkwy & James Circle
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 1308
    • Score was 46, Recommended Education and Enforcement
NTSP

(Program – Detailed Results)

• 2015 Application Details (Continued):
  – Bristol Drive – Between Langsford Road & Chipman Road
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Benjamin Drive – Between Longview Road & Hoke Lane
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 746
    • Score was 41, Recommended Education and Enforcement
  – Hoke Lane – Between 3rd Street & Benjamin Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 550
    • Score was 35, Recommended Education and Enforcement
  – Drake Circle – Between Ward Road & loop west of Briarbrook Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 529
    • Score was 39, Recommended Education and Enforcement
  – Cole Younger Drive – Between Raintree Drive & Duck Pond Drive (south entrance)
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Failed, No Study Completed

ADT – Average Daily Traffic
2015 Application Details (Continued):

- **Jamestown Drive – Between Whispering Winds Drive & Kenwood Drive**
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 34 MPH, ADT was 1931
  - Score was 53, Recommended Speed Humps

- **Kenwood Drive – Between Jamestown Drive & Blue Jay Drive**
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 27 MPH, ADT was 243
  - Score was 16, Recommended Education and Enforcement

- **Skyview Drive – Between Jamestown Drive & Delta School Road**
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 35 MPH, ADT was 845
  - Score was 52, Recommended Speed Humps

- **Green Street/8th Street – Between 7th Street & Browning Avenue**
  - Residential Local, 25 MPH Speed Limit
  - 50% Petition Failed, No Study Completed
NTSP

(Program – Detailed Results)

• 2014 Application Details:
  – Sampson Road – Between Surrey Trce & Scherer Rd
    • Residential Collector, 30 MPH Speed Limit
    • Study: 85% Speed was 34 MPH, ADT was 2,775
    • Score was 56
    • Recommended Traffic Calming (Sidewalk-Study in 2008 Acknowledged)
    • 75% Petition Passed
    • Traffic Calming Construction Pending Spring 2016
  – Wildflower Drive – Lakewood Way & Scenic Drive
    • Residential Local 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Emerald Drive – Between Coral Drive & Ruby Ct.
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 28 MPH, ADT was 492
    • Score was 46, Recommended Education and Enforcement

ADT – Average Daily Traffic
NTSP

(Program – Detailed Results)

• 2014 Application Details (Continued):
  – Noeleen Lane – Between Langsford Road & SE 3rd Ter
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 294
    • Score was 40, Recommended Education and Enforcement
  – Ridgeview Drive – Between Deerbrook Street ‘Offsets’
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 27 MPH, ADT was 1303
    • Score was 29, Recommended Education and Enforcement
  – Stanton Street – Between Woods Chapel Road & Grant Street
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 515
    • Score was 36, Recommended Education and Enforcement

ADT – Average Daily Traffic
NTSP
(Program – Detailed Results)

• 2013 Application Details:
  – 3rd Street – Between Topaz Drive & Windsboro Drive
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 29 MPH, ADT was 728
    • Score was 27
    • Recommended Education and Enforcement
  – Anderson Drive – Hidden Valley Drive & Plantation Drive
    • Residential Collector, 35 MPH Speed Limit
    • Not Eligible Application Due to Speed Limit; No Study Completed
  – Clubhouse Drive – Between Langsford Road & Birchwood Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Eagle View Drive – Between Pryor Road & Hawk View Road
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Eagle Creek Drive – Between Tracker Lane & Eagle Creek Drive (Near HOA Pool)
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed

ADT – Average Daily Traffic
• 2013 Application Details (Continued):
  – Forestpark Boulevard – Between Waterfall Drive & Forestpark Lane
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 758
    • Score was 38
    • Recommended Education and Enforcement

NTSP
(Program – Detailed Results)
• 2012 Application Details:
  – 35th Terrace – Between Topaz Drive & Windsboro Drive
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Bridlewood Drive – Between Sampson Road & 3rd Street
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 1377
    • Score was 54
    • Recommended Traffic Calming (Speed Humps, Median & Raised X-Walk)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 27 mph, est. ADT is 809
  – Gateway Drive – Between Georgian Drive & Kenwood Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 633
    • Score was 51
    • Recommended Education and Enforcement
NTSP
(Program – Detailed Results)

