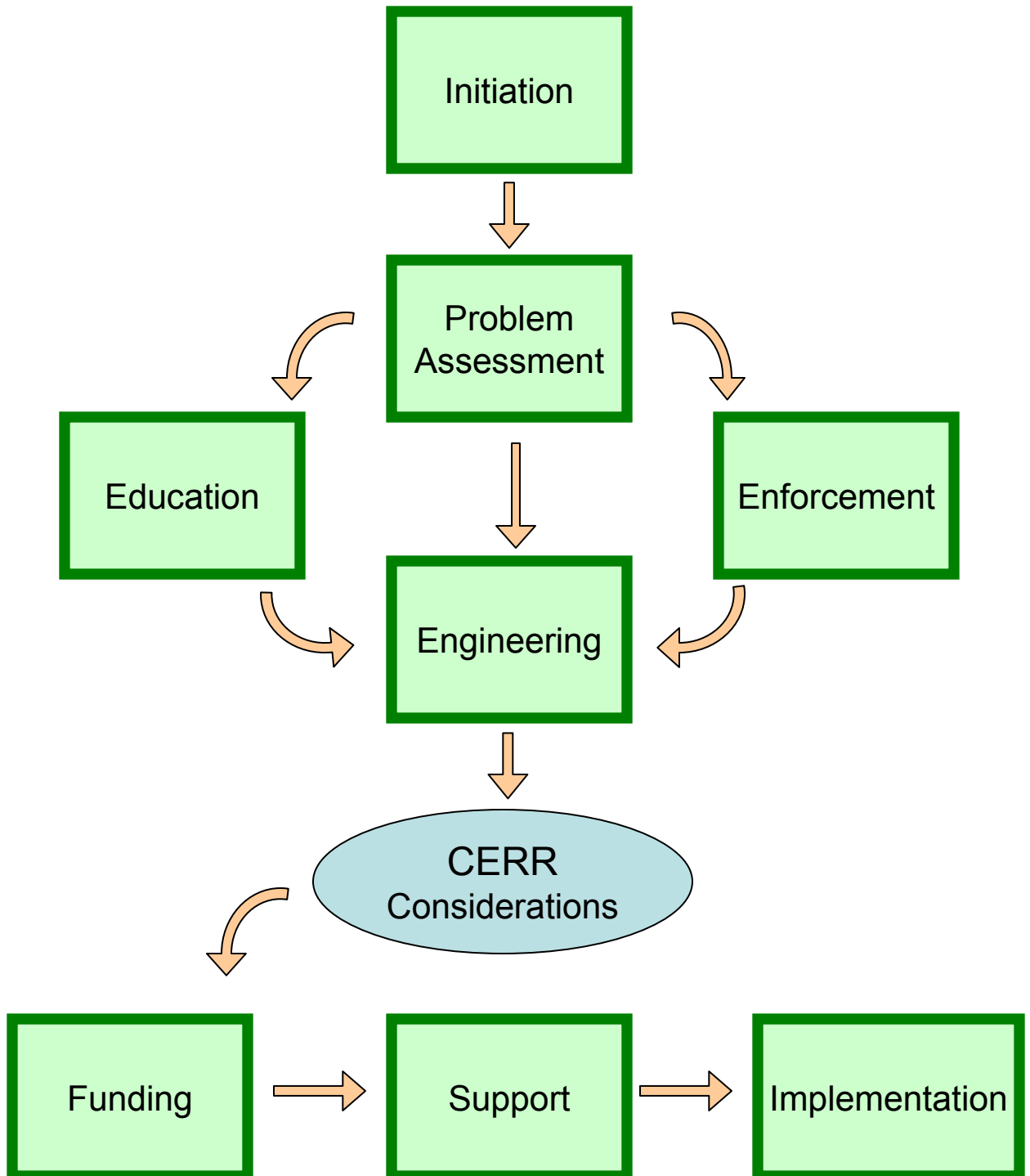


Goal of the NTMP: *To mitigate speeding traffic on neighborhood streets through education, enforcement, and/or engineering treatments.*

SIMPLIFIED NTMP PROCESS OVERVIEW



Issue 1: How to initiate the NTMP process and gauge initial public support for involvement in the NTMP process?

- It is important to have some standard method for staff to utilize to identify traffic problems and to help determine if there is neighborhood support for initiating the NTMP process.
- There is no universal method. Many communities do it differently.

