

Telephone: (520) 432-9300
Fax: (520) 432-9337
Fax: (520) 432-9338
Toll Free: 1-800-752-3745

COCHISE COUNTY

HIGHWAY AND FLOODPLAIN DEPARTMENT

1415 MELODY LANE, BLDG. F
BISBEE, AZ 85603

Your County Questions Answered: www.cochisecounty.com



Date Inquiry Received: _____

RE: Neighborhood Traffic Management Program

Date: _____

Thank you for contacting us about a transportation concern you have in your neighborhood. In October of 2003, the Cochise County Board of Supervisors adopted the Neighborhood Traffic Management Program in order to address adverse traffic conditions that impact the quality of life of county residents. This program may offer a solution for you and we have included information about this program for your review. An application for the program is also attached.

This program is appropriate for streets that are paved and are maintained by Cochise County, have posted speed limits of 30 miles an hour or less and are residential local or minor collector streets with adequate right-of-way. It is highly recommended that you discuss your traffic issue with us prior to submitting an application. We can also assist you with determining if the streets you are concerned about are eligible for this program.

After we receive your application, County staff will conduct a feasibility analysis in order to assess what might be an appropriate solution to your concern. If traffic calming looks like it might help, cost estimates will be prepared and you will be asked to assist with gathering signatures from property owners within a ¼ mile of the proposed improvement. Please note that these owners will share in the cost of the improvement and at least 60 percent of the property owners in the area must agree to the proposed solution.

Please let me know if you have any questions about this program.

Karen L. Lambertson, AICP
County Transportation Planner
klamberton@cochise.az.gov

Enclosure

No. _____
DATE RECEIVED: _____
(OFFICE USE ONLY)

APPLICATION FOR NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

APPLICANT:
(CONTACT PERSON) _____ DATE: _____
(NAME)

ADDRESS: _____

(CITY/STATE/ZIP) PHONE NUMBER: _____

E-MAIL ADDRESS: _____

Please describe the exact location of the road and your transportation concern. If possible, please attach a map or drawing.

1. ROAD NAME(s): _____

2. LOCATION: _____

3. TRANSPORTATION PROBLEM: _____

(If additional space is required, please attach a separate sheet.)

Submit application and supporting documents by mail or in person to:

**Cochise County Highway/Floodplain Department
ATTN: County Transportation Planner
1415 Melody Lane, Bisbee, AZ 85603**

The portion below must be completed prior to submission of the application:
"I have received and read a copy of the Neighborhood Traffic Management Program (Resolution 03-71) and understand the criteria and procedures attached, including the requirement for a petition showing neighborhood support and understand that both fees and potential costs might be assessed to property owners in the areas depending on the final solution."

SIGNED: _____ DATE: _____

Questions? Please write us at the above address or give us a call at 432-9300.

Board of Supervisors



Patrick Call
Chairman,
District 1

Paul Newman
District 2

Leslie E. Thompson
District 3

Jody N. Klein
County Administrator

Nadine Parkhurst
Clerk

RESOLUTION NO. 03-11

A RESOLUTION RESCINDING RESOLUTION NO. 03-18 AND ADOPTING THE REVISED NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

WHEREAS, the Board of Supervisors is authorized to lay out, maintain, control and manage the public roads within its jurisdiction, per A.R.S. § 11-251 (4); and

WHEREAS, traffic conditions on some County roads can have a major impact on the quality of life of area residents; and

WHEREAS, excessive speeds and/or high volumes of traffic may warrant special enforcement or treatment in order to make conditions safer for nearby residents; and

WHEREAS, the Traffic Management Program utilizes a combination of education, enforcement and engineering to assist in slowing or managing traffic; and

WHEREAS, the Traffic Management Program was adopted by the Board of Supervisors on June 15, 1998 via Resolution 98-42 and was amended on February 5, 2002 via Resolution 02-05 and on April 15, 2003 via Resolution 03-18; and

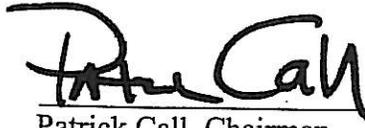
WHEREAS, this program shall now be known as the Neighborhood Traffic Management Program; and

WHEREAS, the Board wishes to make clarifications to this Program, to amend the percentage of residents that must agree to any solution, to clarify the payment percentage and to incorporate certain provisions of the Public/Private Partnership Program, among other things,

NOW THEREFORE, BE IT RESOLVED THAT "The Neighborhood Traffic Management Program," as specified in the Attachment incorporated herein, is hereby adopted.

