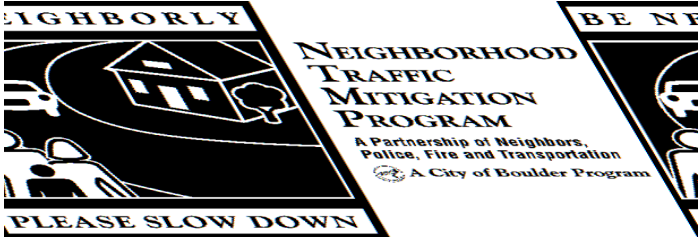


# City of Boulder

## Neighborhood Traffic Mitigation Program



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**Attachments**

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**A - Neighborhood Traffic Mitigation Program Process Flow Chart**

**B - NTMP/Emergency Response Route Map**

## **Background**

The Neighborhood Traffic Mitigation Program (NTMP) was developed in response to increasing resident demand for the city to do something about speeding and other traffic problems on our streets. In 1994, a working group made up of neighborhood residents, city staff, bicyclists, pedestrians and business interests was formed to educate themselves about the many ways to reduce the negative impacts of traffic and to make recommendations to the community and City Council on the guidelines for the NTMP.

As the NTMP began to work with neighborhoods with the most severe speeding problems, issues arose including, most significantly, the impacts on emergency response times from the engineering devices. The NTMP, as originally designed and initially implemented, placed more emphasis on the engineering portion of the program while also offering, to a lesser extent, education and enforcement tools. Since the implementation of that initial program approach, the city is offering a restructured and more balanced program emphasis, elements, and supporting process. The following program guidelines are a synthesis of the original guidelines revised to reflect subsequent direction given by the City Council.

### **Use of mitigation devices outside of the context of the NTMP**

In many instances, raised crossings and other pedestrian crossing improvements are installed as part of non-NTMP projects. Presently, Transportation staff involves the Fire Department in the design phase of these projects to get approval for use of the device. Based on Council direction to look at streets on a case-by-case basis, the Fire Department is involved during the design phase of non-NTMP projects which propose to include raised crossings or other pedestrian crossing improvements.

### **Goals and Objectives of the NTMP**

1. Improve neighborhood livability by encouraging adherence to the speed limit.
2. Maintain access, safety and comfort for alternative transportation users on neighborhood streets.
3. Encourage citizen involvement in solutions to neighborhood traffic problems.
4. Appropriately channel public resources by prioritizing traffic mitigation requests according to documentable criteria.
5. Effectively address the dual, and frequently conflicting, public safety interests of traffic mitigation and emergency response.
6. Change the transportation mores in the city of Boulder through education, respectful communication, participation, planning and design to more accurately reflect overall city transportation and environmental policies and values.

## Policies

The following policies provide the framework for the Neighborhood Traffic Mitigation Program (NTMP).

1. Any two lane residential street, which is not designated as a Principal Arterial, may be considered for traffic mitigation through this program.
2. Arterials are the most desirable facilities for through traffic. Feasible opportunities for re-routing traffic from one street to a *higher classification street* will be explored.
3. The NTMP intends to take a system-wide approach when addressing a neighborhood speeding project. Each NTMP project intends to form a logical project boundary which will address the issue of displacement/diversion from the beginning.
4. Neighborhood livability shall be balanced with transportation efficiency and the safety needs of the city.
5. Balance emergency response issues and traffic mitigation issues while working with the neighborhoods to address their speeding concerns.
6. NTMP projects should maintain access to neighborhood destinations for all modes, including walking, bicycling, transit and automobile.
7. Implementation of the NTMP will be in accordance with the procedures set forward in this document, in keeping with sound engineering practices and within the limits of available resources.
8. NTMP projects should be compatible with overall city transportation goals and objectives, as set forth in the Transportation Master Plan and the Boulder Valley Comprehensive Plan. Projects should also complement the transportation-related goals set forth in adopted sub-community plans.
9. The NTMP is not designed to address dangerous intersections, mitigate traffic noise, redesign the overall transportation/street classification system or effect a modal shift.

## **NEIGHBORHOOD TRAFFIC MITIGATION PROGRAM PROCESS**

Speeding traffic is the number one concern in many neighborhoods throughout the country. Boulder's Neighborhood Traffic Mitigation Program was initially developed by a task force of neighborhood residents, bicyclists, pedestrians, business people, planners, traffic engineers, police and emergency response professionals. This group worked to identify available traffic mitigation tools, how to use them, and how the city and neighborhoods can team up to slow the speeding traffic on neighborhood streets.