Option:	Pros:	Cons:
A. Neighborhood petition signed by a certain percentage of the street or block (current City of Boulder process)	<ul style="list-style-type: none"> - Would increase the number of residents aware of the proposed process. - May prevent a small number of residents from initiating a project that does not have wider support in the neighborhood. - The initial work done by residents instead of city staff. - May decrease the number of projects with minor problems being studied (reduced cost to city). 	<ul style="list-style-type: none"> - Some potential for falsification of petition. - Would require staff time to verify petitions. - The process may seem overly bureaucratic. - The initial work done by residents instead of city staff. May discourage residents from applying.
B. Neighborhood application – where one or more residents articulates the perceived problem in an application.	<ul style="list-style-type: none"> - Less upfront work on the part of city staff and residents. 	<ul style="list-style-type: none"> - This may not prevent a project being initiated with little neighborhood support.
C. Neighborhood meeting with staff – initiated and setup by neighborhood residents.	<ul style="list-style-type: none"> - May help some neighbors come together in support of the process. - Would provide staff an opportunity to educate residents on the process. - May help staff gauge support depending upon attendance. 	<ul style="list-style-type: none"> - This may not prevent a project being initiated with little neighborhood support. - Would increase staff time impacts for night meetings.
D. No application process - Staff responds to any resident request by phone, letter or e-mail.	<ul style="list-style-type: none"> - Process with the least amount of upfront work for staff or residents. 	<ul style="list-style-type: none"> - This may not prevent a project being initiated with little neighborhood support. - May overwhelm the program resources if there are a high number of requests. - Increased likelihood for requests on streets with minor problems. - Increased cost to provide data collection to support every request.

Issue 2: How to determine if a neighborhood concern “qualifies” for consideration in the NTMP process?

- Does there need to be a way to ensure that a “perceived” problem is bad enough to warrant spending City resources to address?
- Processing a neighborhood concern through the NTMP requires significant City staff resources and involves considerable public process.
- Most communities have minimum thresholds or warrants to satisfy before a problem can be addressed by an NTMP process.

Option:	Pros:	Cons:
A. No predefined thresholds (mitigation is available for any concern).	<ul style="list-style-type: none"> - No additional process steps for staff or residents at this stage of the process. - Staff would not have to tell a neighborhood that they did not qualify for mitigation. 	<ul style="list-style-type: none"> - Would increase the number of neighborhoods lined up for participation in the NTMP. - Could frustrate some neighbors if they were in the program for a long time without receiving mitigation.
B. Staff decides on a case by case basis	<ul style="list-style-type: none"> - Would give staff maximum discretion and opportunity to use “engineering judgment” about the use of city resources. 	<ul style="list-style-type: none"> - Would place the burden on staff to be “judge” each time a request is made. - May result in inconsistent responses to resident requests over time as staff changes.
C. Detailed set of thresholds or warranting procedure (current City of Boulder process)	<ul style="list-style-type: none"> - Provides a consistent screening process which does not appear to be subjective. - Would result in city resources spent on only major problems. - Would provide an easily evaluated process, which residents can review. 	<ul style="list-style-type: none"> - Would require data collection and analyses to enable threshold review. - Would result in some residents or neighborhoods being told that there problem is not bad enough to qualify for the NTMP program.

Issue 3: Should “Education” play a significant role in the NTMP?

- Education is often considered one of the 3-Es of an NTMP (Education, Enforcement, and Engineering solutions).
- Educational tools include informational fliers, yard signs, neighborhood speed watch programs, radar speed trailers, etc.
- While education is an important step, it may not achieve desired traffic mitigation goals in and of itself.
- Boulder’s NTMP program has historically included an Education Phase prior to moving on to enforcement and engineering solutions.
- Residents can sometimes feel that this step is simply putting them off or delaying more effective solutions.

Option:	Pros:	Cons:
<p>A. Continue to require a 3 to 6 month education phase (current City of Boulder process).</p>	<ul style="list-style-type: none"> - Would ensure that all potential tools are tried before moving to physical mitigation. - May be effective if the speeding problem is minor. 	<ul style="list-style-type: none"> - Delays the possible implementation of physical mitigation. - May be perceived as City stalling by some residents. - Would not likely mitigate most speeding problems. -Additional data collection to study the effectiveness of education on each street.
<p>B. Incorporate an education phase at the discretion of staff</p>	<ul style="list-style-type: none"> - Would allow flexibility based on staff’s judgement. - Would avoid delays if it is obvious that education alone will not solve the problem. 	<ul style="list-style-type: none"> - May result in neighbors saying “why us and not them” if they compare themselves to other neighborhoods in the NTMP. -Some additional data collection to study the effectiveness of education on some streets.
<p>C. Make education an optional tool but not a required tool that neighborhoods can use at their discretion.</p>	<ul style="list-style-type: none"> - Would allow neighborhoods to move directly to physical mitigation without requiring time for education measures. - Would reduce the amount of data collection required to study effectiveness. 	<ul style="list-style-type: none"> - Would not ensure that all potential tools were tried before moving to physical mitigation.

Issue 4: What role should “Enforcement” play in the NTMP?

