Neighborhood Traffic Management Program

Neighborhood Traffic Management For Residential Streets

A Neighborhood Traffic Management Program
for The City of West Jordan
September 2009

The Neighborhood Traffic Management Program (NTMP) for local residential streets represents the commitment of the City of West Jordan to the safety and livability of residential neighborhoods. The program provides a process for identifying and addressing problems related to speeding, excessive volumes and safety on streets classified as "local residential streets." Under the program, the engineering department will work with residents within neighborhoods to evaluate the type and severity of traffic problems. If the required approval by residents and the City Council is obtained, the city will install traffic management devices, such as traffic circles, diverters and speed humps, to manage the pattern and flow of neighborhood traffic.

As population and employment in the City continue to grow, city streets are experiencing increased traffic pressure. City policy calls for accommodating growth in a way that can protect neighborhoods from the negative impacts of traffic. The traffic program puts into practice the goals and policies contained in the City's Master Transportation Plan (MTP).

The City of West Jordan places a high value on neighborhood livability, as reflected in these policies. Although livability has no precise definition, it can be thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhood.
- The opportunity to interact socially with neighbors without distractions or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.

A balanced relationship between the multiple uses and needs of a neighborhood.

Traffic management plays a vital role in promoting these characteristics. The program recognizes that vehicular traffic is only one element of a neighborhood, and that other residential needs must be given careful consideration. Through the program, residents can evaluate the various requirements, benefits and trade-offs of projects within their neighborhood and can actively be involved in the decision-making process. This policy document provides information and guidelines to help them participate in that process.

Neighborhood Traffic Management Objectives

The overall objectives of the Neighborhood Traffic Management Program (NTMP) are derived from existing City policy and the mission of the Community Services Department.

They are:

- Improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- Promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents on neighborhood streets.
- Encourage citizen involvement in all phases of neighborhood traffic management activities.
- Make efficient use of City resources by prioritizing traffic management requests.
- Support the policies contained in the City's Master Transportation Plan (MTP).

Neighborhood Traffic Management Policies

The following policies are established as part of the Neighborhood Traffic Management Program (NTMP) for local residential streets:

1. Through traffic should be routed to arterial streets, as designated in the Master Transportation Plan. Arterial streets are typically marked for 4 or more travel lanes.
2. Adequate emergency vehicle access must be preserved.
3. Reasonable automobile access should be maintained. NTMP projects should encourage and enhance pedestrian, bicycle, and transit access to neighborhood destinations.
4. Application of the NTMP shall be limited to local, public residential streets, herein defined as streets with 60 feet or less of right-of-way, except as arterial treatments contribute to improvement of conditions on local residential streets.
5. The City shall typically employ traffic management devices to achieve the NTMP's objectives. Traffic management devices (including but not limited to traffic circles, speed humps, diverters, medians, curb extensions and others) are roadway features and shall be planned and designed in keeping with sound engineering and planning practices. The City Traffic Engineer shall direct the installation of traffic control devices (signs, signals, and markings) as needed to accomplish the project, in compliance with the municipal code and pertinent state and federal regulations.
6. To implement the NTMP, certain procedures shall be followed by the City Traffic Engineer in processing traffic management requests according to applicable codes and related policies and within the limits of available resources. At a minimum, the procedures shall provide for submittal of project proposals, evaluation of proposals by City staff, citizen participation in plan development and evaluation, and communication of any test results and specific findings to area residents and affected neighborhood organizations before installation of permanent traffic management devices.

Neighborhood Traffic Management Projects

The NTMP includes two types of projects:

1. local residential street projects, and
2. neighborhood area studies. These studies would be conducted by the Traffic Engineer.

Local residential street projects are intended to respond to traffic issues related to speeding and excessive cut-through traffic on local streets in a residential neighborhood. Solutions may include revisions to the local street to slow traffic or to completely or partially divert traffic off the street.