The Neighborhood Traffic Mitigation Program (NTMP) encourages Boulder citizens to promote safe driving on neighborhood streets, with a smooth flow of traffic, and increase neighborhood livability and maintain access for all other modes. This can be accomplished by changing drivers' attitudes and by redesigning streets. The NTMP also wants every neighborhood involved in traffic mitigation to leave the process better organized and better educated about traffic problems and speed mitigation techniques.

The NTMP focuses on neighborhood speeding issues. While city staff will try to help with any traffic concern you may have, sometimes they will direct you elsewhere. For instance, concerns about a specific dangerous intersection, overall transportation system planning and major noise mitigation projects are not addressed through the NTMP. What follows is a step-by-step, narrative description of the NTMP process when a new neighborhood wants to enter the program. The flow chart in Attachment A gives a process-at-a-glance version.

### **Beginning to Participate in the NTMP**

#### ***Education***

If you think your neighborhood has a speeding problem, call the NTMP at 303-441-3266. We'll discuss your concerns and check to see if an existing neighborhood group is already working on the problem. If so, we'll connect you with that group. If not, we'll send you a Neighbor-to-Neighbor Education Kit, and you can begin working with your neighbors to address your speeding problems.

### **Petition/Education and Data Collection Phase**

#### ***Petition***

Petition submission to enter into the NTMP will occur each year in the spring. A copy of the petition sheet can be found later in this document. You need to obtain signatures from 51 percent or more of the dwelling units on at least one block of the street section to be mitigated. Many times you will want to obtain signatures for a larger area, since your neighbors are typically experiencing the same speeding problem and may be interested in speed mitigation assistance. Once the petition is received for that neighborhood street section, staff may enlarge the neighborhood area so that a logical neighborhood area is defined. This will be done to address any displacement/diversion issues early in the process, as stated in the policies of these guidelines.

For the next three months, all education tools will be made available to your neighborhood (yard signs, speed monitoring trailers, neighborhood speed watch, neighborhood speed pledge).

City staff will also collect speed data. Once the Education and Data Collection phase is

completed, staff will evaluate your street to see if there is a speeding problem. If the 85th percentile speed is greater than five mph over the speed limit, the education and enforcement tools are applied.

Those neighborhoods which have not met the speeding problem criteria may continue to receive the education tools. After another three months have passed, speed data will be collected to monitor the situation. If a speeding problem is identified during the second monitoring, the education and enforcement tools will be applied. If a speeding problem is still not present, education tools will still be made available to the neighborhood, but no further data collection will take place.

### **Education and Enforcement**

For those neighborhood streets that had a speeding problem identified in the prior analysis (85th percentile speed of greater than 5 mph over the speed limit), both education and enforcement tools will be applied to the neighborhood street for the next six months. The enforcement tools include photo radar and traditional officer speed-enforcement. The type of enforcement applied will depend on street characteristics such as traffic volumes and number of speeding vehicles. The frequency of the enforcement application will depend on the number of NTMP streets receiving the enforcement tools.

Speed data will be collected during this six month period and the street will be evaluated to see if a speeding problem continues to exist after the education and enforcement tools have been applied. If the education and enforcement tools have successfully mitigated the speeding problem, the neighborhood street will continue to receive education and enforcement but will not be eligible for engineering treatments. Staff will annually collect speed data on those streets to monitor the situation.

If the street continues to have an 85th percentile speed of greater than 5 mph over the speed limit, the street will be eligible for an engineering treatment. These neighborhood streets will continue to receive education and enforcement tools until they enter the Engineering Design and Discussion phase.

### **Engineering Treatment Ranking**

Each year those neighborhoods which are eligible for engineering will be ranked in order of severity of traffic problems. This ranking will be based on speed, volume and other characteristics of the street and neighborhood (See the “Neighborhood Needs Assessment Priority Checklist” in this document to review the factors). This ranking will occur annually after new neighborhoods have entered the program. The two highest need neighborhoods will receive a one-year commitment from Transportation, Fire and Police staff for intensive staff assistance to design an engineering treatment proposal. (Based on current staff resources for this program, it’s estimated that two neighborhoods will be able to participate in the engineering design phase each year.)

