# NORTH CAMPUS AND SUMMIT PARK

## NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN (NTMP)

Community Meeting #2

November 18, 2008

Kimley-Horn and Associates, Inc.

# Goals

- Improve safety
- Promote walking and bicycling
- Project neighborhoods from speeding, cut-through traffic, and intrusive parking
- Enhance livability

Kimley-Horn and Associates, Inc.

# Process

- Community involvement
- Issues and problem identification
- Verification (collect and analyze data)
- Alternative solutions
- Preliminary NTMP
- Refine solutions with community
- Final plan

Kimley-Horn and Associates, Inc.

# Issues / Problems

- Parking spillover
- Speeding
- Cut-through traffic
- Poor walking and bicycling environment
- School-related traffic
- Traffic control
- Others

Kimley-Horn and Associates, Inc.


STOP


SCHOOL
SPEED
LIMIT
15


MUSCLE TIRES
BRAKES • SHOCKS • STRUTS
AXELS • WHEELS • OIL CHANGES
NEW & USED TIRES
255-2199
CONSTITUTION
MUSCLE TIRES
PH. 255-2199

# Parking Impacts

- Inconsistent application of parking restrictions




Kimley-Horn and Associates, Inc.

# Developing a Plan

- Framework
  - Primary system of streets and connections
    - Walk, bike and traffic
  - Key problem areas
  - Menu of solutions

Kimley-Horn and Associates, Inc.

# Developing a Plan

- Application of solutions
  - Near-term
  - Long-term
- Other considerations
  - Trade-offs and balance
  - Conformance with protocol
  - Limitations

Kimley-Horn and Associates, Inc.

# Framework Systems

- Primary pedestrian
- Primary bicycle
- Primary traffic

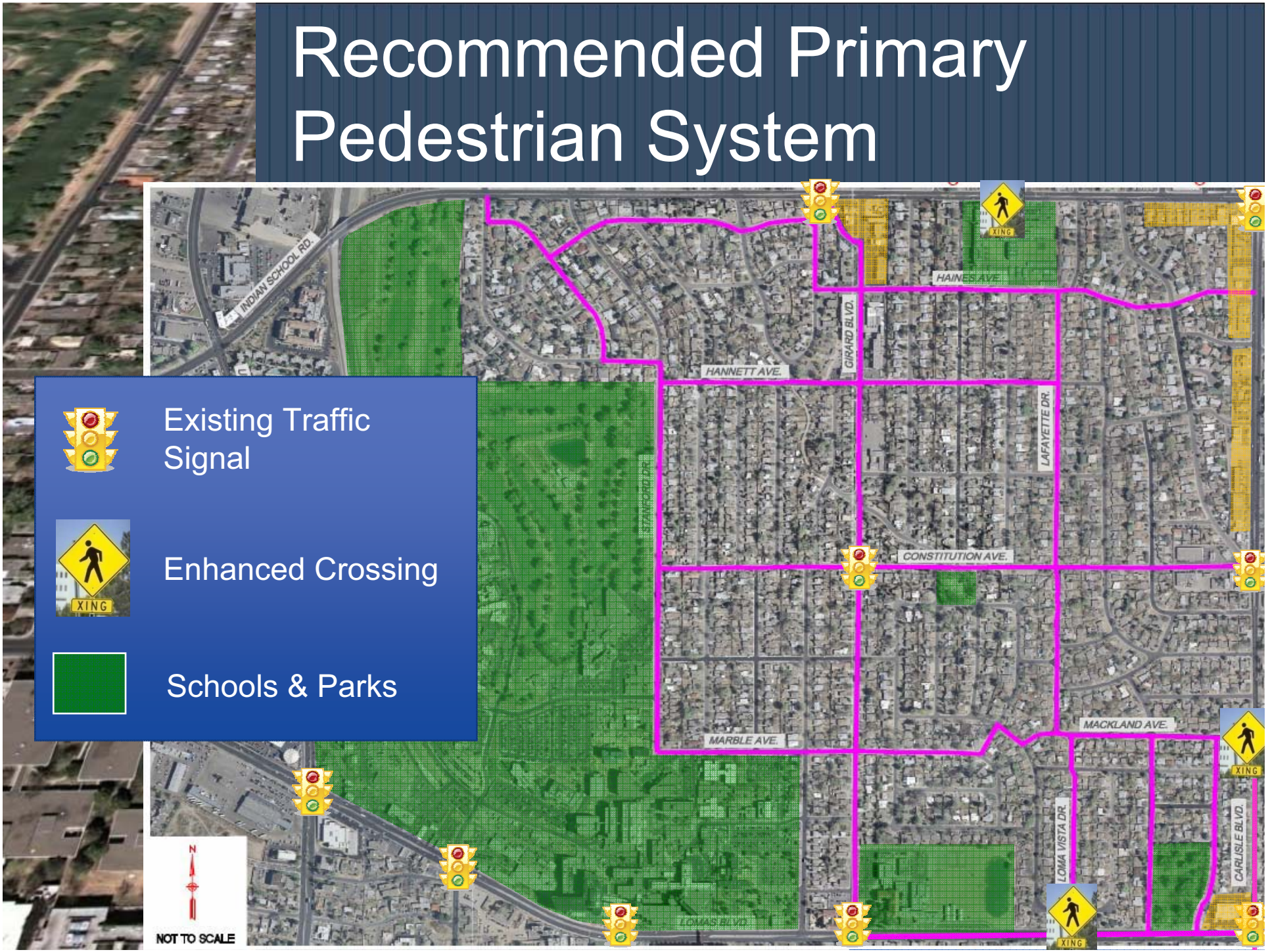
Kimley-Horn and Associates, Inc.

# Framework: Primary Pedestrian System

- Objective:
  - Primary streets that provide accessibility through, within and to/from edges of neighborhood
  - Provide safe routes to schools
  - Clearly communicate function and role of pedestrians streets to motorists

Kimley-Horn and Associates, Inc.

# Recommended Primary Pedestrian System



# Components

- Minimum Components
  - Sidewalks on both side of street
  - Minimum 5-foot wide sidewalks
  - Obstacle free
  - ADA compliant
    - Curb ramps at all intersections
    - Accessible driveway crossings
  - Good street lighting
  - Marked crosswalks
  - Signing
  - Maintenance and repair

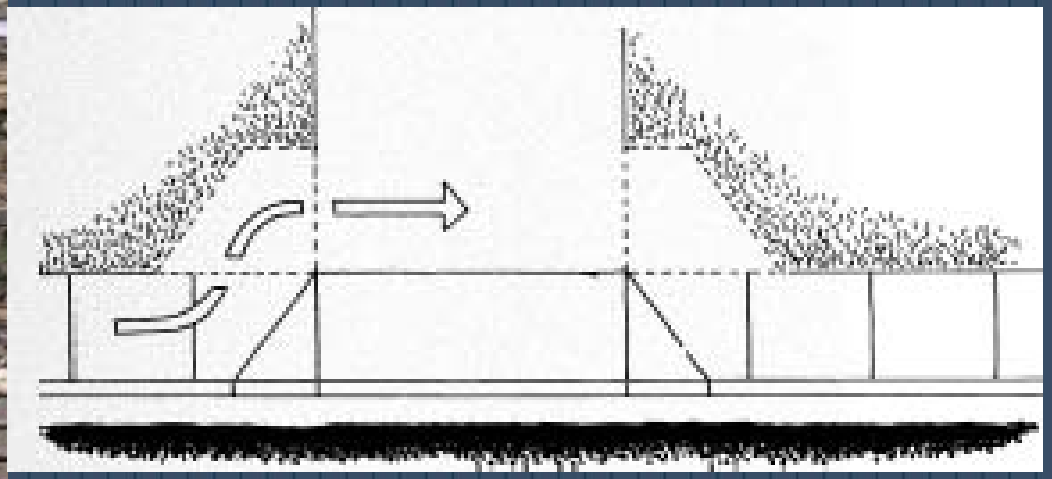
Kimley-Horn and Associates, Inc.