Neighborhood area studies respond to excessive cut-through traffic and speeding traffic on multiple streets in one or more neighborhoods. These plans are required to respond to traffic problems that are symptomatic of wider problems, such as congestion or lack of capacity on the arterial system. The problems may be similar to those addressed by local street projects, but are more pervasive, with high volumes of cut-through traffic on more than one adjacent street. Neighborhood area studies are developed primarily through the Traffic Engineer, with the involvement of other City Departments. They are scheduled based on available resources, and given priority by factors that include, but are not limited to, the following:

- Previous efforts and requests in the area
- Intensity and extent of the problems
- Degree of conflict between traffic conditions and land uses
- Availability of data
- Arterial improvement projects scheduled or planned

Neighborhood Traffic Management Typical Process

Step1. Project Applications and Preliminary Review

Neighborhood Traffic Management Program (NTMP) projects can be requested by individual citizens or by neighborhood associations. To demonstrate neighborhood support and agreement for a traffic management request, a complete application must contain signatures from ten households living in the area where the perceived traffic problem exists.

Applications may be submitted anytime during the year but a deadline of May 31 will be in effect for new projects to be prioritized and ranked in September/October. Applications from previous years will be included in the ranking. (A sample application is provided at the end of this document.)

The City staff will gather preliminary data about the traffic request, including volume, speed and accident information. The City staff reviews the information and assigns points to the request, as detailed in the section, "Neighborhood Traffic Management Program Point Assignment for Requests." A minimum of 40 points is required for a project to be eligible for this program.

Requests are also reviewed by the Traffic Engineer for other possible solutions. If the preliminary review shows that an immediate hazard to the public exists, the City may choose to address the problem separately from the NTMP.

Step 2. Priority Ranking

Projects are ranked citywide, based on the point score from Step 1. The highest-ranking projects will be undertaken first. The number of projects initiated each year will depend on City resources. At any time, a neighborhood may request approval to proceed with the development and implementation of an NTMP that does not involve City funding. The approval processes would remain the same.The City notifies all project requestors of the status of their request after either Step 1 or Step 2, as appropriate.

Once in the process, a project is considered in the annual priority-ranking step for up to 3 years. If, after 3 years, a project has not received a high enough priority to proceed, it is no longer eligible for consideration. This time limitation will ensure that the project request has not become obsolete because of changing traffic conditions and/or new residents in the area.

Step 3. Plan Development

The City will hold a neighborhood meeting in the neighborhood to inform residents of the pending project, to describe the NTMP process, and to gather additional information about the traffic problems and related neighborhood needs.

A citizen traffic committee of no more than 6 individuals is formed at this stage. The traffic committee works with City staff to determine its membership criteria and meeting procedures, and continues to work closely with staff throughout the remainder of the project.

Plan development consists of the following steps:

- Assessment of problems and needs
- Identification of project goals and objectives
- Identification of evaluation criteria
- Development of alternative plans/solutions
- Selection of a proposed plan

The first two steps are accomplished through neighborhood meetings. The City proposes solutions based on the citizen responses and sound engineering principles. Possible solutions and their impacts are evaluated by the Traffic Engineer and Fire Department. If the plan includes the closure or partial closure of streets, the Traffic Engineer will make a recommendation to the Planning Commission and the City Council. Partial or full street closures will occur only after state law requirements have been met and City Council has taken official action requiring the closure.

Step 4. Test Installation/Ballot

Once a plan is agreed to by the Traffic Engineer and City staff, the City prepares a petition describing the proposed project and calling for a temporary test installation. A second meeting is held with the neighborhood group. Positive votes representing a majority (51%) of the households and businesses within the petition-to-test area are required for the test to begin. Each household and business is entitled to one vote. The approval from households, businesses and non-resident property owners within a defined ballot area must be obtained through a confidential mail ballot administered by the City.

If the vote is successful, the test will be installed for between 4 and 12 months. If the City Traffic Engineer finds that an unforeseen hazard is created by the test, the test installation will be revised or removed.

Step 5. Project Evaluation

Following the test period, the City evaluates how well the test has performed in terms of the previously defined problems and objectives. The evaluation includes the subject street and streets affected by the project, and is based on before-and-after speeds and volumes, impacts on emergency vehicles or commercial uses, and other evaluation criteria determined by the traffic committee during step 4. If, in the evaluation, desired improvements in quality of life are not met to the satisfaction of the traffic committee and City staff, the traffic plan may be modified and additional testing conducted.

The final test results will be reviewed with the Traffic Engineer, area residents, and relevant City staff, and the information is distributed during the final balloting stage.

The City will not forward a project to a ballot if the test results show it may be unsafe or it violates NTMP policy or other City policies or regulations.

Step 6. Final Ballot

To forward the project to the stage where permanent implementation is approved (step 8), approval from households, businesses and non-resident property owners within a defined ballot area must be obtained through a confidential mail ballot administered by the City.