The education and enforcement tools will continue to be applied to the other neighborhoods until they become one of the two neighborhoods to participate in the engineering design phase.

All rankings will be of public record and staff will do its best to translate your ranking into a projected time frame for assistance. Each year staff will again rank the existing and new neighborhoods.

### **Engineering Treatment Design and Neighborhood Poll**

Non-Critical Emergency Response Route (CERR) streets within a six-minute response time zone (Please see Attachment B for NTMP Emergency Response Route Map): At least two community meetings will be held with the neighborhood to discuss and design a proposed engineering treatment. As mentioned in the policies, the NTMP intends to take a system-wide approach when addressing a neighborhood speeding project. Each NTMP project intends to form a logical project boundary which will address from the beginning the issue of displacement/diversion. All residents and non-resident property owners in this neighborhood area will be invited to participate in the community meetings. The meetings will be open to the community and will be advertised in the newspaper. Generally a Community and Environmental Assessment Process (CEAP) will not typically be required for those non-CERR streets within a six-minute response time zone. Both delay and non-delay inducing devices will be available to the neighborhood during development of the engineering proposal.

Once the Engineering Design phase is completed, a neighborhood poll will be conducted to measure support for the proposed engineering treatment. In terms of the neighborhood poll, the neighborhood is defined as “Residents and Non-Resident Property Owners that lie on or adjacent (common endpoint or border) to the street proposed for an engineering treatment within 400 feet on either side of the proposed device and within one block on the side street in the case of a treatment proposed at an intersection (traffic circle). **In the case of a cul-de-sac street, the neighborhood area will also include Resident and Non-Resident Property Owners beyond 400 feet of the proposed device to the end of the cul-de-sac which will have to navigate the proposed device during each trip.**” The neighborhood poll will include one vote for each dwelling unit and one vote for the property owner. If the neighborhood poll demonstrates 60 percent or more support for the engineering proposal, the device will be installed. If the neighborhood poll does not indicate 60 percent or more support for the engineering proposal, the device will not be installed and the neighborhood will have to wait three years before reapplying for an engineering proposal. The street will continue to receive the education and enforcement tools.

CERR streets and non-CERR streets outside of the six-minute response time zone (Please see Attachment B for NTMP Emergency Response Route Map):

These streets will be evaluated on a case-by-case basis. The Transportation Advisory Board will provide a recommendation to City Council on whether non-delay and/or delay inducing devices will be options when the neighborhood and staff design the engineering treatment. Staff from the Transportation Division, Police and Fire Departments will then work with the neighborhoods to develop the proposed engineering treatment. These meetings will be open to the community and will be advertised in the newspaper.

#### *Designing a Delay Inducing Engineering Proposal*

As mentioned in the policies, the NTMP intends to take a system-wide approach when addressing a neighborhood speeding project. Each NTMP project intends to form a logical project boundary which will address from the beginning the issue of

displacement/diversion. All residents and non-resident property owners in this neighborhood area will be invited to participate in the community meetings. The meetings will be open to the community and will be advertised in the newspaper. Generally these projects need to go through the Community and Environmental Assessment Process (CEAP), due to the proposed use of delay inducing devices.

A neighborhood poll will then be conducted to measure support for the proposed engineering treatment. In terms of the neighborhood poll, the neighborhood is defined as “Residents and Non-Resident Property Owners that lie on or adjacent (common endpoint or border) to the street proposed for an engineering treatment within 400 feet on either side of the proposed device and within one block on the side street in the case of a treatment proposed at an intersection (ex. traffic circle). **In the case of a cul-de-sac street, the neighborhood area will also include Resident and Non-Resident Property Owners beyond 400 feet of the proposed device to the end of the cul-de-sac which will have to navigate the proposed device during each trip.**” The neighborhood poll will include one vote for each dwelling unit and one vote for the property owner. If the neighborhood poll demonstrates 60 percent or more support for the engineering proposal, a CEAP will be undertaken and forwarded to the Transportation Advisory Board and Council for their consideration and recommendation. If the CEAP is approved, the device will be installed.

If the neighborhood poll does not indicate 60 percent or more support for the engineering proposal, the device will not be installed and the neighborhood will have to wait three years before reapplying for an engineering proposal. The street will continue to receive the education and enforcement tools.