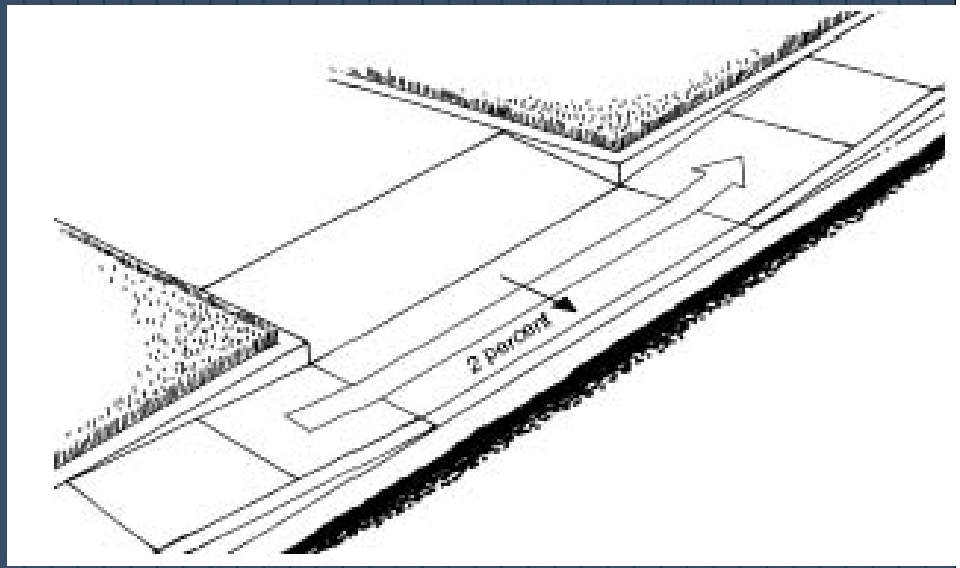
# Components

- Desirable Components
  - Planting strip with street trees
  - Landscape maintenance program
  - Pedestrian-scaled lighting
  - Enhanced crossings at key intersections

Kimley-Horn and Associates, Inc.

# Accessible Driveway Crossings

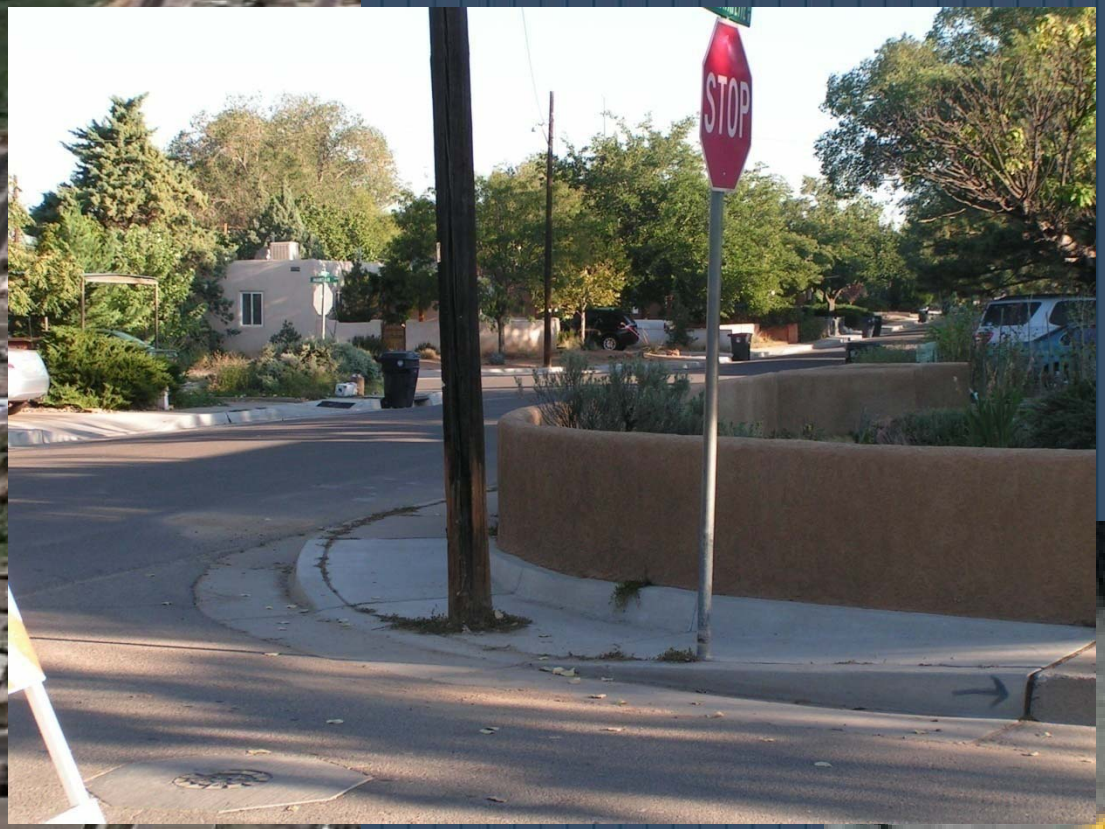




# Obstacle Free

Kimley-Horn and Associates, Inc.

# Accessible Curb Ramps




# Marked and Signed Crossings


# Marked and Signed Crossings

Richmond Drive @ Montezuma Elementary School

Kimley-Horn and Associates, Inc.


ONLY


STOP
FOR ME
IT'S
THE
LAW


SCHOOL
SPEED
ZONE
AHEAD

# Enhanced Crossings


Kimley-Horn
and Associates, Inc.


