

Troy Neighborhood Traffic Harmonization Program

INFORMATION BROCHURE

What is the Troy Neighborhood Traffic Harmonization Program?

The Troy Neighborhood Traffic Harmonization Program was created to address neighborhood traffic safety concerns while enabling citizens and/or community groups to become actively involved in the improvement process. This program allows City staff and the community to work together to create safe and pleasant conditions in our residential areas for motorists, bicyclists, pedestrians and residents.

What types of issues can the program address?

- Traffic crashes / safety
- Speeding
- Pedestrian safety
- Cut-through traffic
- Sight distance

How does the program work?

The program is divided into three phases that must occur in order.

PHASE I - INFORMATIONAL MEETING / PROBLEM IDENTIFICATION

Phase I identifies the problem, provides for a complete explanation of the Program, gains the support of a Core Group of residents, and collects data in the form of speed studies and field review.

Residents with a traffic safety concern can contact the City at the numbers/e-mail provided in this brochure. In return they receive a Traffic Information Survey Form. You are requested to discuss traffic concerns with your neighbors and/or the neighborhood association. If there

is interest, the City will host an informational meeting and present the program.

From the informational meeting, a group of residents or Core Group will be formed to work with the City to gather information. Speed studies will be performed at locations identified by the residents. In addition, traffic counts will be taken and other operational areas will be studied. All of the data gathering will be done in partnership; City employees and resident volunteers working together. This information, jointly collected, will establish base data from which Phase II and Phase III of the program will stem.

PHASE II - PROBLEM SOLVING

Phase II is the development of a plan combining elements of educational, enforcement and engineering measures. Based on the specific findings of the field review, a plan will be agreed upon. Past enforcement activities in the City have found that most violations of traffic ordinances within a residential area are the residents of that area. Therefore, much of the following activities will be directed towards friends and neighbors.

EDUCATION

Three educational programs are currently proposed. City staff and the Core Group will determine the extent to which each will be used. They are:

A. THE NEIGHBORHOOD TRAFFIC SAFETY CAMPAIGN

This involves the distribution of brochures describing techniques that pedestrians and parents can use to help address speeding issues and to become better aware of their driving habits.

B. USE OF THE SMART TRAILER (Speed Monitoring Awareness Radar Trailer)

This program consists of a portable, unmanned trailer equipped with radar speed detection equipment. The unit obtains speeds of oncoming vehicles and displays them on a digital display board visible to the passing motorist. The intent is to show motorists their actual travel speed. The program can be combined with the Troy Police Department enforcement activity.

C. THE OWNERSHIP LETTER CAMPAIGN

This program involves citizens collecting speed data for vehicles in their neighborhood with City Staff assistance. After recording the speed and vehicle information, the City obtains the registered owner's name and address through Michigan's Secretary of State's system. City staff then sends letters to these motorists explaining the community's desire for a safe neighborhood and encouraging them to drive 25 mph. This program actively involves citizens in addressing the speeding concerns in their neighborhood.

ENFORCEMENT

The enforcement plan includes the selective enforcement of specific traffic controls and vehicle movements by our Police Department. Following current practice, the Core Group identifies specific time periods and locations that the Police can target for specific ordinance enforcement (i.e. speeding, disobeying stop signs, improper parking, etc.)

Once these measures are taken, the effectiveness is monitored and a re-evaluation of the location is completed. If the measures prove to be effective and the speeding problem is reduced to an acceptable level, the Core Group will notify the neighborhood of their success and encourage the continuation of safe driving. If, however, these measures prove ineffective, the location then qualifies for consideration of Phase III of the program.

ENGINEERING

In conjunction with the other components discussed above, the City staff will conduct a complete engineering review of the neighborhood. The review will include consideration of placing new or modifying existing traffic controls.

P HASE III - CONSTRUCTION

Phase III involves the installation of actual physical control devices in the roadway. These devices are designed to make it less comfortable for the motorist to speed and/or inhibit cut through traffic. But they are expensive and involve a measure of liability to the City and may impact the ability of emergency services to respond to the area, potentially resulting in an elevated level of risk to the residents. So it is extremely important that these devices only be installed after exhausting the alternatives provided in Phase I and II. There are specific criteria for the installation of each type of device, and their use is determined by traffic engineering analysis.

The devices include: speed humps, traffic circles, slow points, and entrance/ exit barriers. Once the Core Group and City staff have determined a plan for physical devices, it is presented to residents at a community meeting. Input from the residents is incorporated into the plan. Neighborhood support is absolutely essential during the entire process, even more so if physical traffic control devices are to be installed.

The cost to install physical traffic control devices will be borne by the neighborhood, shared by way of the City's Special Assessment District procedures. Support for installation must be by petition of at least 70% of residents in the effected area. After petitions have been received and verified, the City Council will be notified of the recommended project. Implementation of the plan is based on acceptance by City Council. Following this approval step, the device(s) will be designed, bids taken and constructed.

How do we get started?

1. Identify traffic concerns in your neighborhood.
2. Discuss possible solutions with your neighbors or the neighborhood association.
3. Fill out the attached "Traffic Information Survey" Form and mail to the City's Traffic Engineering Services Division.
4. Attend the Informational Meeting to hear more about the Neighborhood Traffic Harmonization Program.
5. Form a Core Group of residents who will be advocates for the safety improvements.

Is the Program successful?

This type of program has proven successful in many communities that are very similar to Troy.

Let's begin....

We want to work with you and your neighbors to make your neighborhood streets safer. Please take the first step in achieving this by filling out the enclosed Traffic Information Survey providing us with your concerns and indicating what solutions you feel would be appropriate for your neighborhood.

The City takes its role in solving traffic concerns very seriously, yet the ultimate burden of safety rests on you, the motorist in the City of Troy. We will respond to every traffic concern you may have. Since we receive in excess of 1200 traffic concerns per year, we may not be able to investigate your request as quickly as we would like to. We appreciate your patience and understanding in this matter.



NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM

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