BE IT FURTHER RESOLVED THAT Resolution No. 03-18, and all prior resolutions on this issue as referenced herein, are hereby rescinded and superseded by the provisions of this Resolution.

ADOPTED by the Cochise County Board of Supervisors this 21 day of October, 2003.



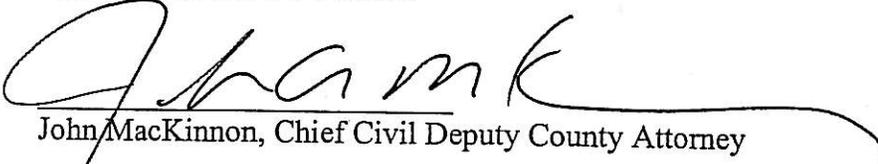
Patrick Call, Chairman
Board of Supervisors

ATTEST:



Nadine Parkhurst, Clerk of the Board

APPROVED AS TO FORM:



John MacKinnon, Chief Civil Deputy County Attorney

Attachment: Neighborhood Traffic Management Program

Highway: (520) 432-9300
Fax: (520) 432-9337
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Toll Free: 1-800-752-3745

COCHISE COUNTY
HIGHWAY AND FLOODPLAIN DEPARTMENT
1415 MELODY LANE, BISBEE, AZ 85603



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

PROTECTING NEIGHBORHOODS THROUGH TRAFFIC MANAGEMENT

Traffic conditions on County streets can have a major impact on the quality of life and neighborhood livability. The primary function of local streets is to serve as routes (auto, bicycle and pedestrian) to access residences or local businesses. Local streets should not carry significant volumes of through-traffic or traffic that is moving too quickly.

The overriding consideration in solving traffic problems in neighborhoods must be safety: by reducing vehicle speeds, by reducing impacts of unnecessary traffic on the neighborhood environment, and by maintaining reasonable emergency access. Convenience to the motorist is a secondary consideration in neighborhoods.

WHAT ARE THE PROBLEMS?

The most common problems on local neighborhood or service streets are excessive vehicle speeds and excessive volumes of through-traffic. These in turn can lead to related problems such as traffic noise, accidents, and difficulties for pedestrians and bicyclists.

WHAT ARE THE POSSIBLE SOLUTIONS?

Neighborhood traffic management projects look at three kinds of possible solutions: education, enforcement and engineering.

- Education** alerts people to ways they can ease traffic problems—for example, by slowing down or traveling by another means. Education is also an opportunity for the people who live in an area to alert the County or Sheriff's Department of problems.

- **Enforcement** enlists the help of the Sheriff's Department to focus enforcement efforts on the project area or school and increase community awareness of speeding.
- **Engineering** tools include a variety of traffic management devices that can reduce speed, decrease volumes and/or improve safety; for example, speed humps, traffic circles, islands and diverters are some of the methods.

Complete closure of a street is not considered a neighborhood traffic management option.

PROCEDURES

1. **Optional Pre-Application Meeting**: People are encouraged to set up a meeting with County staff prior to submitting an application to discuss the issues and traffic calming options. They shall then submit an application.

Applicability: The following are some basic requirements to be a part of the Neighborhood Traffic Management Program.

- The street is paved and maintained by Cochise County;
 - The street has a posted speed limit of 30 miles per hour or less; and
 - The street is a residential local or a residential minor collector street with adequate right-of-way.
2. **Feasibility Analysis**: Once an application is received, staff will conduct a feasibility analysis within 45 days. During that time staff will gather appropriate data, assess alternate travel and emergency routes, etc. The County Engineer, in consultation with the Planning Director, shall make a determination if the road is appropriate for traffic calming based on the function of the road, available alternative routes, adopted Traffic Circulation Plan, emergency access and the data.

If County staff determines that traffic calming is appropriate, the County Engineer shall propose a specific solution and a preliminary cost estimate.

If County staff, as outlined in the analysis, determines that a traffic calming solution is not appropriate for the street, location or specific problem, the applicant may appeal this to the Board of Supervisors (through the County Engineer) within 30 days of the analysis being sent to or discussed with the Applicant.