Can be seen from 1000 feet
Day and Night
Courtesy of Dan Burden

# Primary Pedestrian System

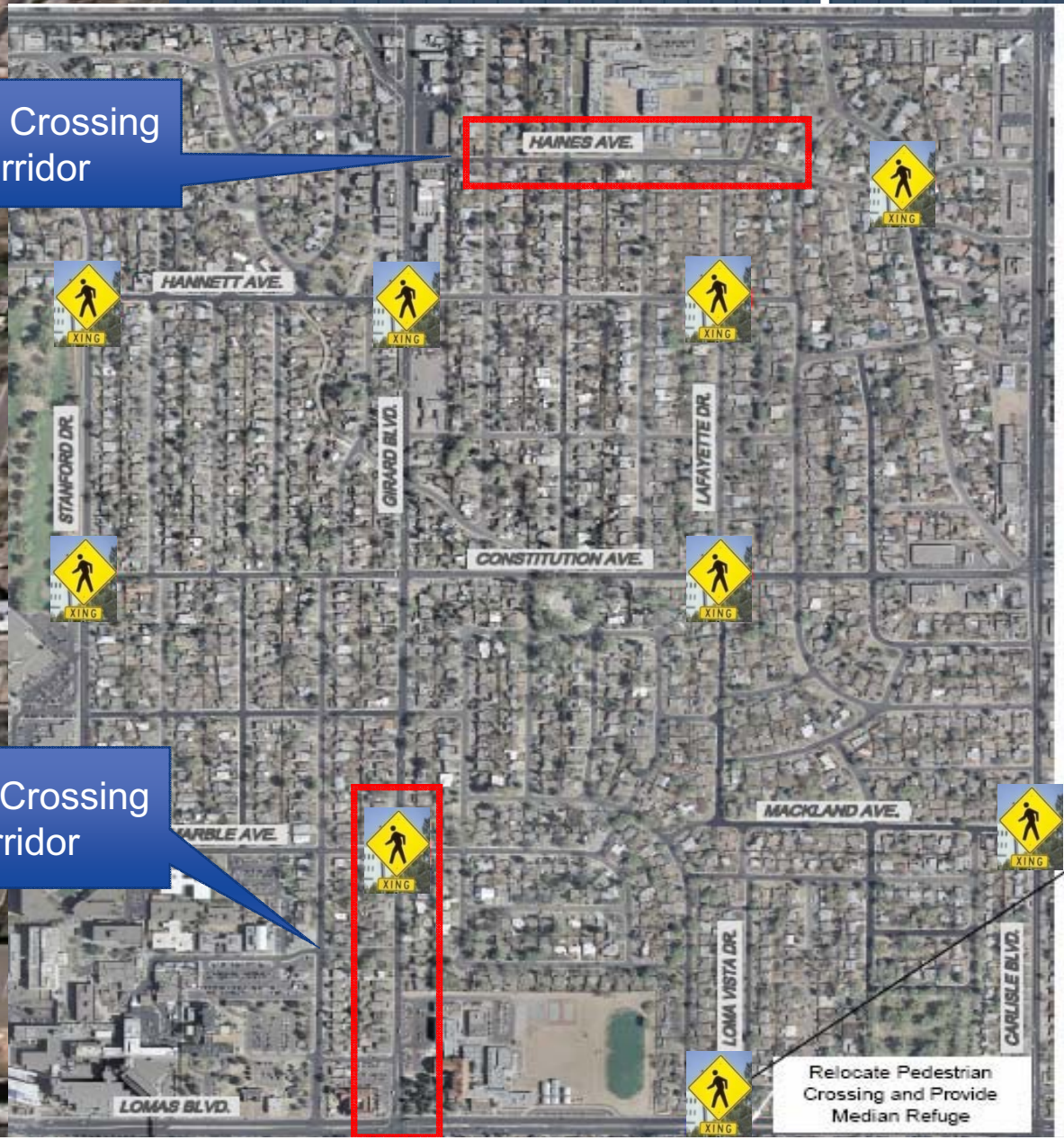
- Trade-Offs
  - Right-of-way acquisition
  - High cost
  - Lack of funding sources
  - Lengthy implementation

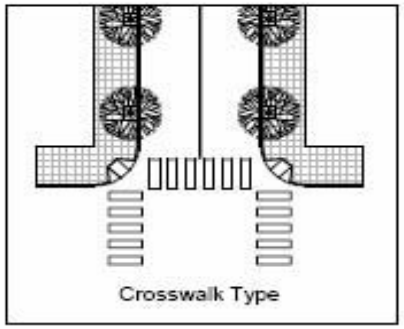
Kimley-Horn and Associates, Inc.

# Near-Term Improvements

School Crossing Corridor

School Crossing Corridor




Advanced Sign

At Crossing

Install Enhanced Pedestrian Crossing

LEGEND

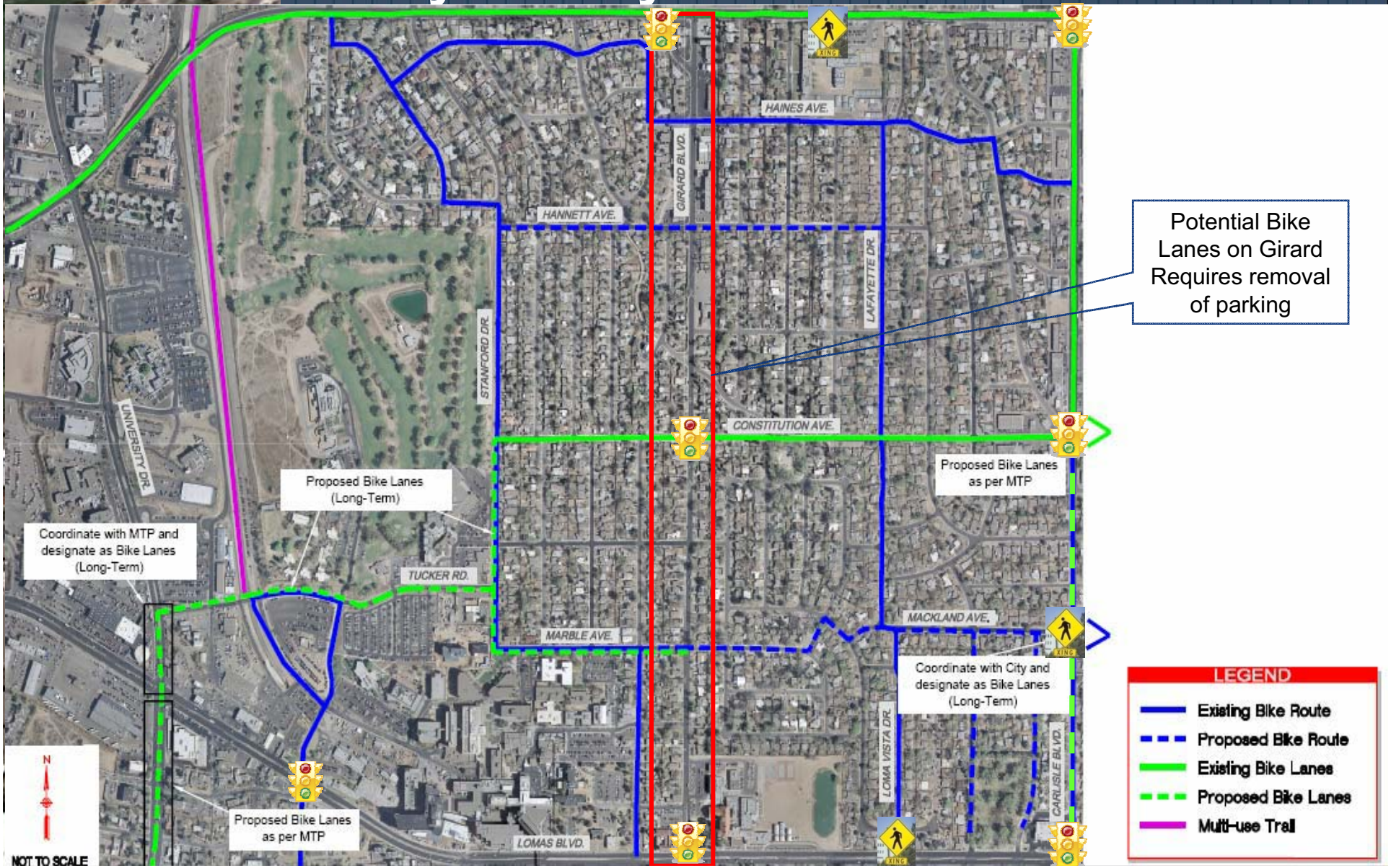
Install Crosswalks

# Framework: Primary Bicycle System

- Objectives:
  - Provide facilities for experienced and casual/inexperienced bicyclists
  - Improve motorist awareness of bicyclists
  - Connect to regional bikeway system