• 2012 Application Details (Continued):
  – Georgian Drive – Between Woods Chapel Road & Gateway Drive
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 1070
    • Score was 39
    • Recommended Education and Enforcement
  – Greystone Drive – Between Todd George Parkway & 3rd Street
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 25 MPH, ADT was 142
    • Score was 6
    • Recommended Education
  – Mulberry Street “West” – Between Grand Avenue & Independence Avenue
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed

ADT – Average Daily Traffic
• 2011 Application Details:
  – Clubhouse Drive – Between Langsford Road & Birchwood Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Coral Drive – Between Oaks Ridge Drive & Emerald Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 481
    • Score was 52
    • Recommended Traffic Calming (Speed Humps and Raised Island)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 31 mph, est. ADT is 412
  – Corder Avenue – Between Chipman Road & Orchard Street
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Northgate Crossing – Between Northgate Court & Quartz Drive
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
NTSP

(Program – Detailed Results)

• 2011 Application Details (Continued):
  – Whistle Drive – Between Stoney Creek Drive & Briarbrook Drive
    • Residential Collector/Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 350
    • Score was 30
    • Recommended Education and Enforcement

ADT – Average Daily Traffic
• 2010 Application Details:
  – 5th Street – Between Todd George Parkway & Battery Drive
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 1356
    • Score was 59
    • Recommended Traffic Calming (Speed Humps and Raised X-Walk)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 25 mph, est. ADT is 896
  – Bristol Drive – Between Chipman Road & Scruggs Road
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 1747
    • Scores was 38
    • Recommended Education and Enforcement

ADT – Average Daily Traffic
NTSP

(Program – Detailed Results)

• 2010 Application Details (Continued):
  – Courtney Drive – Between Dick Howser Drive & Rushbrook Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 390
    • Score was 34
    • Recommended Education and Enforcement
  – Mulberry Street “East” – Between M-291 Highway & Auburn Drive
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 1691
    • Score was 71
    • Recommended Traffic Calming (Speed Humps)
    • Study Conducted during Pilot Program (2009 School Study Validated Results). Original Advocates Returned with Approved 75% Petition.
    • Traffic Calming Constructed. Post Study: 85% Speed is 27, ADT is 1693
  – Orchard Street – Between Douglas Street & Independence Avenue
    • Residential Local, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Pacific Drive “West” – Between Summit Hill Drive & Summit Crossing Drive
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed

ADT – Average Daily Traffic
2010 Application Details (Continued):

- **Pacific Drive “East” – Between Persels Road & Summit Crossing Drive**
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 34 MPH, ADT was 750
  - Score was 53
  - Recommended Traffic Calming (Speed Humps and Raised X-Walk)
  - 75% Petition Passed
  - Traffic Calming Constructed. Post Study: 85% Speed is 22 mph, est. ADT is 632

- **Persels Road/Santa Fe Drive – Between Pacific Drive & Ward Road**
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 33 MPH, ADT was 1200
  - Score was 56
  - Recommended Traffic Calming (Speed Humps)
  - 75% Petition Passed
  - Traffic Calming Constructed. Post Study: 85% Speed is 26 mph, est. ADT is 1150

- **Regency Drive – Between Arthur Drive & Carlton Drive**
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 27 MPH, ADT was 224
  - Score was 28
  - Recommended Education

ADT – Average Daily Traffic
• 2010 Application Details (Continued):
  – Ridgeview Drive – Between Deerbrook Street “Offset”
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 29 MPH, ADT was 1301
    • Score was 32
    • Recommended Education (Same as Studied during Pilot Program)
  – Summit Crossing Drive – Between Langsford Road & Scruggs Road
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Victoria Drive “West” – Between Nightshade & Station Dr. (3 Separate Segments)
    • Residential Collectors, 25 MPH Speed Limit
    • Study: 85% Speed was 33 MPH, ADT was 2759
    • Composite Score was 58
    • Recommended Traffic Calming (Speed Humps)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 27, ADT is 2534
NTSP

(Program – Detailed Results)

• 2007 - 2009 Application Details:
  – Battery Drive – Between 3rd Street & 5th Street
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 28 MPH, ADT was 434
    • Score was 26
    • Recommended Education and Enforcement
  – Applewood Street – Between Dreamweaver Street & Woodbury Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 29 MPH, ADT was 667
    • Score was 35
    • Recommended Education
  – Dreamweaver Avenue – Between Green & Buttonwood Ave. (2 Separate Segments)
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speeds were 29 & 29 MPH, ADT was 428 & 362
    • Scores were 29 & 31
    • Recommended Education
  – Ellis Drive – Between Sampson Road & 11th Street (3 Separate Segments)
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 31 MPH, ADT was 398
    • Composite Score was 32
    • Recommended Education