Signatures representing a majority (51%) of the households and businesses within the petition-to-install area are required for the permanent installation. Each household and business is entitled to one vote.

Step 7. City Council Action

Based on the project evaluation and a positive ballot (i.e. a majority of the returned ballots are in favor of the project), City staff members prepare a report and recommendations for the City Council. The report outlines the process followed, includes the project findings, and states the reasons for the recommendations. If the proposed traffic management program includes the vacation of streets, the request must be forwarded to the Planning Commission and all state law requirements must be met before action by the City Council.

If the project does not obtain a positive ballot it is not forwarded to the City Council.

Step 8. Design and Construction

Final design and construction are administered by the City and are generally completed within 12 months after approval by the City Council.

Step 9. Monitoring

The City will monitor constructed traffic management devices. The City will be responsible for the maintenance of the physical features of the devices.

Step 10. Project Removal Procedure

Traffic calming projects shall be studied after one full year of operation. If residents petition to have the traffic calming devices removed Signatures representing a majority (51%) of the

households and businesses within the petition-to-test area are required for the removal. Each household and business is entitled to one signature.

Neighborhood Traffic Management Typical Project Time Frame

This describes the estimated duration of the various steps for a typical NTMP project, under best case conditions. Generally, four to five projects are undertaken concurrently. Plan development (step 4) and test installation (step 5) may take longer than estimated. Some projects may require more than one test installation.

- Project Requests Ongoing
- Preliminary Review Within 4 months of project request
- Priority Ranking September/October
- Petition-to-Study 2 months
- Plan Development 4 months
- Test Installation and Test Period 6 months
- Project Evaluation 1 month
- Ballot 1 month
- City Council Action 2 months
- Design 2 months
- Construction including bidding process 3 to 4 months
- Monitoring Ongoing beginning one year after installation

Neighborhood Traffic Management Point Assessment for Requests

The following information is used to develop a numerical ranking score for each Neighborhood Traffic Management Program (NTMP) project request. Scores will be used to rank requests on a citywide basis. A high-ranking, available budget and other factors are used to determine which projects will continue to the petition-to-study stage.

1. Traffic Volume

Average daily traffic volume (on the segment of the project street having the highest volume), divided by 100.
30 points maximum score
[Note: if the volume is below 800 vpd, the NTMP shall not be applied, regardless of other "scores"]

2. Speed (Violation Rate)

Percent of vehicles traveling over the speed limit, divided by 4.
20 points maximum score
[Note: if the violation rate is below 15%, the NTMP shall not be applied, regardless of other "scores"]

3. Accidents

Accident rate over 3 consecutive years (accidents per million vehicle miles traveled).
20 points maximum score

4. Elementary Schools

5 points for each private or public elementary school on or within 200 feet of the subject street

5. Other Extraordinary Circumstances

Up to 5 points for each individual pedestrian-oriented facility, such as elderly housing or a park on or within 200 feet of the subject street
1 point for each school bus stop along the street segment
Up to 5 points for each public project external to the neighborhood which will significantly increase the traffic cutting through the neighborhood
1 point for each side street which has sight visibility below 25 mph
10 points maximum score

6. Designated Pedestrian Routes

5 points whenever a designated Safe-Route-To-School route crosses the subject street. Five (5) more points if the crossing occurs where traffic on the subject street is not controlled by either a stop sign or a traffic signal.

Neighborhood Traffic Management Traffic Management Devices

This section provides a brief description of commonly used traffic management devices. A chart (Table 1) summarizes the effects of these and other possible devices.

1. Mini-roundabouts are raised central rotary islands placed in an existing intersection. The primary purpose of a mini-roundabout is to slow high-speed traffic. Mini-roundabouts are most effective when constructed in a series on a local residential street. An additional benefit is that they reduce the number and severity of reported accidents. (Reported accidents tend to be more severe than unreported accidents.)

2. Closures of streets, either mid-block or at an intersection, may be used to block traffic from entering a neighborhood. As outlined in the City Policy on the use of Street Closures, minimum criteria must be met in order for the closure to occur. By doing so, major reductions in speed and volume result. A cul-de-sac installed on a street may create problems for emergency vehicle access. This problem can usually be overcome if an adequate turnaround is provided or the cul-de-sac is constructed with mountable curbs. Residents may be required to access their property by a less direct route if access is blocked by a cul-de-sac.