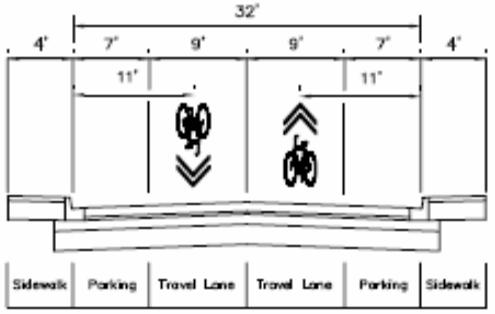
Kimley-Horn and Associates, Inc.

# Recommended Primary Bicycle System



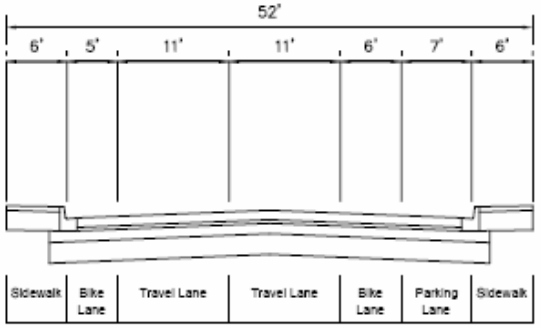
# Bicycle Streets

Hannett Ave
(from Stanford Drive to Lafayette Drive)
&
Mackland Avenue
(from Lafayette Drive to Carlisle Boulevard)



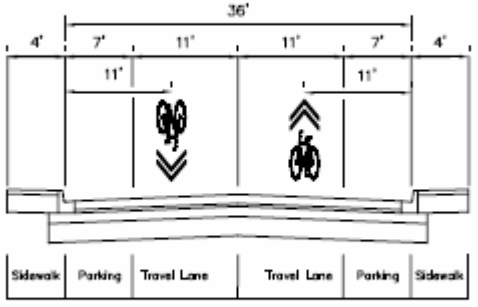

TYPICAL 32' CROSS SECTION
(TWO-SIDED PARKING)

Stanford Drive
(from Constitution Avenue to Tucker Road)



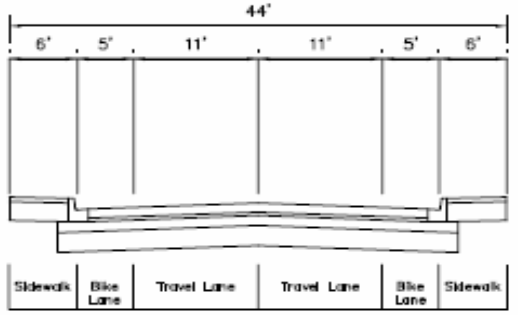

TYPICAL 52' CROSS SECTION
(ONE-SIDED PARKING)

Tulane Drive & Amherst Drive
(from Mackland Avenue to Marmac Avenue)




TYPICAL 36' CROSS SECTION
(TWO-SIDED PARKING)

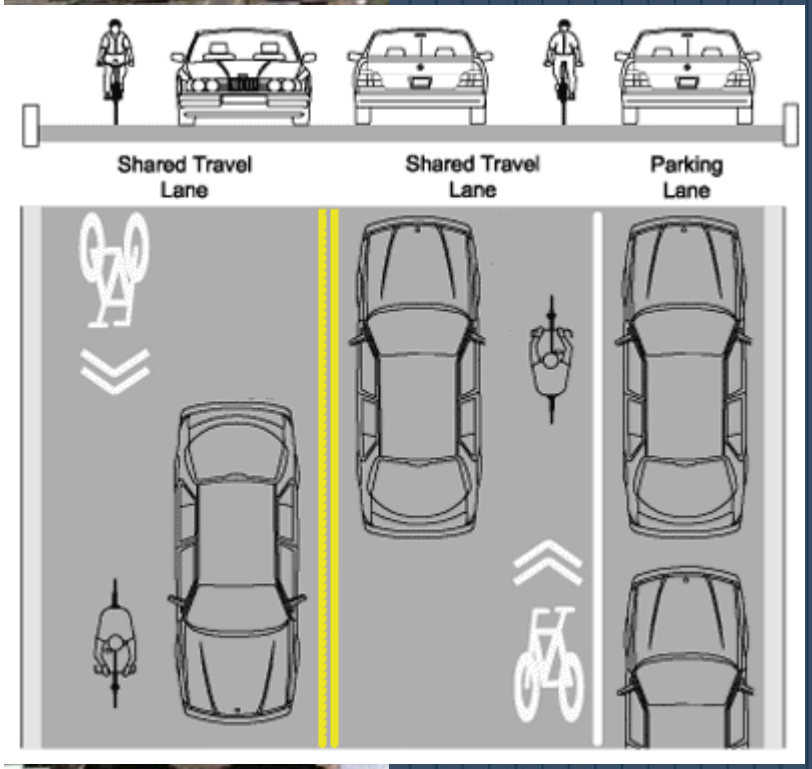
Marble Avenue
(from Stanford Drive to Girard Boulevard)



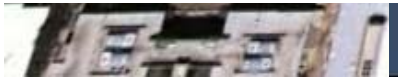

TYPICAL 44' CROSS SECTION
(NO PARKING)

Kimley-Horn
and Associates, Inc.