ADT – Average Daily Traffic
2007 - 2009 Application Details (Continued):

- Fairview Road – Between Moss Point Drive & Woodstock Drive
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 29 MPH, ADT was 638
  - Score was 42
  - Recommended Traffic Calming (Speed Humps) in coordination with the Moss Point Road recommendation. 75% Petition Passed.
  - Traffic Calming Constructed. Post Study: 85% Speed is 25 mph, est. ADT is 600

- Georgian Drive – Between Woods Chapel Road & Daltons Ridge Drive
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 29 MPH, ADT was 1644
  - Score was 31
  - Recommended Education

- Independence Avenue – Near Lincoln Street (Spot Study – School Associated)
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 32 MPH (Approximation), ADT was 2269
  - Score was 53
  - Recommended Traffic Calming (Speed Humps). School Study Related.
  - Traffic Calming Constructed. Post Study: est. 85% Speed is 24, ADT is 2210

ADT – Average Daily Traffic
2007 - 2009 Application Details (Continued):

- Lakeview Boulevard – Between 2nd Street & 1st Street
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 27 MPH, ADT was 434
  - Score was 20
  - Recommended Education

- Lakewood Way – Between Moss Point Drive & North City Limits
  - Commercial Collector, 45 MPH Speed Limit
  - Not Eligible Application Due to Street Classification & Speed Limit; No Study Completed

- Moss Point Road – Between Lakewood Way & Fairview Road
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 32 MPH, ADT was 533
  - Score was 52
  - Recommended Traffic Calming (Speed Humps). 75% Petition Failed

- Mulberry Street “West” – Between Grand Avenue & Independence Avenue
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 31 MPH, ADT was 800
  - Score was 59
  - Recommended Traffic Calming (Speed Humps). 75% Petition Failed

ADT – Average Daily Traffic
2007 - 2009 Application Details (Continued):

- Piedmont Drive – Between Suwannee Drive & Georgian Drive
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 27 MPH, ADT was 443
  - Score was 27
  - Recommended Education

- Sampson Road – Between Longview Road & Logos Drive
  - Residential Collector, 30 MPH Speed Limit
  - Study: 85% Speed was 37 MPH, ADT was 2728
  - Score was 55
  - Recommended Traffic Calming (Raised X-Walk and Marking Narrowed Lanes)
  - 75% Petition Passed
  - Traffic Calming Constructed. Post Study: 85% Speed is 31, ADT is 2477

- Suwannee Drive – Between Piedmont Drive & Tara Drive
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 29 MPH, ADT was 79
  - Score was 28
  - Recommended Education

ADT – Average Daily Traffic
• 2007 - 2009 Application Details (Continued):
  – Tara Drive – Between Piedmont Drive & Georgian Drive
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 28 MPH, ADT was 196
    • Score was 26
    • Recommended Education
  – Thames Drive – Between Victoria Drive & Independence Avenue
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 32 MPH, ADT was 607
    • Score was 40
    • Recommended Education and Enforcement. Sidewalk was also recommended and constructed to provide neighborhood connection to school.
  – Victoria Drive “East” – Between Station Drive & Independence Avenue
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 36 MPH, ADT was 1962
    • Score was 70
    • Recommended Traffic Calming (Speed Humps and Traffic Circle)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 25, ADT is 1803
NTSP

(Program – Detailed Results)

• Pilot Application Details:
  – 7th Terrace – Between Todd George Parkway & Country Lane
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 30 MPH, ADT was 2003
    • Score was 46
    • Recommended Education and Enforcement. A Traffic Signal at Blue Pkwy./Todd George was also recommended and constructed to address cut-through traffic concerns.
  – Bristol Drive – Between Langsford Road & Scruggs Road
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Fairway Homes Drive – Between Lake Pointe Villas & Lakewood Shores
    • Residential Collector, 25 MPH Speed Limit
    • 50% Petition Failed; No Study Completed
  – Keystone Drive – Between Langsford Road & Knollbrook Road
    • Residential Local, 25 MPH Speed Limit
    • Study: 85% Speed was 34 MPH, ADT was 874
    • Score was 53
    • Recommended Traffic Calming (Speed Humps). 75% Petition Passed.
    • Traffic Calming Constructed. Post Study: 85% Speed is 27, ADT is 861

ADT – Average Daily Traffic
Pilot Application Details (Continued):