- Enforcement is often considered one of the 3-Es of an NTMP (Education, Enforcement, and Engineering solutions).
- Residents typically say “...if we just had more enforcement...”
- Enforcement has historically been “Phase II” of Boulder’s NTMP, and was implemented before engineering treatments could be considered. Enforcement efforts include both traditional officer enforcement and photo radar van enforcement.
- It is proven that enforcement has a limited “memory effect” and traffic returns to original speeds within a short time period (days or weeks) after the end of an aggressive enforcement effort in a neighborhood.
- Boulder, just like any City has a limited law enforcement budget, and limits on the resources that can be spent on traffic issues. It is highly unlikely that there will ever be a large enough budget to make enforcement of speed limits in neighborhoods the only solution needed.
- Boulder’s Police Department conducts most speed enforcement independent from the NTMP. There have been coordinated efforts with the NTMP in specific neighborhoods in the past.

Option:	Pros:	Cons:
A. Continue to require a 6 month enforcement phase (current City of Boulder process).	<ul style="list-style-type: none"> - Would ensure that all potential tools are tried before moving to physical mitigation. - May be effective if the speeding problem is minor. - May be effective long-term if enforcement presence is maintained. 	<ul style="list-style-type: none"> - Would require continuous enforcement presence to maintain effectiveness over time. - Would spread enforcement resources as more and more neighborhoods enter the NTMP. - Would not likely mitigate most speeding problems. -Additional data collection to study the effectiveness of enforcement on each street.
B. Incorporate an enforcement phase at the discretion of staff	<ul style="list-style-type: none"> - Would allow flexibility based on staff’s judgment. - Would avoid delays if it is obvious that enforcement alone will not solve the problem. - Would allow staff to focus enforcement on the most significant problem areas. 	<ul style="list-style-type: none"> - May result in neighbors saying “why us and not them” if they compare themselves to other neighborhoods in the NTMP. -Some additional data collection to study the effectiveness of enforcement on some streets.
C. Make enforcement an optional tool but not a required tool that neighborhoods can use at their discretion.	<ul style="list-style-type: none"> - Would allow neighborhoods to move directly to physical mitigation without requiring time for enforcement measures. - Would reduce the amount of data collection required to study effectiveness. 	<ul style="list-style-type: none"> - May create a disconnect between Public Works and Police staff regarding the response to residents requests for speed mitigation. - Would not ensure that all potential tools were tried before moving to physical mitigation.

Issue 5: When needed, how should the implementation of physical mitigation measures be funded?

- The construction of physical mitigation devices through the NTMP process is currently not funded in Boulder. Should funding be restored, it is likely that there would be more demand for construction funds than are available in the City NTMP annual budget.
- Many communities require residents to pay some portion of the cost to implement physical solutions. Some communities fund all improvements with City dollars.
- Boulder has historically required residents to fund 50% of projects on “local” streets and 0% on “collector” streets.
- The funding discussion often raises “equity” issues when residents in some neighborhoods have more personal discretionary money than in other neighborhoods.

Option:	Pros:	Cons:
A. 100 % City Funding of NTMP project implementation	- Would result in an equitable application of City funds between neighborhoods, increasing the sense of program fairness between neighborhoods of differing personal resources.	<p>- Would prolong or lengthens the amount of time it takes for projects in multiple neighborhoods to be implemented due to limited funding.</p> <p>- Would prevent neighborhoods that can afford the cost of construction from spending their money on implementation and removing themselves from the waiting list.</p> <p>- Greatest impact to city funds.</p>
B. Required cost sharing by residents on all projects (all projects require some city funding and some resident funding).	- Decreases the City funding needed for all projects.	<p>- May raise some equity issues in neighborhoods with fewer personal resources.</p> <p>- Requires residents to provide funding.</p>
C. Selective application of required resident cost sharing (some projects funded by city, some projects funded by residents, and some projects funded by both) – Current City of Boulder process.	<p>- Would allow City funds to be spent on the projects that benefit a wide area (such as on a “Collector”) while requiring a cost sharing on projects that benefit a small area (such as on “Local” roadways).</p> <p>-Decreases the City funding needed for some projects.</p>	<p>- May raise some equity issues in neighborhoods with fewer personal resources.</p> <p>- May result in City funded projects being built first, which would push any cost savings off to later years.</p> <p>- Requires residents to provide funding.</p>
D. 100% resident funding	<p>- Would minimize City funding requirements allowing those funds to be used on other transportation projects.</p> <p>-City funding limitations would no longer hinder the timing of mitigation projects.</p> <p>- Would allow projects to be constructed even when no City funding is available.</p>	<p>- May raise the greatest amount of equity issues in neighborhoods with fewer personal resources.</p> <p>- Requires residents to provide the greatest amount of funding for projects.</p>

Issue 6: How to deal with Critical Emergency Response Routes (CERRs)?