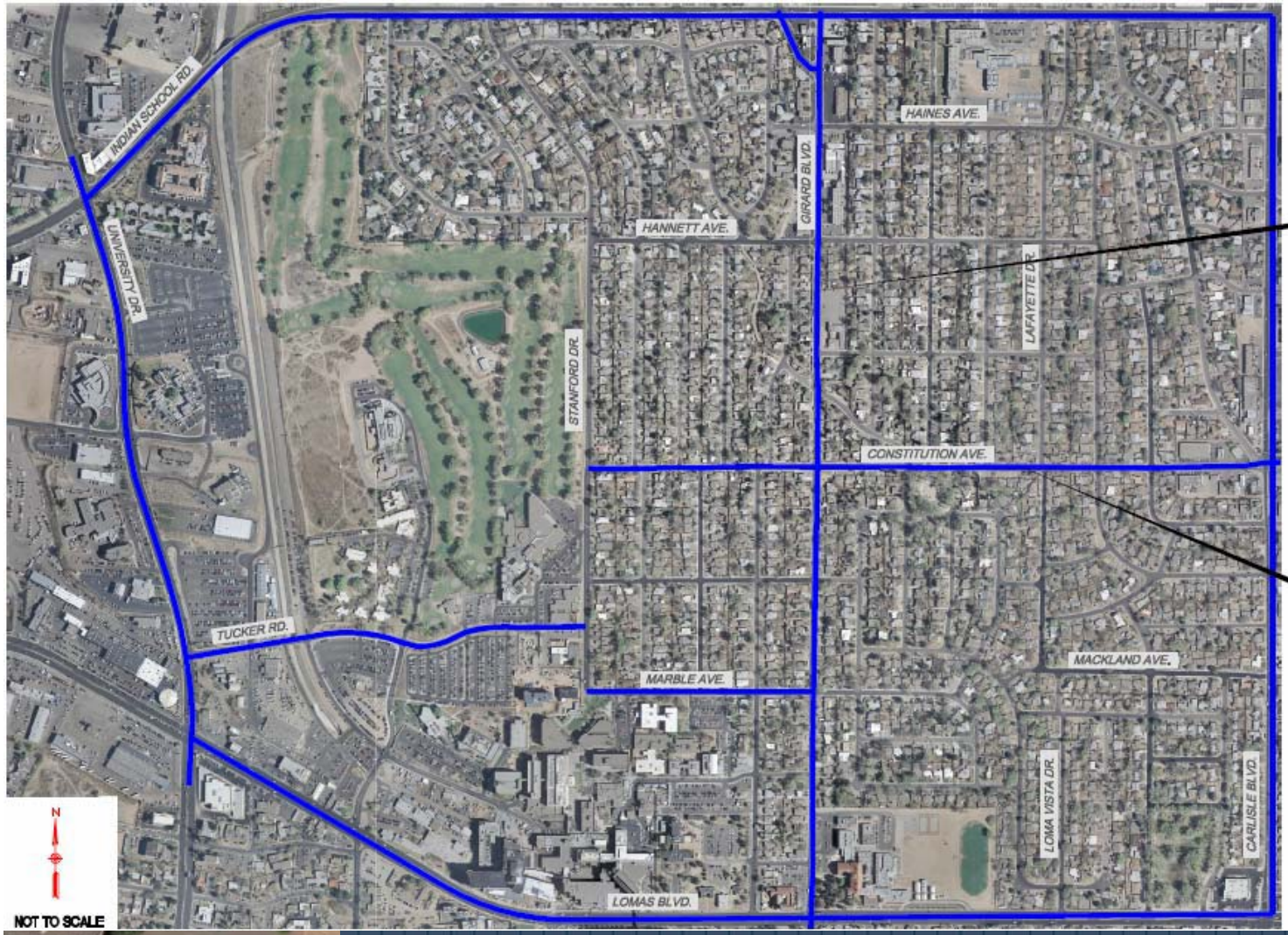
# Bike Routes and Shared Streets

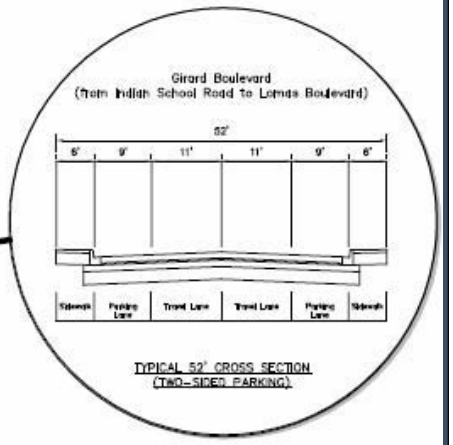


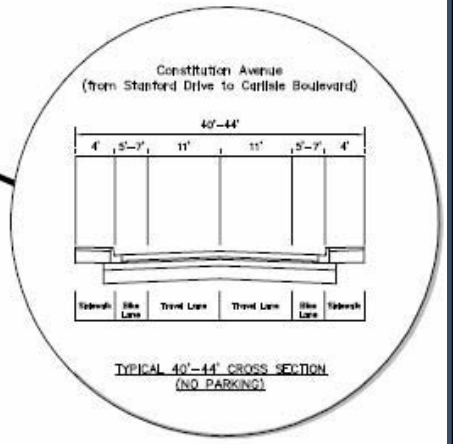




# Primary Traffic System



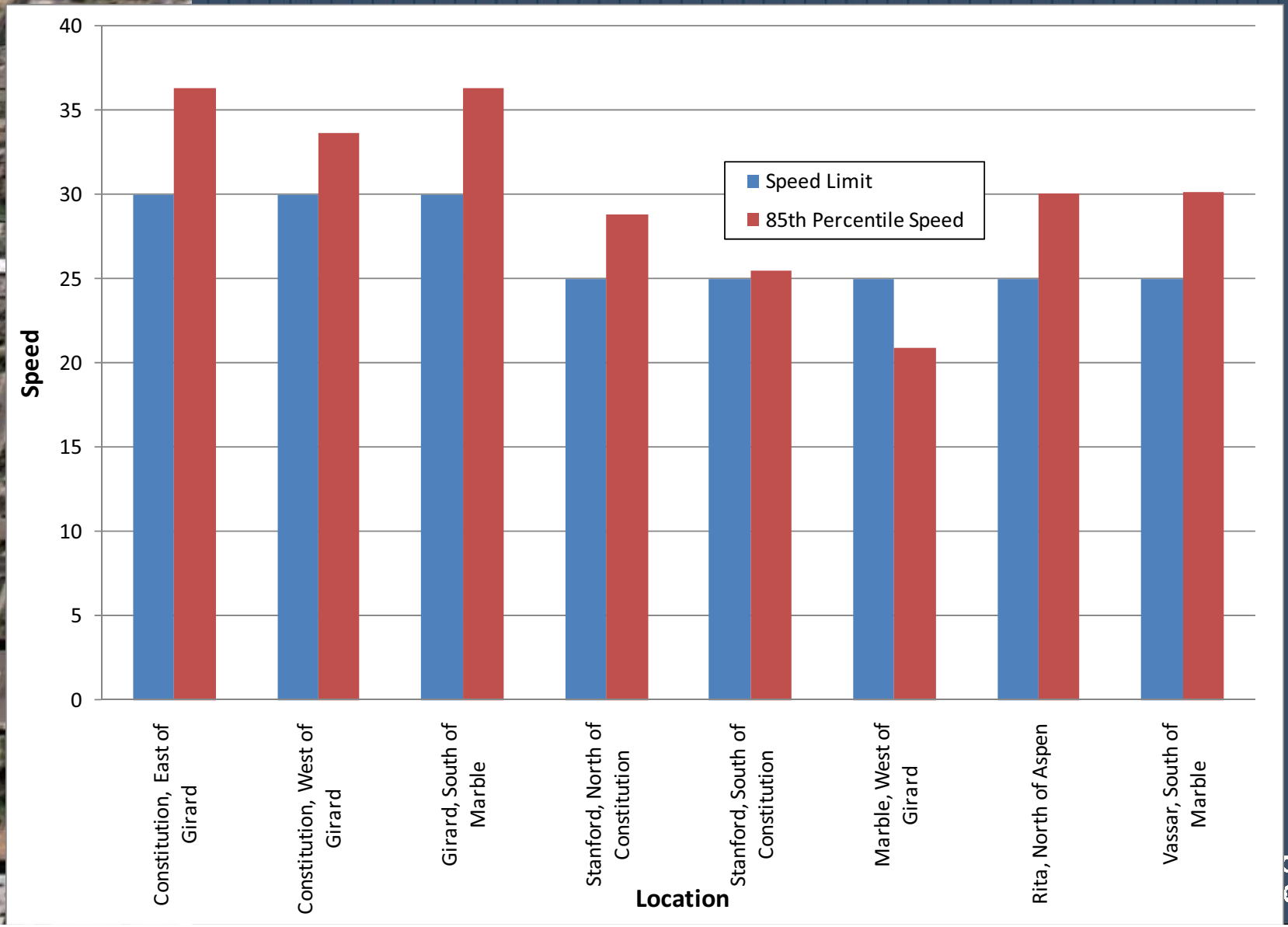




LEGEND

Primary Traffic Streets

Kimley-Horn and Associates, Inc.

# Speeding



# Solutions

- Use City's process for traffic calming installation on local streets
- Apply traffic calming devices on case-by-case basis
- Use speed feedback signs on collector and arterial streets

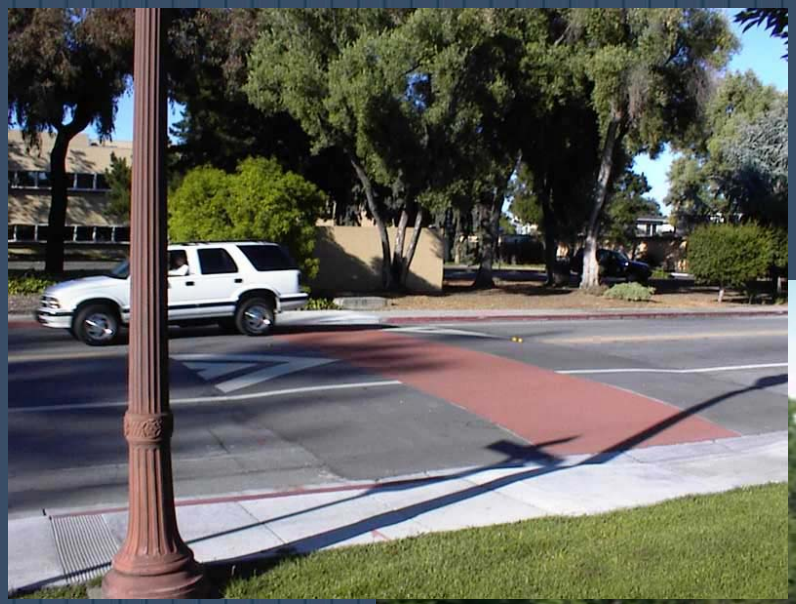
Kimley-Horn and Associates, Inc.