- Magellan Street – Between Chipman Road & Swann Road
  - Residential Local, 25 MPH Speed Limit
  - Study: 85% Speed was 30, ADT was 204
  - Score was 34
  - City Council Approved Traffic Calming (Speed Hump) Exception as a Development Condition with Resident Support
  - Traffic Calming Constructed

- Mulberry Street “East” – Between M-291 Hwy. & Auburn Dr. (3 Separate Segments)
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speeds were 31, 29 & 35 MPH, ADT was 1854, 1629 & 1589
  - Scores were 69, 60 & 84
  - Recommended Traffic Calming (Speed Humps) on all three segments. 75% Petition Failed

- Noel Street/Gibson Road – North of Little Avenue
  - Residential Local, 25 MPH Speed Limit
  - 50% Petition Failed; No Study Completed

- O’Brien Road – Between Murray Road and Pryor Road
  - Residential Collector, 25 MPH Speed Limit
  - 50% Petition Failed; No Study Completed

NTSP
(Program – Detailed Results)

ADT – Average Daily Traffic
Pilot Application Details (Continued):

- **Persels Road – Between Pacific Drive and Atlantic Drive**
  - Residential Local, 25 MPH Speed Limit
  - 50% Petition Failed; No Study Completed

- **Raintree Drive – Between Drake Drive & Hidden Cove (2 Separate Segments)**
  - Residential Collector, 30 MPH Speed Limit
  - Study: 85% Speeds were 36 & 38 MPH, ADT was 2759 & 1580
  - Scores were 42 & 48
  - Recommended Education and Enforcement for both segments

- **Raintree Parkway – Between Raintree Drive & Green Teal**
  - Residential Collector, 30 MPH Speed Limit
  - Study: 85% Speed was 44 MPH, ADT was 2520
  - Score was 85
  - Recommended Traffic Calming (Speed Humps). 75% Petition Failed

- **Regatta Drive – Between M-150 Highway & Raintree Drive**
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 35 MPH, ADT was 3095
  - Score was 66
  - Recommended Traffic Calming (Speed Humps). 75% Petition Failed
Pilot Application Details (Continued):

- Ridgeview Drive – Between Deerbrook Street “Offset”
  - Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speed was 29 MPH, ADT was 1597
  - Score was 34
  - Recommended Education

- Skyview Drive/Jamestown Drive – Between Lakewood Way & Delta School Road
  - Residential Collector, 25 MPH Speed Limit
  - 50% Petition Failed; No Study Completed

- Summit Falls Drive/Summit Valley Drive – Between Longview Road & Pacific Drive (3 Separate Segments)
  - Residential Local/Residential Collector, 25 MPH Speed Limit
  - Study: 85% Speeds were 34, 29 & 34 MPH, ADT was 214, 972 & 658
  - Scores were 50, 37 & 56 (Summit Valley Drive)
  - Recommended Traffic Calming (Speed Humps) on one segment (Summit Valley Drive) and Education or Enforcement on the other two segments
  - 75% Petition Passed
  - Traffic Calming Constructed. Post Study: 85% Speed is 27, ADT is 211, 980, 655

NTSP
(Program – Detailed Results)

ADT – Average Daily Traffic
• Pilot Application Details (Continued):
  – Swann Road – Between Independence Avenue & M-291 Highway
    • Residential Collector, 25 MPH Speed Limit
    • Study: 85% Speed was 33 MPH, ADT was 1001
    • Score was 54 (Development Condition)
    • Recommended Traffic Calming (Speed Humps)
    • 75% Petition Passed
    • Traffic Calming Constructed. Post Study: 85% Speed is 26, ADT is 915
  – Ward Road – Between Raintree Parkway & Raintree Drive
    • Arterial, 35 MPH Speed Limit
    • Not Eligible Application Due to Street Classification & Speed Limit; No Study Completed
NSTP Post Project Public Survey Summary

- **Speed Impact**
  - Disappointed: 7%
  - Satisfied: 37%
  - Pleased: 57%

- **Volume Impact**
  - Disappointed: 2%
  - Satisfied: 54%
  - Pleased: 43%
NTSP Program Improvements

- Annual Review
- Aesthetic Awareness
- Design Standards
- More Public Outreach
NTSP Keys to Success

- Pilot Program
- Consistency
- Citizen Driven Process
- Objective Evaluation
- Managed Options for Resolution
- Transparency & Documentation
- Performance Measure
- Program Improvement
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