*Designing a Non-Delay Inducing Engineering Proposal* - This process is the same as the process for Non-CERR streets within the six-minute response time zone.

If the Transportation Advisory Board and Council recommends that only non-delay inducing engineering devices be an option when designing the engineering proposal, a CEAP will not typically be required. All residents and non-resident property owners in this neighborhood area will be invited to participate in the community meetings. The meetings will be open to the community and will be advertised in the newspaper. As mentioned in the policies, the NTMP intends to take a system-wide approach when addressing a neighborhood speeding project. Each NTMP project intends to form a logical project boundary which will address the issue of displacement/diversion from the beginning.

Once the Engineering Design phase is completed, a neighborhood poll will be conducted to measure support for the proposed engineering treatment. In terms of the neighborhood poll, the neighborhood is defined as “Residents and Non-Resident Property Owners that lie on or adjacent (common endpoint or border) to the street proposed for an engineering treatment within 400 feet on either side of the proposed device and within one block on the side street in the case of a treatment proposed at an intersection (ex. traffic circle). **In the case of a cul-de-sac street, the neighborhood area will also include Resident and Non-Resident Property Owners beyond 400 feet of the proposed device to the end of the cul-de-sac which will have to navigate the proposed device during each trip.**” The neighborhood poll will include one vote for each dwelling unit and one vote for the property owner. If

the neighborhood poll demonstrates 60 percent or more support for the engineering proposal, the device will be installed. If the neighborhood poll does not indicate 60 percent or more support for the engineering proposal, the device will not be installed and the neighborhood will have to wait three years before reapplying for an engineering proposal. The street will continue to receive the education and enforcement tools.

#### Consideration of the use of a STOP Sign in the Engineering Proposal

A STOP sign is a traffic control device which indicates right-of-way at an intersection and is not typically used for speed mitigation. The text box below outlines the conditions where STOP signs can be used as speed mitigation devices.

#### **Criteria for using STOP signs as speed mitigation devices**

- No unwarranted STOP sign should be placed upon any CERR roadway with a traffic volume in excess of 1,000 vehicles per day.
- No unwarranted STOP sign should be placed upon any roadway with a traffic volume in excess of 2,000 vehicles per day or upon any roadway designated as a collector or arterial roadway.
- No unwarranted STOP sign should be placed at any intersection which has a main street to side street traffic volume ratio of greater than 5-to-1.
- There must be considerable neighborhood support (as per new NTMP neighborhood support criteria). There also must be 100 percent support from any households directly adjacent to the intersection.

#### **Project Budget and Cost Sharing**

During the annual city budget process, NTMP staff will submit a budget appropriation for the NTMP which is expected to cover the upcoming year's projects and other program expenses. It's estimated that two projects will be completed each year, based on staff and fiscal resource constraints. The NTMP budget may not cover the entire cost of the project and could result in a project to be implemented in phases or a future neighborhood's project implementation to be delayed. The total project budget will cover the expenses for the process to design and obtain approval, consultant fees and material/installation costs.

If the street being designed for an engineering treatment is classified as a collector, the city will pay the entire cost of that treatment. If the street is classified as a local street, the neighborhood will pay for 50 percent of the total construction cost of the engineering treatment. In the case where several streets in a neighborhood are being proposed for engineering treatments at the same time and a collector street was the initial street petitioning for treatment, the city will pay for all proposed engineering treatments.

It is up to the neighborhood to determine how they will provide the matching funds for the cost of the engineering treatment. The NTMP does not require that the neighborhoods pursue a Local Improvement District designation, but this is an option as well as collecting contributions door-

to-door or other fund raising events.

### **Engineering Project Implementation**

If the neighborhood poll supports the proposed engineering treatment and City Council approves the CEAP (in the case of using delay inducing devices on CERR streets and non-CERR streets outside the six minute response time zone), the device can be installed.

If the final design significantly differs from the concepts presented in the CEAP, it's important that the final, engineered drawings be brought back to the neighborhood for review.

### **Project Evaluation**

One year after the engineering treatment is installed, the project will be evaluated to see if it has improved the speeding problem and any other impacts it may have had on the street.