If the feasibility analysis reveals that the problem is considerably more than just a local neighborhood issue and is regional in nature or is of such significance that it should be performed at County expense, then the County Engineer in consultation with the Planning Director, at their own request or upon direction from the Board,

may approach the problem via another process (budget, Traffic Circulation Plan amendment, etc.) and the applicant will be so notified.

3. **Temporary Devices**: In some cases, temporary devices may be appropriate to be installed. This will be offered at the discretion of the County Engineer, if so recommended in the feasibility analysis, at no cost to the residents. The formal petition process will not be required in this instance as noted in #4 below. These devices will be left in place for minimum of 30 days and will be installed on a time schedule as determined by the County Engineer.
4. **Petition Area and Process**: After receiving a positive feasibility report or approval from the Board for a permanent constructed solution, the applicant must determine whether or not to proceed to a petition process, and shall notify the County Engineer within 30 days. The County Engineer shall then determine the applicable Petition Area. The Area shall generally consist of all parcels abutting the subject street and those streets which take their only access off of a street seeking a traffic problem solution. If the calming measure is to be located at a street intersection, then an area of ¼ mile surrounding the intersection shall be the Petition Area. County staff shall prepare the petition. The Applicant must gather signatures of property owners within the Petition Area.

A successful Petition for traffic calming will be considered to be one with at least 60 percent of the property owners in the Petition Area. Only one signature of the property owner of the business or residence is necessary. When the Petition is submitted, the Applicant will be sent a letter confirming receipt and indicating either that enough signatures were obtained or that more are needed.

5. **Fee and Final Cost Estimate**: Should the Petition effort be successful, the applicant shall submit a fee of \$100 to compensate the County Engineer for the costs of doing the previous analysis and for preparing a final cost estimate.
6. **Required Contribution by the Residents or Applicants**: For neighborhood traffic problem solutions, the applicant/group shall be required to pay 100% of the estimated costs for materials that are required, including signs and striping.

In the event that County forces cannot do the work, the applicant/group shall be required to pay the full costs of all materials and for all of the installation work that is not performed by County employees.

7. **Payment of Required Contribution**: Upon payment of the required contribution, the County Engineer shall advise the applicant of the estimated date of construction. Upon receipt of such payment, the County will initiate any proceedings, including a process to declare the roadway as a "declared County Highway," as may be necessary to pursue the planned construction.

The funds shall be managed in a separate fund, to be used only for the construction work identified in the respective engineer's cost estimate. The funds shall not be used for any other County projects. All improvements shall be consistent with the applicable County adopted roadway standards for that class of road, and with applicable traffic safety requirements.

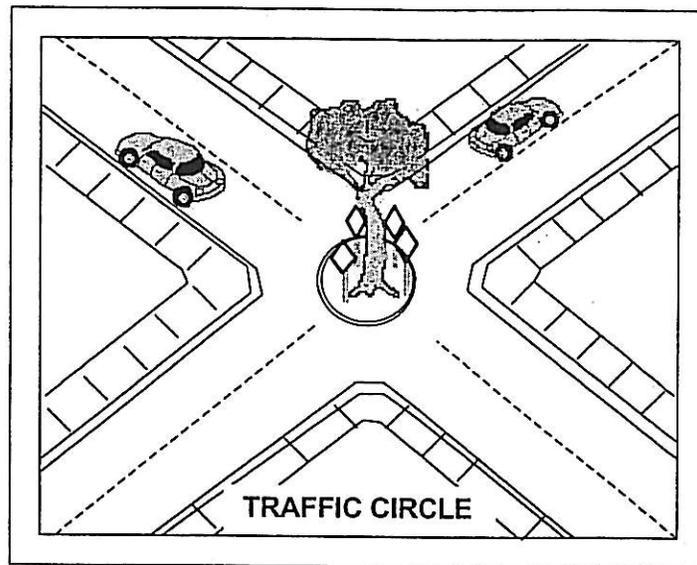
The County Engineer shall make a reasonable effort to complete the project within 12 months of the date of payment. However, in the event that a lack of resources or other compelling circumstances will prevent the work from being completed within 2 years, the applicant shall be notified and shall have a right to a refund of the payment upon demand.