- CERRs are roadways that the Fire Department has identified as most important to their emergency response activities. See the map provided.
- The use of the more aggressive “delay inducing” traffic calming devices (such as speed humps and traffic circles) are impactful to emergency response providers.
- In the current NTMP guidelines, the City Council must approve the consideration of and the approval of “delay inducing” traffic calming devices on CERR roadways.
- CERRs serve different functions. Some have importance to providing access to large areas of the city while others serve a definable local area. See the map provided.
- Should “delay inducing” traffic calming devices continue to be a possible treatment on some or all CERR roadways in the City of Boulder?
- Should roadways with definable impact areas be treated differently than CERR roadways which serve to access a broader city area.

Option:	Pros:	Cons:
<p>A. Continue historic system where all CERRs are treated equally and require City council approval for use of delay inducing devices on CERR roadways.</p>	<ul style="list-style-type: none"> - Would ensure that emergency response considerations are considered for projects on all CERR roadways. - May protect emergency response on some higher classified roadways. - Places the decision making process in the hands of the City Council on a case by case basis. 	<ul style="list-style-type: none"> - May limit the effectiveness of traffic mitigation efforts on some CERR roadways at City council discretion. - May result in degraded emergency response on some CERR roadways at City council discretion. - May create a situation where mitigation in one neighborhood influences the emergency response times in another without their input.
<p>B. Implement new system where CERRs in a local defined impact area can obtain delay inducing mitigation but other CERR roadways cannot.</p>	<ul style="list-style-type: none"> - Would increase the tools available to slow down traffic on some CERR roadways. - Would create a situation where mitigation in one neighborhood does not influence the emergency response times in another. 	<ul style="list-style-type: none"> - May result in degraded emergency response on some CERR roadways. - Would limit the effectiveness of traffic mitigation efforts on some higher volume residential roadways.
<p>C. Delay inducing traffic mitigation is available on all CERR roadways. Non-CERR roadways and CERR roadways are considered the same.</p>	<ul style="list-style-type: none"> - Would maximize the ability to slow down traffic in all neighborhoods. 	<ul style="list-style-type: none"> - Would cause the greatest degradation of emergency response on CERR roadways. - May create a situation where mitigation in one neighborhood influences the emergency response times in another without their input.
<p>D. Delay inducing traffic mitigation is not available on any CERR roadways. Delay inducing traffic mitigation is available only on non-CERR roadways.</p>	<ul style="list-style-type: none"> - Would maximize the protection of emergency response on CERR roadways. - Would create a situation where mitigation in one neighborhood does not influence the emergency response times in another. 	<ul style="list-style-type: none"> - Would limit the effectiveness of traffic mitigation efforts on many higher volume residential roadways.

Issue 7: How to determine neighborhood support for a NTMP project proposal?

- It is important that residents benefiting from or impacted by a traffic mitigation proposal have the opportunity to provide input on the NTMP proposals.
- Most communities with mitigation programs have some process to access public support in the neighborhood.
- Most communities use either a balloting system or require residents to submit petitions of support.

Option:	Pros:	Cons:
<p>A. Neighborhood Balloting – City responsible for mailing out ballots, receiving them mailed back, and tabulating results – (current City of Boulder process).</p>	<ul style="list-style-type: none"> - All residents in defined area given direct input opportunity. - Would result in less work by residents to show support for projects. 	<ul style="list-style-type: none"> - Would result in large amounts of city resources devoted to input process. - Residents who have not participated in the process (and may not fully understand the proposal) can still vote on the project. - Lack of good address information or staff accuracy may result in ballot issues.
<p>B. Neighborhood Petition – Residents responsible for gathering signatures of support and providing to City.</p>	<ul style="list-style-type: none"> - Many residents in defined area given direct input opportunity. - Would result in fewer city resources devoted to input process. 	<ul style="list-style-type: none"> - Would result in more work for residents to show support for projects. - Residents who have not participated in the process (and may not fully understand the proposal) can still vote on the project. - Would limit this direct input opportunity to whomever the residents contact.
<p>C. Neighborhood Support meeting – Only residents who attend meeting(s) are polled at the end of the process.</p>	<ul style="list-style-type: none"> - Would limit the direct input opportunity to those most involved and educated through the process. 	<ul style="list-style-type: none"> - Would limit this direct input opportunity based on attendance. - May be fairness concerns for residents who have a hard time making meetings.
<p>D. No formal process other than public hearings with policy makers.</p>	<ul style="list-style-type: none"> - Is the easiest process for both residents and staff. 	<ul style="list-style-type: none"> - Does not provide a direct input opportunity concerning NTMP projects.