### **Project Reassessment**

Once the engineering device has been in place for three years, a neighborhood can revisit their decision to use engineering. If the neighborhood poll reveals 60 percent support from the residents and non-resident property owners to remove the engineering treatment, it will be removed. In terms of the neighborhood poll, the neighborhood is defined as “Residents and Non-Resident Property Owners that lie on or adjacent (common endpoint or border) to the street proposed for an engineering treatment within 400 feet on either side of the proposed device and within one block on the side street in the case of a treatment proposed at an intersection (traffic circle)”. The neighborhood poll will include one vote for each dwelling unit and one vote for the property owner.

The neighborhood will be responsible for 50 percent of the removal cost, regardless of whether the street has been classified as a local or collector street.

**NEIGHBORHOOD TRAFFIC MITIGATION PROGRAM  
APPLICANT QUESTIONNAIRE**

CONTACT NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_

1. Describe the location of your traffic problem, including the overall area affected, the worst problem area, and the effects of the problem. Be sure to include street and intersection names, etc.

2. Rank your neighborhood's traffic problems and provide a brief description of each (for instance, time when the problem is worst, or specific issue, such as a pothole).

- \_\_\_\_\_ Speeding
- \_\_\_\_\_ Parking
- \_\_\_\_\_ Accident problem (Please describe what you have observed. Major accidents problems will be directed to the city traffic engineer for prompt attention.)
- \_\_\_\_\_ Danger to pedestrians/bicyclists, etc. using street or sidewalk.
- \_\_\_\_\_ Danger to pedestrians, bicyclists, etc. crossing streets (for instance, insufficient gaps for safe crossing).
- \_\_\_\_\_ Difficulty leaving/entering your driveway or street.
- \_\_\_\_\_ Traffic volume
- \_\_\_\_\_ Traffic noise
- \_\_\_\_\_ Other (please explain)

3. Describe who you feel is involved. For instance, does a particular driver seem the main problem, a certain kind of driver, or most drivers?

4. Who is affected? What neighborhood users are concerned (pedestrians, homeowners, etc.)?

(over, please)





**NEIGHBORHOOD NEEDS ASSESSMENT  
PRIORITY CHECKLIST  
(to be completed by staff)**

This form will be used to rank those streets eligible for engineering solutions. Each year the NTMP staff will work with the neighborhoods which include the two highest ranked streets eligible for engineering. These criteria are applied to individual streets (not to the neighborhood as a whole). Separate ranking occurs for each street within the program. The following criteria shall be used to rank eligible streets;

- 1. Speed (60 points maximum score)**
- 2. Volume (20 points maximum score)**
- 3. Housing Density (10 points maximum score)**
- 4. Bike/Ped Activity (20 points maximum score)**

The following methods of point calculation shall determine the point allocation of each street ranking:

**1. Speed**

The street shall receive *Three Points* for each point of difference between the 85th percentile speed and the speed limit. A maximum of 60 points can be allocated to each street.

**2. Traffic volume**

The street shall receive *One Point* for each 1,000 vehicles per day of volume. A maximum of 20 points can be allocated to each street.

**3. Housing Density**

The street shall receive a number of points for housing density, dependent upon the Land Use designations associated with property fronting the street. The following points shall be allocated:

Low Density - Street has primarily Low Density Residential zoning with very few Medium or Mixed Density Residential zoning in the area ( $\leq 6$  dwelling units per acre). The street receives *Two Points*.

Medium Density - Street has mostly Medium or Mixed Density Residential, or a good mix of Low, Medium and Mixed Density Residential zoning in the area ( $\leq 10$  dwelling units per acre). The street receives *Five Points*.

High Density - Street has at least some High Density Residential zoning with a majority of the land use being either Medium, Mixed or High Density Residential zoning ( $>10$  dwelling units per acre). The street receives *Ten Points*.

**4. Bike/Ped Activity**

The street shall receive points for having each of the following:

Street designated as a Bicycle Route (no bicycle lanes) - *Two Point*

Street has striped Bicycle Lanes - *Three Points*

Street has one or more Transit Routes, with bus stops on street - *Three Points*

Street has nearby hospital or medical center - *Five Points*

Street has nearby park or school - *Seven Points*

A maximum of 20 points can be allocated to each street.

NOTE: To receive points for a nearby school, park, hospital or medical center, there must be some concentration of bicycle/pedestrian traffic, associated with the land use, using or crossing the target street. Staff will determine whether a street qualifies for these points or not.