3. Chokers or curb extensions narrow the street by widening the sidewalk or the landscaped parking strip. These devices are employed to make pedestrian crossings easier and to narrow the roadway. They also provide a visual cue to motorists that they are on a non-arterial route.

4. Semi-diverters limit access to a street from one direction by blocking half the street. They must also be constructed to limit certain movements at an intersection. Semi-diverters are generally effective in reducing volumes, especially if the predominant direction of travel on a street is the one where access is reduced. They allow a higher degree of emergency vehicle access than cul-de-sacs or diagonal diverters. Semi-diverters are intended to be mountable by emergency response vehicles.

5. Diagonal diverters place a barrier diagonally across an intersection, disconnecting the legs of the intersection. These devices are effective in reducing volume. They allow more freedom of circulation within the neighborhood than cul-de-sacs. Diagonal diverters may have to be designed and installed to provide for emergency vehicle access.

6. Intersection channelizations are designed to limit certain movements, narrow the intersection, or otherwise direct traffic. They are unique to each intersection and can take a variety of forms. An example is a median island that restricts through movements.

7. Raised Crosswalks/Speed Humps are passive speed reduction devices that work 24 hours per day without a need to enforce them. As outlined in the City Policy on the use of Speed Humps, in some situations they may be effective in slowing traffic going through a neighborhood. As opposed to speed bumps, which are often used in commercial parking lots to slow traffic, a speed hump would extend from curb to curb, be about 5 inches tall, and be 14 to 22 feet deep.

STOP Signs

Residents involved in NTMP projects often ask why stop signs are not used as a traffic management device.

STOP signs are used to assign right-of-way at an intersection. They are installed at intersections where an accident problem is identified, where unremovable visibility restrictions exist (such as buildings or topography), and/or where volumes are high enough that the normal right-of-way rule is unduly hazardous.

STOP signs are generally not installed to divert traffic or reduce speeding. City of West Jordan studies and studies from other jurisdictions show that such use of STOP signs rarely has the intended effect. In fact, the use of STOP signs solely to regulate speed typically causes negative traffic safety impacts (non-compliance with the signs and increased accidents).

Neighborhood Traffic Management Policy on Speed Humps

The City of West Jordan is committed to preserving neighborhood integrity. One of the issues in the maintenance of livable communities is traffic and the need to minimize non-essential vehicular traffic on residential streets and the need to ensure that those vehicles using those streets do so at an appropriate rate of speed. A technique that has been used successfully to manage this situation is the installation of speed humps.

ADMINISTRATIVE PROCEDURES

A Neighborhood Traffic Management Program (NTMP) project includes issues of excessive speeds, and the Traffic Engineer finds that a speed hump installation may be appropriate.

Staff evaluates the site based on Minimum Criteria. Evaluation would include recommended locations on both the requested street and adjacent streets where installation may be required to mitigate the impact of installation.

Following the procedures contained in the NTMP, public comment and approval are received. Action by City Council to approve installation.

MINIMUM CRITERIA

To effectively use speed humps for neighborhood traffic control, specific minimum criteria must be met before the installation. They are:

- Street speed limit must be 25 mph.
- Average daily volumes must be between 800 and 3,000.
- The speed limit violation rate must be at least 20%.
- Street is not classified higher than neighborhood collector, with no more than 1 lane in each direction.
- Installation location must be visible from 200 feet.
- Street grades cannot be higher than 8%.
- Street cannot be a major emergency response route.
- Hump installation should not cause diversion of traffic to other residential streets.
- Street cannot be a Utah Transit Authority (UTA) bus route.

PLACEMENT OF SPEED HUMPS

The following guidelines should be used to determine the number and placement of speed humps for various street lengths:

- Single short blocks (less than 400 feet) with speed control problems are unusual. Where such blocks must be treated, a single hump positioned near mid-block would likely provide satisfactory speed control over the entire block.
- Where control is required on single block segments of moderate length, a two-hump configuration should be satisfactory.
- On very long blocks, 3 or more humps may be necessary.
- On lengthy continuous segments or on control segments composed of a number of blocks, it is desirable to space interior humps 500 feet apart, although they should be no closer than 300 feet apart. At least one hump should be placed in each block of a control segment.
- The first hump that is approached in a system may be located within 100 feet of the street entry but 200 to 300 feet is adequate.

SIGNS AND MARKINGS

It is essential to warn roadway users of a speed hump's presence and guide their subsequent action.