# Traffic Calming Measures

- Speeding
  - Speed humps (preferred by FD)
  - Narrow streets/chokers (median and curb extensions)
  - Neighborhood gateways
  - Speed feedback signs
  - Police enforcement
  - ~~Chicanes and traffic circles~~

Kimley-Horn and Associates, Inc.

# Traffic Calming Measures




IN TRAVEL LANE
SLOW
CHILDREN AT PLAY


Olive Av

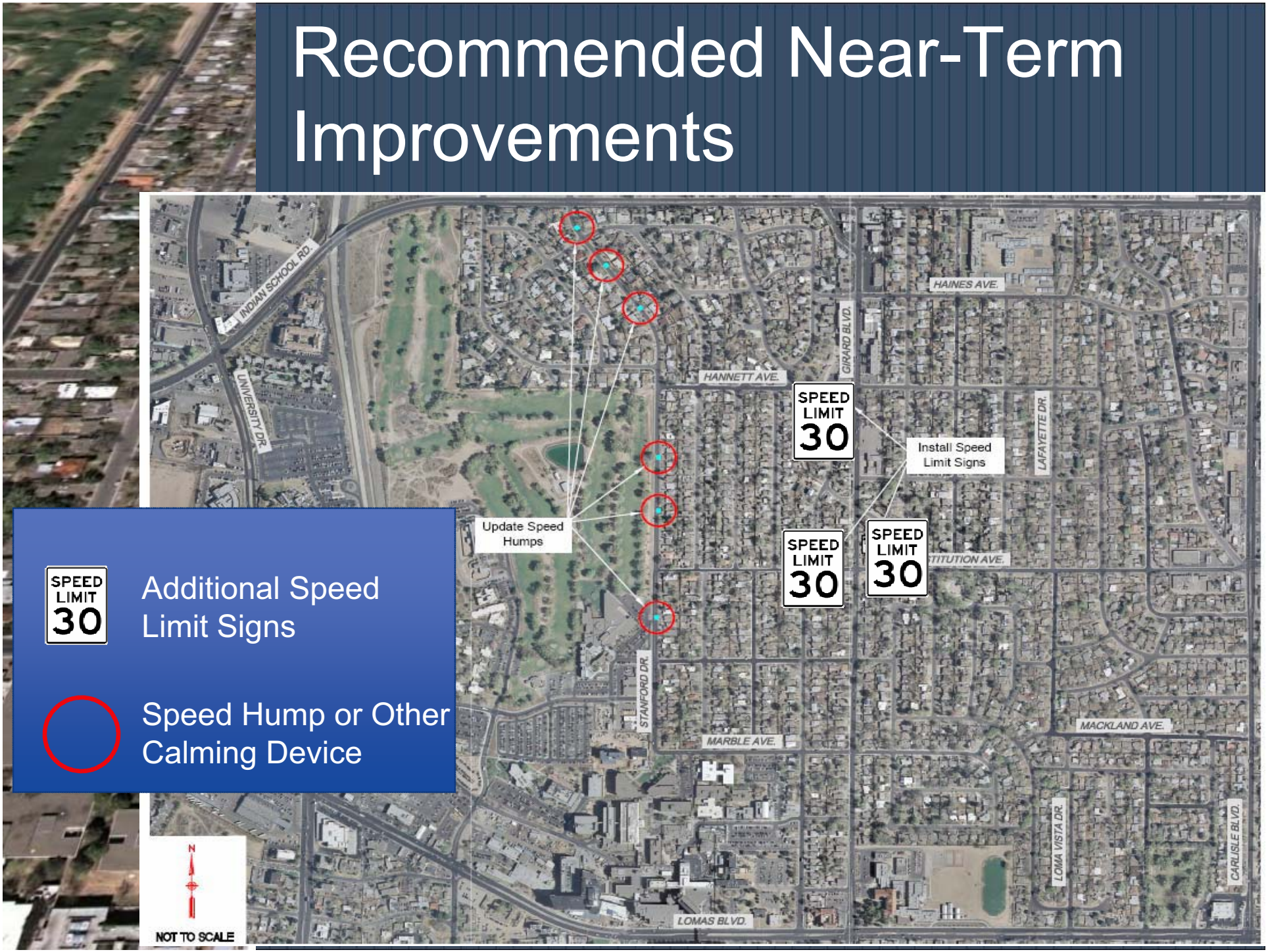

SCHOOL

# Speed Feedback Signs

- Shown to be effective even after first year
- Flashes "SLOW DOWN" when speed exceeds pre-set limit
- Solar powered
- Rotated throughout neighborhood


Kimley-Horn and Associates, Inc.