In the event that unforeseen circumstances cause the cost of any construction project to exceed by more than 25% the original estimate, the County Engineer may, at his discretion, advise the applicant of the need for an additional contribution. The applicant may agree to pay the same portion of excess costs as was paid for the original estimated total. In the alternative, the applicant may request that the project be terminated and that the balance of the funds be returned, less the value of actual improvements provided to that date.

8. **County Commitments to this Project and Maintenance of Effort:** Each fiscal year, \$450,000 of highway funds will be budgeted for public and private partnerships for neighborhood traffic solutions and for paving dirt roads and other improvements. At the beginning of each budget year, equal funding will be made available for work in each of the Supervisorial Districts of the County. However, if there is excess demand in one or more areas, and insufficient interest in another, the Board reserves the right to shift the County contribution funds to any area in which they may be put to the best use.

Participation in this road improvement program shall generally be scheduled, and resources generally be made available on a "first come-first serve" basis. However, the County Engineer may advance a project, at his discretion, when he determines that it meets an exceptional public need, will remedy a significant threat to public safety, or will allow other scheduled work to be performed more expeditiously or at a savings to the public.

This program and procedures are intended to address existing problems which have arisen in connection with developments that were consistent with applicable laws and regulations. This process is not intended to relieve present and future developers of the obligations to provide necessary on-site and off-site improvements which are associated with the development and required under existing law.

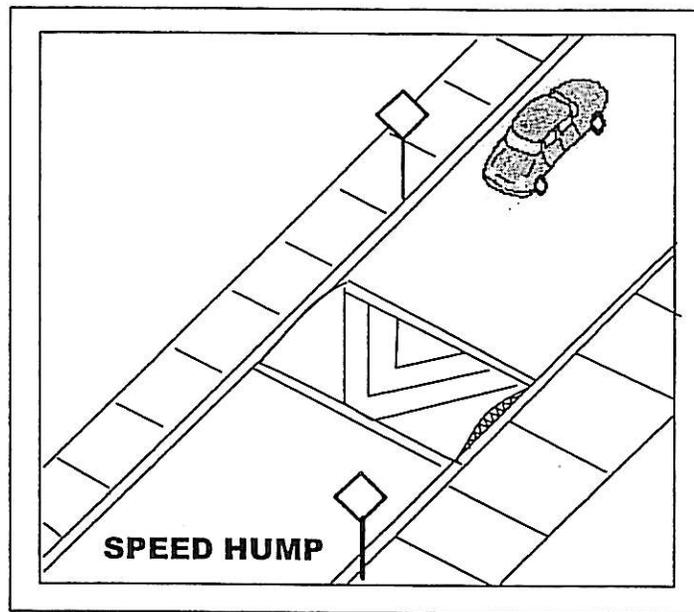


Typical Application

Reported to be effective at intersections with relatively high accident experience.

Effects or Impacts

Volume	Reduction of traffic volume is dependent upon the system of residential traffic management techniques and devices in the area. From a distance, the traffic circle may appear as an obstruction to traffic. If diverters have been encountered by drivers in other areas of the city, they may turn away from the circle prior to the circle. Volume reductions are typically limited unless a series of circles and diverters are placed along a route.
Speed	Reduction in speed is generally noted in the area of the traffic circle. However, the device may have only limited impact on mid-block speeds.
Noise, Energy, Air Quality	Noise reduction is associated with the reduction in volume experienced.
Safety	There is evidence that traffic circles are effective in reducing vehicle collisions at intersections. Traffic circles may present a hazard to bicyclists and pedestrians by bringing cars and trucks closer to the curb, but are normally not a problem. Design provisions must be made for emergency vehicles and city service vehicles.
Uniform Standards and Warrants	Traffic circles in neighborhoods are not specifically covered in the MUTCD, however, they are recognized in basic traffic engineering texts and in practice.
Community Reaction	There has been mixed reaction to traffic circles. Residents near the intersection perceive a reduction in traffic speed. Others may see them mainly as a nuisance.