Signs The most common warning sign will be the MUTCD W8-1 "BUMP" warning sign. The sign should be located based on MUTCD Table II-1, "A Guide for Advance Warning Sign Placement Distance."

Markings The speed humps will be marked with distinctive painted markings, so as to be visible to the approaching traffic.

IMPLEMENTATION

Installation Angle Speed humps should be installed exactly at a right angle to the vehicular travel path.

Drainage and Utilities Speed humps should be installed with appropriate provisions made for roadway drainage and utility access. Humps should generally not be located over or contain maintenance access holes, or be located next to fire hydrants.

Ideally, a hump should be installed at a location immediately on the downside of an existing drain inlet. If this is not feasible, the construction of a bypass drain or other treatment to route water around the hump should be considered.

Roadway Edge Treatments On roadways with "L" curbs, humps should ideally extend fully across the road from curb to curb. If tapering is necessary for drainage or other reasons, the edge taper should be accomplished at an angle that will not affect the down stroke of bicycle pedals or subject vehicles to undercarriage damage.

A phenomenon known as "gutter running" may be encouraged with the tapered hump edges since drivers can drive with one wheel in the gutter, thereby reducing the humps' ability to slow vehicles. If humps are installed with tapers, or used on non-curbed roadways **(**not recommended), raised pavement markings, delineator posts, or other treatments should be considered to eliminate or reduce the possibility of vehicles attempting to partially or totally avoid the hump. It should be recognized, however, that these devices may have an impact on maintenance. If installed on roadways with paved shoulders, the hump should ideally extend across the shoulder to discourage vehicles from attempting to avoid the hump.

Coordination with Traffic Operations Speed humps should not be installed within an intersection or driveway or within 250 feet of a traffic signal. This suggestion is not intended to apply to the use of a raised intersection as a valid traffic management technique.

On-Street Parking Care should be taken to ensure the vehicles parked on streets do not diminish the effectiveness of the signing and marking for speed humps. Should parking be removed adjacent to or before the hump, the ability of vehicles to avoid tapered humps by "gutter running" will be enhanced. Each hump installation should be evaluated independently for site-specific parking considerations.

Street Lighting To improve nighttime visibility, especially where sight distance is less than desirable, coordination of hump locations with existing or planned street lighting should be considered.

Construction Materials The construction of the hump can be pre-cast concrete sections, concrete cast in place, asphalt or brick/concrete pavers. Experience has shown the use of soft material will result in deformations as the top of the hump is pushed in the direction of the traffic stream.

Construction Procedures It is recommended that a template be constructed to verify the accuracy of the hump profile and to ensure that the desired dimensions are attained within the reasonable tolerances (normally one-half inch or less). If the profile is incorrect, hump characteristics will be changed, which may result in vehicle damage or ineffective speed control.

If the hump is constructed in place, it is recommended that the road surface be excavated at the tapering edges to prevent spalling.

MONITORING AND EVALUATION

The type, number and extent of studies performed to determine the effectiveness and impacts of speed humps will vary based upon the particular circumstances of each installation. However, some review should be performed after installation to ascertain if the humps have achieved the desired results without creating unexpected problems.

On-Site Observations Immediately after the speed humps' installation and at selected times thereafter, observations will be made to determine motorists' behavior patterns and any unusual operating conditions (such as gutter running).

Speed Studies Speed studies should be performed before hump installation. After installation, speed studies should normally be performed before, at and beyond each speed hump to determine its impact on vehicle operating speeds.

Volume Studies Traffic volume counts should be made on the subject street and on those streets where traffic diversion may be expected. These counts should be made before installation and after traffic patterns have stabilized to determine the magnitude and specific location of this diversion.

Stop Sign Obedience Studies may be desirable before and after hump installation to determine if the speed humps have impacted the compliance rate of affected stop sign locations. Increased violation rates should be considered in speed hump evaluations, and selective enforcement may be necessary to address the problem.

Travel Time Studies Based on the particular requirements of the installation, it may be desirable to perform detailed travel time studies before and after hump installation to determine the effect on overall travel time along the subject street or through the area.

LIABILITY CONCERNS

Speed humps and other pavement undulations are not traffic control devices as defined by the Manual on Uniform Traffic Control Devices. They are, however, geometric design features of the roadway and should be designed, installed, operated and maintained using accepted engineering principles and prudent engineering judgment.