# Recommended Near-Term Improvements



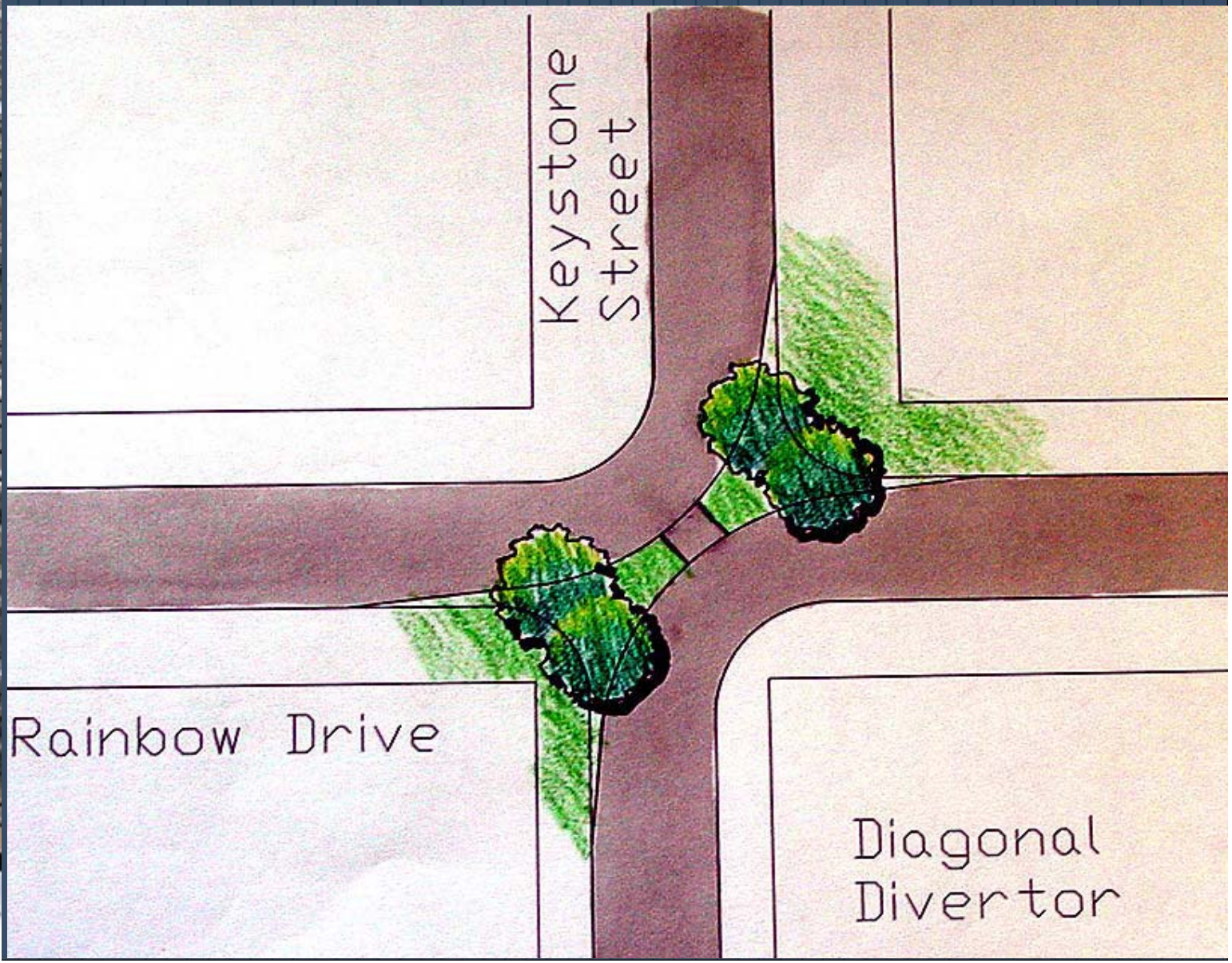
# Recommended Long-Term Improvements

# Cut-Through Traffic

- Three key areas:
  - Stanford corridor
  - Amherst / Tulane Drive area
  - Rita Drive

Kimley-Horn and Associates, Inc.