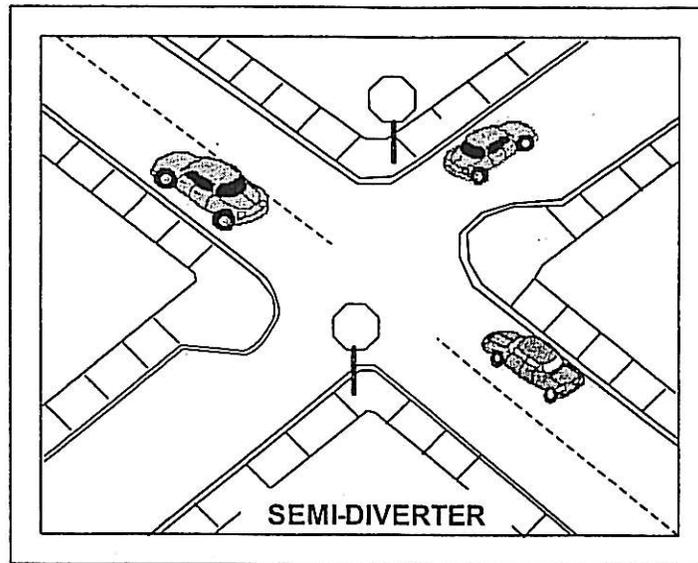


Typical Application

Effective as a speed and volume reduction technique on local streets with limited truck traffic.

Effects or Impacts

Volume	We have found the volume of traffic did not change as expected. The same volume of traffic continued to travel through the neighborhood, but at slower speeds, with the exception of some isolated speeding.
Speed	A single hump can reduce the 85 th percentile speed between 14 to 20 mph at the device itself, with normal speeds returning soon after the encounter of the hump. A series of humps (undulations) with spacings less than 600 feet will reportedly have an increased effect on speed reductions.
Noise, Energy, Air Quality	Reportedly, some reductions in noise energy levels can be experienced on low volume streets. Noise levels can actually increase if there is substantial truck traffic on the street.
Safety	There has been a great deal of debate and discussion as to the impact undulations have on vehicle safety. While felt by some engineers to be a serious hazard, a study by a subcommittee of the California Traffic Control Devices Committee found that with between 150 and 200 million crossings of the State's 150 to 160 undulations, very few claims for damages had been filed due to the undulations, and less than \$20 had been awarded for damages.
Uniform Standards And...	Not covered by the MUTCD, but recently accepted by the Institute of Transportation Engineers.
Community Reaction	Mixed reaction has been noted. Local residents note an apparent decrease in speed, and like them because they feel speed humps are the least expensive approach to their problems.

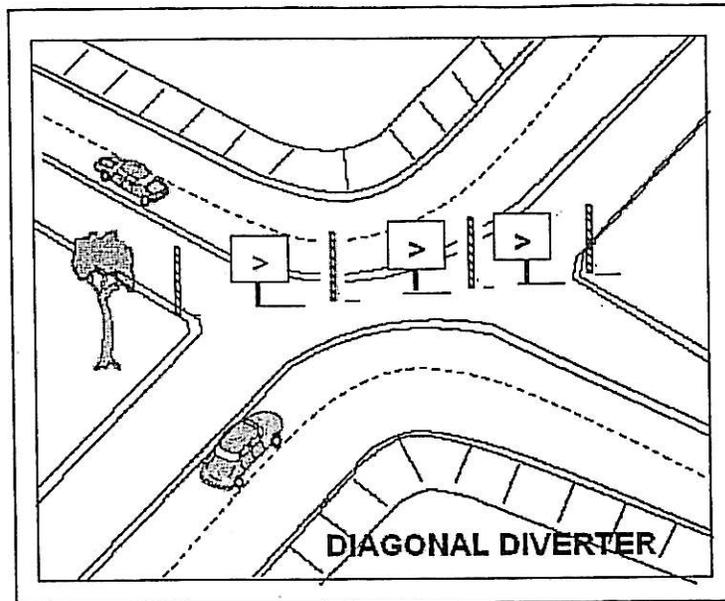


Typical Application

Effective in areas where the entry of emergency vehicles is a concern, and where neighborhood traffic management is well accepted by the public.