Vehicle and Cargo Damage Where streets with speed humps are expected to carry substantial numbers of long wheel-base vehicles or other special vehicle types such as motorcycles and bicycles, a special attempt should be made to warn and notify drivers of these vehicles that speed humps exist and how they should be driven to minimize problems. It may also be desirable to modify the standard hump design to further minimize impacts to these users.

OTHER CONSIDERATIONS

Coordination with Pedestrian Crossings If mid-block pedestrian crossings exist or are planned, it may be desirable to coordinate them with the speed humps, since vehicular speeds will generally be lowest at speed hump crossings. In fact, it may be desirable to install a hump directly adjacent to or on the pedestrian crossing. Pedestrian access can be encouraged by paving any grassed area connecting the hump to nearby sidewalks.

Aesthetic Considerations It is possible that speed humps can be constructed of special materials such as brick pavers or specially treated concrete to enhance their appearance. However, consideration should be given to street maintenance requirements in the area and whether special materials can be properly maintained by the responsible agency.

Incorporation in New Street Design It is desirable in the planning of new residential subdivisions to configure and design local streets to minimize excessive speed, excessive volumes and cut-through traffic from outside the immediate neighborhood. Adequate signs, markings and other devices should also be provided to support their installation.

Enforcement Needs During the initial stages of speed hump experience; it will generally be desirable to employ special police assignment to enforce traffic violations occurring at or near speed humps and along routes experiencing diversion.

Maintenance Issues Care should be taken in the initial installation and monitoring of speed humps to ensure that edge raveling and profile deformation do not exceed established tolerances. Regularly scheduled inspections and maintenance should be performed to maintain the appropriate design relationship between the hump and the street, so the hump continues to perform its intended purpose within allowable tolerances. If pavement maintenance activities result in speed hump markings being reduced or eliminated, they should be promptly replaced or supplemented with temporary signs providing the same warning to motorists.

Policy for Closure of Residential Streets

The City of West Jordan is committed to preserving neighborhood integrity. One of the issues in the maintenance of livable communities is traffic and the need to minimize non-essential vehicular traffic on residential streets and the need to ensure that those vehicles using those streets are not using them to bypass arterial streets. A technique that has been used successfully is the closure of the street to normal traffic.

The purpose of this policy shall be to set forth the process and criteria by which modification of traffic flow or closure of public streets may be considered by the City's staff and elected officials and to identify the conditions under which closures or modifications may be enacted. This policy should only apply to the closure or modification of traffic flow on public streets initiated by citizens. This policy should not apply when initiated by a local agency to address specific traffic safety issues or to comply with state and Federal standards and warrants. The policy also does not apply to temporary changes in traffic that are needed to stage construction/maintenance activities or special events.

1.0 ADMINISTRATIVE PROCEDURES

1. Neighborhood Traffic Management Program (NTMP) project includes issues of excessive volumes of traffic and the project engineer finds that a street closure may be appropriate.
2. Staff evaluates site based on Minimum Criteria. Evaluation would include recommending a location on both the requested street and adjacent streets where a closure or other mitigating measures may be required to mitigate impact of the closure.
3. Following the procedures contained in state law and the NTMP, public comment and approval are received.
4. Action by City Council to approve installation.

2.0 MINIMUM CRITERIA

To effectively use street closures for neighborhood traffic control, specific minimum criteria must be met before the installation. They are:

1. Street speed limit must be 25 mph.
2. The street should be primarily residential in nature.
3. Average daily volumes should be more than 2,000 vehicles per day for complete closures or 1,000 vehicles per day for partial closure.
4. Street should not be classified higher than neighborhood collector, with no more than 1 lane in each direction.
5. Street cannot be a major emergency response route.
6. Closure should not cause diversion of traffic to other residential streets.
7. Street cannot be a Utah Transit Authority (UTA) bus route.