# Diverter




25 15 39

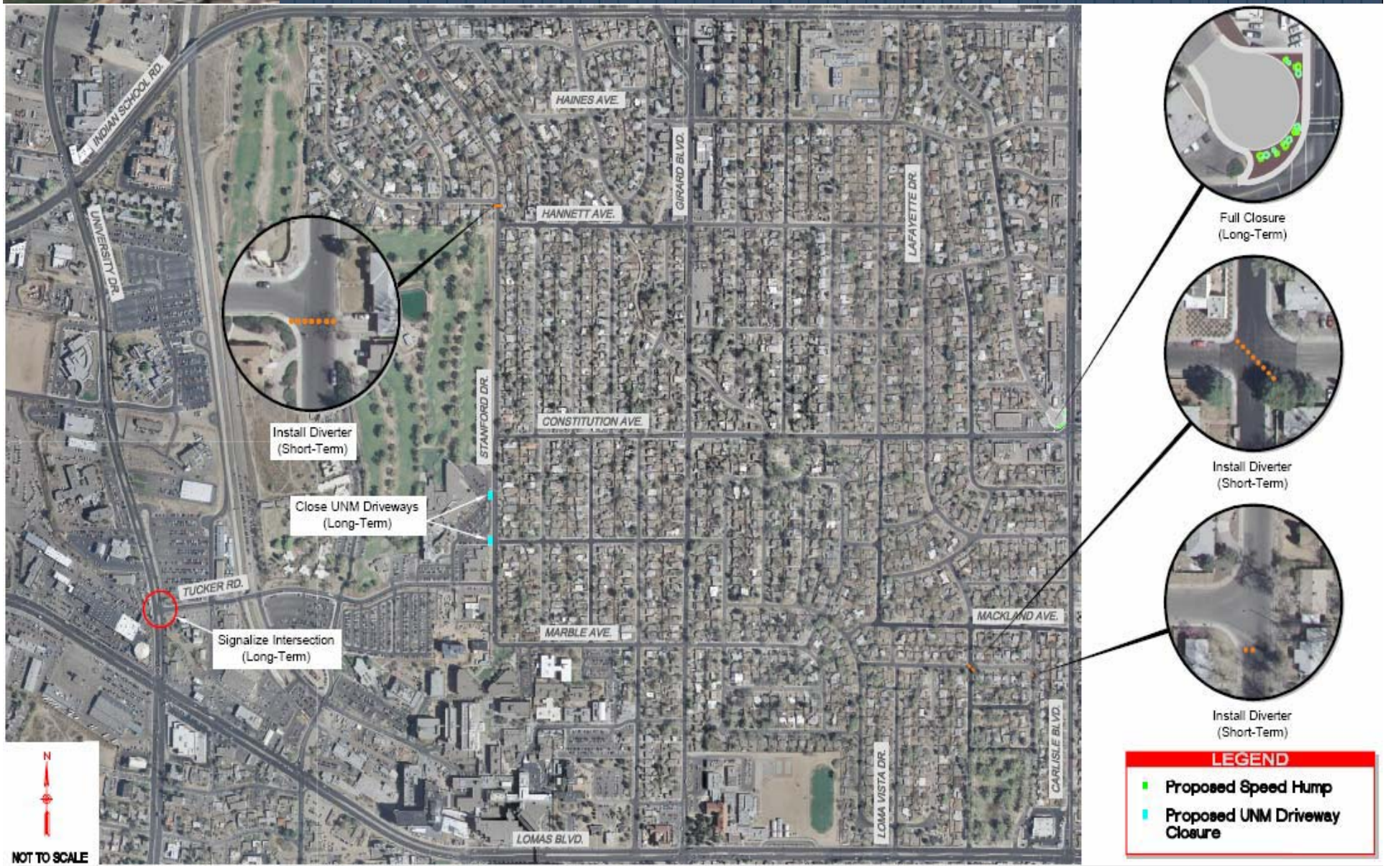
# Street Closure

Kimley-Horn
and Associates, Inc.

# Half Closure

Kimley-Horn
and Associates, Inc.

# Recommended Solutions



# Trade-Offs

- Inconvenient for residents
- May move problem to another street
- Cost of attractive device
- Cost of maintenance
- Won’t please everyone

Kimley-Horn and Associates, Inc.

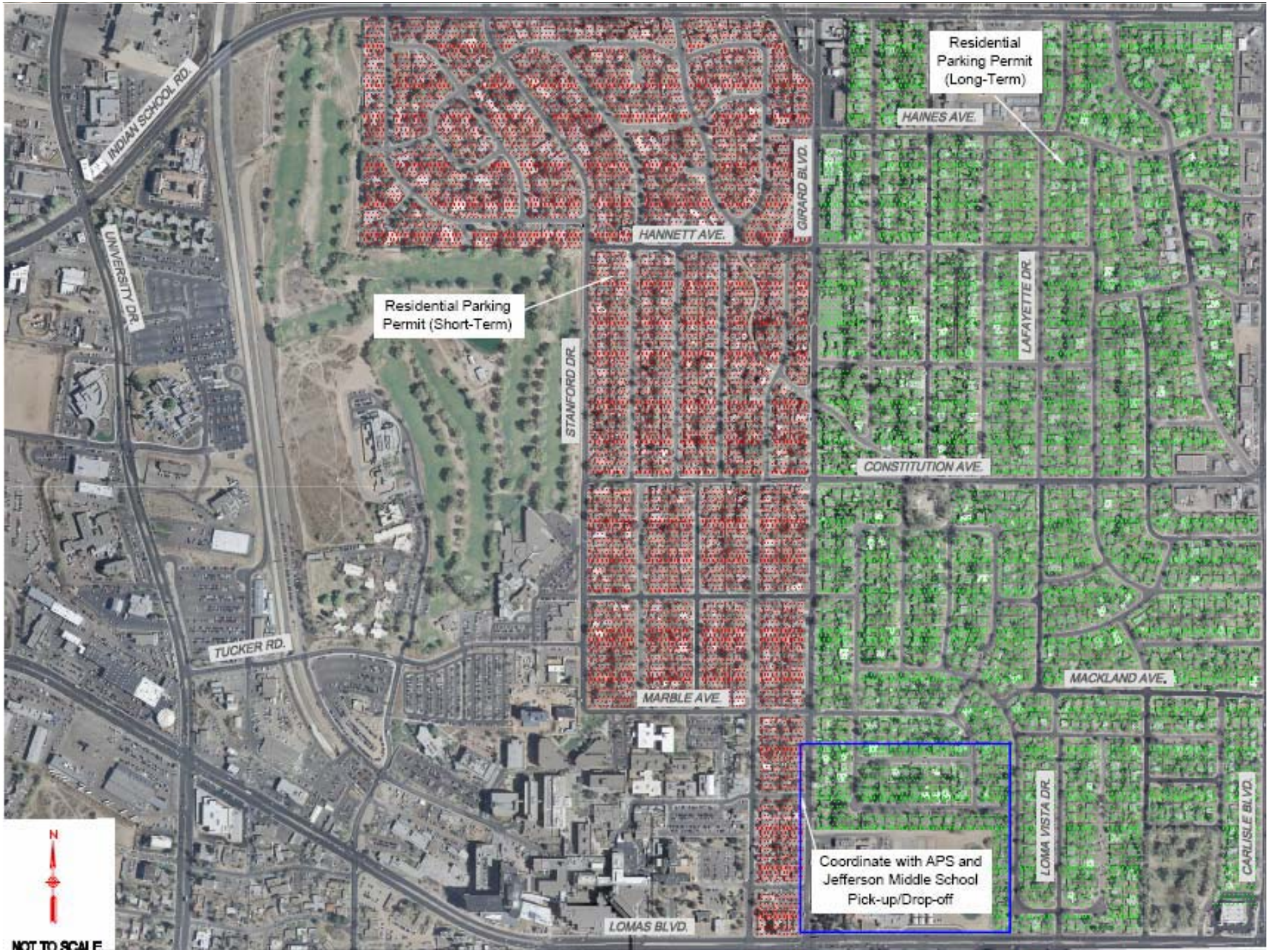
# Aesthetics and Maintenance


Kimley-Horn
and Associates, Inc.

# Parking Solutions

- Retain existing process of establishing parking restrictions
- Use consistent restriction
  - Permit parking between 5:00 AM and 7:00 PM
- Extend permit parking area to entire North Campus neighborhood
- Expand as necessary

Kimley-Horn and Associates, Inc.


Residential Parking Permit (Long-Term)
Residential Parking Permit (Short-Term)
Coordinate with APS and Jefferson Middle School Pick-up/Drop-off
INDIAN SCHOOL RD.
UNIVERSITY DR.
TUCKER RD.
HAINES AVE.
HANNETT AVE.
MARBLE AVE.
LOMAS BLVD.
GIRARD BLVD.
STANFORD DR.
LAFAYETTE DR.
CONSTITUTION AVE.
MACKLAND AVE.
LOMA VISTA DR.
CARLISLE BLVD.
N
NOT TO SCALE

# Jefferson Middle School Solutions

- Work with school district to….
  - Revise drop-off/pick up circulation to use both parking lots
  - Stripe Girard and restrict parking to delineate northbound queuing
  - Add southbound left turn lane
  - Provide traffic direction staff
  - Retain connections from neighborhood

Kimley-Horn and Associates, Inc.


Provide southbound left turn lane
Improve crossings
Retain connections from neighborhood
Crosswalks and sidewalks
Allow loading in faculty/staff parking lot
New sidewalks
Stripe Girard to designate queuing lane
Restrict parking during peak periods
School bus loading

# Next Steps

- Draft report for City department review
- Refine plan
- Final NTMP for circulation

Kimley-Horn and Associates, Inc.