Effects or Impacts

Volume	Reportedly can significantly reduce volume, although subject to a relatively high violation rate of posted traffic signs.
Speed	Although not installed as a speed reduction device, the diversion of through traffic that formerly used the street as a short cut can significantly reduce speed on the street.
Noise, Energy, Air Quality	Noise reduction associated with the reduction of through traffic can be expected.
Safety	Generally, no impact on safety except what may be experienced due to reduced traffic volume on local streets. Accident potential may result from high violation rates.
Uniform Standards and Warrants	Not specifically covered in the MUTCD, however, recognized in basic traffic engineering texts and in practice. Signs and pavement markings should comply with the MUTCD
Community Reaction	While local reaction is generally favorable, focus of community reaction can shift to violations of the diverter device or associated signs along with the lack of enforcement to prevent such violations

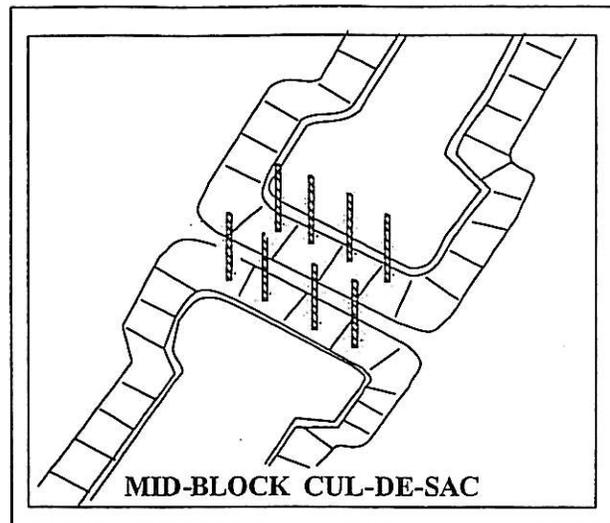
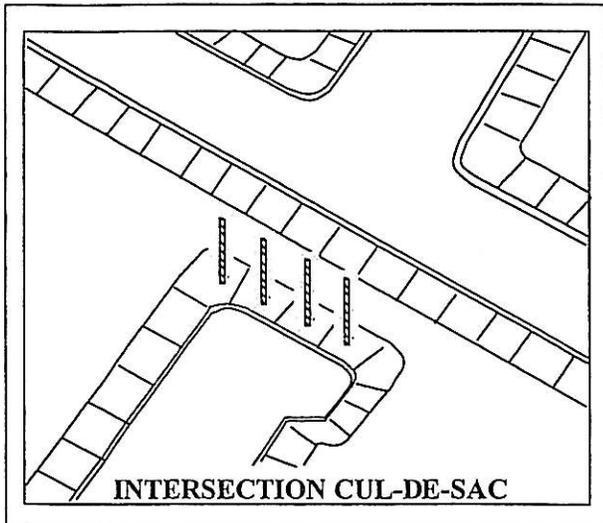


Typical Application

Effective as part of a system of devices which discourage or preclude travel through a neighborhood by breaking up traffic patterns associated with a grid street system. Individual or limited use can cause traffic to shift to another street or neighborhood.

Effects or Impacts

Volume	Studies have shown that traffic volumes can be reduced from 20 to 70 percent when used in conjunction with other diverter systems. They are less successful, however, if used with passive techniques such as STOP signs, yield signs, or traffic circles.
Speed	Reportedly, speeds are only reduced in the immediate vicinity of the diverter. However, substantial reductions in speed may be noticed if the diverters cause a breakup of high speed through routes.
Noise, Energy, Air Quality	Noise reduction associated with the energy reduction in volume can be expected on the affected local streets.
Safety	Before-and-after studies of accident rates on streets with diverters show a substantial reduction in accidents after the installation of diverters. System wide accident experience, however, reportedly remains the same.
Uniform Standards And...	Not specifically listed in the MUTCD. However, diverters may be considered a channelizing island, being constructed and marked as such.
Community Reaction	Residents of areas where a substantial number of diverter systems are used are generally in favor of them; residents in other areas are generally opposed. This is substantiated by a vote in Berkeley, California. Residents in areas of the city that had few diverters voted for removal of them; residents in areas with frequent diverters voted against their removal.