3.0 PLACEMENT OF STREET CLOSURE

The following guidelines should be used to determine the placement of the street closure:

1. The street closure should be made on the perimeter of the neighborhood.
2. Street closures should not be made in such a way as to interrupt internal neighborhood travel patterns. For example, the closure should not separate elementary school students from their school.
3. The closure of a street by a neighborhood association or other group of individuals will require the vacation of the street right-of-way. The application for the vacation of the street is submitted to the Planning Commission through the Community Planning and Development Department. Once state law requirements have been met and the street has been vacated, the City will not have fee title to the property. However, the City may retain easements for utilities, drainage or emergency access through the vacated right-of-way. The Neighborhood Association will be responsible for the maintenance of the vacated street.
4. Unless otherwise approved by the Fire Chief, all closures will have to be constructed with an emergency access per Fire Services Department standards.
5. The street closure will require the construction of a cul-de-sac to terminate the street sections. A mid-block closure would require that both stub streets be terminated with cul-de-sacs. The radius of the cul-de-sac will be dependent on parking restrictions. If parking is prohibited, a smaller radius will be allowed. If the resultant stub street contains frontage for four or fewer homes, the Traffic Engineer, with the concurrence of the City Engineer and the Fire Chief, may waive the cul-de-sac requirement.

4.0 SIGNS AND MARKINGS

It is essential to warn roadway users of the street closure and guide their subsequent action. All signs and markings shall be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD).

Funding Options

An approved TMP project will likely have funding implications. Funding for all TMP projects must be obtained before engineering design and construction begins. The following is a list of funding options available for NTMP projects:

1. Traffic Management Plan Funds: Each year the City Council will consider funding a "pool" of funds, as recommended by the City Administration, in the City's Capital Improvement Program for implementing approved NTMP projects. When available, these funds will be utilized to fund NTMP projects.

2. Neighborhood Matching Grant Funds: Neighborhoods may apply for partial funding of approved TMP projects through the Neighborhood Matching Grant program. Under this program up to $5,000 of matching funds are available per project and require a match of 50 percent match in cash or labor. Each funding application will compete with other projects throughout the city for available funding. The City Council considers and approves funding for projects as part of the annual budget process.

3. 100 Percent Neighborhood Funding: Any approved NTMP project can be funded 100 percent through neighborhood funding sources. Neighborhoods may collect monies in any manner they deem equitable to pay for the cost of the project.

Resident Participation/Education

1. Speed Trailers: The speed trailer program uses radar to educate the public about speeding. This program uses fully automated trailers and a large digital sign to display and log the speed of approaching vehicles. Speeding vehicles see their speed and are reminded they could have been ticketed. City police can arrange the use of the speed trailer and follow-up speed enforcement.

Physical Modifications:

2. Traffic Calming: In conjunction with resident participation and education, physical changes may be made to roadways to influence driver behavior. Although most physical changes will have effects on both speed and volume, Traffic Calming measures are intended to have the dominant effect of reducing traffic speed. Typical traffic calming tools include speed humps, traffic circles, entrance medians, and raised crosswalks.

3. Street Reconfigurations and Traffic Modifications: Street reconfigurations and traffic modifications are dramatic measures used to reduce through the traffic in neighborhoods by eliminating or reducing traffic movements. Street modifications include measures such as cul-de-sacs, medians, road closures, and diverters. Traffic control modifications may include No Left/Right Turn signs, changes in signal timing, and one-way streets.

4. Pedestrian Safety: Some of these tools may include pedestrian actuated overhead or in-pavement flashing lights at crosswalks, pedestrian countdown clocks at traffic signals and orange flag crosswalks. These tools are used at location with pedestrian safety problems.

5. Bicycle Facilities & Safety: Tools for bicycle facilities may include striping and signing of bicycle routes, or recommendations for on street parking removal.

Pavement Markings

The use of pavement markings can be a simple, low cost influence to change the pattern of driver behavior on a roadway. Pavement markings can be used to guide motorists, delineate on-street parking, or create the impression of a narrowed roadway

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM REQUEST FORM

We, the undersigned, request a traffic study at the location listed below. These signatures indicate our commitment to work with West Jordan City staff in creating safer neighborhood streets.

	Signature	Address	Phone (daytime)
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

Neighborhood Contact: _____ Daytime Phone:_____

Location of Concern: _____

What particular concerns do you have at this location?

_____
_____
_____
_____
_____

Application Date: _____ Posted Speed Limit: _____ mph

Is this a designated bus route? Yes ____ No ____
Is this a designated safe school walking route? Yes ____ No ____
Is this a designated bike route? Yes ____ No ____
Is there a park, school, or other pedestrian destination on this street? Yes ____ No ____
Are sidewalks constructed on this street? Yes ____ No ____

Thank you for taking the time to complete this form. Please mail it to City Traffic Engineer, 8000 South Redwood Road West Jordan, Utah 84084. After it is received by the City you will notified of the study schedule. ***Application deadline for consideration in the following fiscal year is May 31.***