Typical Application

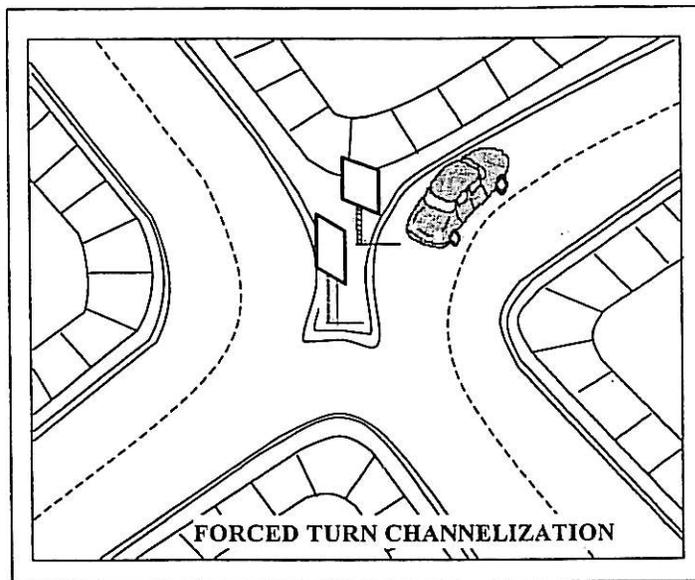
Effective in areas near high traffic generators where the residents are less concerned about access by emergency vehicles that they are about excess traffic. Also found to be effective in areas where other diversion methods are frequently violated.

Effects or Impacts

Volume	Reported to be extremely effective in reducing traffic volumes.
Speed	Speeds are reduced if the cul-de-sacs.
Noise, Energy, Air Quality	Noise is reduced as a function of traffic reduction.
Safety	Safety is enhanced on the local street based upon the reduction in volume.
Uniform Standards And...	Acknowledged in basic traffic engineering texts and in practice.
Community Reaction	Generally favorable on the streets where they are used, but disliked by others in the community if traffic is shifted to their street or if long detours are caused. Emergency service access can be provided through removable or flexible barriers, or through tire track passages.

Descriptions

Cul-de-sacing is commonly used and is a very effective way of eliminating non-local traffic on a street. There are inherent problems in closing a street, however. The response time of emergency vehicles may be increased. Residents will have only one way to/from their street, which may be a problem if the street intersects with an arterial. If unwanted through traffic is a persistent problem, and a high violation rate is noted with other traffic devices, cul-de-sacing may be an alternative. Cul-de-sacs can be landscaped to add to the environment of the street and may add to the feeling of community.



Typical Application

Effective at the intersection of a collector and / or a local street, where traffic flow on the collector street is basically unaffected (or even enhanced) and through traffic on the local street is prevented.

Effects or Impacts

Volume	Reportedly effective in reducing volume if the turning movement prevented is a significant contributor to overall traffic on the local street.
Speed	Minimal impact on speed, except if the street was formerly used as a high speed through route.
Noise, Energy, Air Quality	Noise reduction associated with the energy reduction in volume can be expected on the local streets.
Safety	Channelization tends to increase safety of locations where the design is easily understood
Uniform Standards And...	Similar Channelization techniques covered in the MUTCD.
Community Reaction	Although community reaction is generally favorable, complaints do occur if frequent violations occur.

NEIGHBORHOOD SPEED WATCH

Typical Application

Effective in well-delineated subdivisions with limited through traffic and an 85 percentile speed in excess of 10 mph greater than the posted speed limit.

Effects or Impacts

Volume	None reported
Speed	A study of this method in Gwinnett County, Georgia found a significant reduction in both the 85 th percentile speed and the maximum speed.
Noise, Energy, Air Quality	None reported
Safety	Reduced speeds have a positive impact on roadway safety in residential areas.
Uniform Standards Standards And Warrants	"Speed Watch" signs are not covered in the Manual on Uniform Traffic Control Devices (MUTCD), however, signing can be integrated with "Neighborhood Watch".
Community Reaction	Studies suggest that this method is perceived to be effective even in areas with no documented impact. Reportedly, the technique can lead to a vigilante-type atmosphere if abused.

Description

Neighborhood speed watch is reportedly an excellent "self-help" technique to reduce speeding in subdivisions or localities where community action groups, such as neighborhood watch, have been established. Speed programs depend on community spirit and group pressure to encourage increased compliance with residential speed limits. Typically, the program is built around an existing community action group with assistance from the Sheriff's Department. Typical programs involve communication via letters or telephone calls to area residents informing them of the existence of the speed watch and stating the goals of the program. Special advisory "Speed Watch" signs are posted around the area. Teams are formed and a schedule for observations is established. Using a traffic counter and computer, a team observes the selected street and records the date, time, location, license plate number, vehicle type and speed of offending drivers. The log is then sent to the owner of the vehicle, mentioning fines and license points that could be cited. Repeat offenders are noted and direct Sheriff action could be requested if the repeat offender does not reduce his/her speed through the neighborhood.