



# The City of Gresham's Neighborhood Traffic Control Program



# Traffic Control for Neighborhood Livability



Traffic conditions play a key part in setting the level of livability in any neighborhood. Typical problems include excessive speeding, dangerous intersections, loud cars, high traffic volume, and conflicts between cars, pedestrians and bicycles.

The adopted goal of the Neighborhood Traffic Control Program (NTCP) is to “create and maintain regional and City traffic patterns that protect the livability of Gresham’s established residential neighborhoods.” The program combines citizen involvement and the expertise of City traffic engineers and planners to arrive at workable solutions for Gresham’s most serious neighborhood traffic problems. This is especially true where simple changes to signage or existing controls would not be effective.

Key to finding those solutions is the use of a systematic and comprehensive process involving planning and testing that is built into the NTCP. That process is explained in this brochure.

## Programs That Work



Gresham’s neighborhood traffic control program is based upon extensive experience from other cities. Programs for “livable streets” or “traffic calming” have been successfully implemented for several decades in cities in Western Europe, the western United States and Canada. The City of Seattle has developed an especially effective and popular program that has “calmed” traffic speed and volume in many neighborhoods. The devices used in Gresham are not experimental, but come from years of traffic engineering, design, testing, evaluation, and proven results in these cities.

Traffic devices such as signs, signals/markings and traffic management tools including curbs, circles, speed humps, medians and diverters are some of the methods employed to manage neighborhood traffic problems and influence the behavior of drivers.

# Potential Traffic Management and Control Devices



Please see our additional brochure on "Potential Traffic Management and Control Devices" for a thorough description of each device. Call us at 618-2630 or write to us at 1333 N.W. Eastman Parkway, Gresham, Oregon 97030 for more information.

## How NTCP Works

Neighborhood Traffic Control Projects usually are set in motion by a neighborhood petition. Residents of the affected area must submit a petition to the City outlining the traffic problems affecting their neighborhood. Or the City may initiate a project to mitigate a problem.



Once the petition has been submitted, preliminary traffic data are collected such as volume, speed, and number of accidents. The project is then ranked on a city-wide basis for inclusion into the program. Due to limited funding, the City can undertake only one project per year. Planning and testing can take from ten months to a year to complete. Throughout this time community input is continually sought to help develop a plan and then to test its effectiveness before a final proposal is submitted to the City Council for approval. Once that has occurred, permanent installation of traffic management and control devices in the affected neighborhood takes place.

## Project Planning and Test Process:

(Estimated time: 10 to 12 Months for steps 3 through 10)

**Step 1:** Petition outlining problems/concerns submitted to City by neighborhood residents.

**Step 2:** Project evaluation ranking  
(projects ranked annually - one chosen per year).

**Step 3:** Community Meeting #1  
(present process, types of controls, traffic data; community input; form Citizens Traffic Committee).

**Step 4:** Develop alternative plans for project test  
(City transportation staff and Citizens Traffic Committee).

**Step 5:** Community Meeting #2  
(City Staff and Citizens Traffic Committee present alternatives and recommended project test plan).





**Step 6:** Install project test devices on street (1-3 month test and data collection).

**Step 7:** Project test evaluation (City staff and traffic committee).

**Step 8:** Community Meeting #3 (City staff and traffic committee reports test results and seek community input).

**Step 9:** Poll of affected residents (by City).

**Step 10:** Project recommendation to City Council (by City staff).

**Step 11:** Construct project (by City).

## Neighborhood Traffic Control Projects— Ranking System

Every year, the following criteria and point system are used to rank project proposals on a citywide basis. A project proposal with the highest number of points will then proceed - subject to an annual review and in consideration of budgetary constraints.

### 1. Traffic Volumes

Average Daily Traffic (ADT)  
100

- up to 30 points maximum (3,000 vehicles per day)
- for single intersections, use higher volume streets
- for street segments, use highest volume in the subject street

### 2. Speed

% Over Over Speed Limit  
3

- up to 30 points maximum (90% over limit)
- for single intersections, use higher speed street
- for street segment, use highest percentage on subject street

### 3. Accidents

Single Intersection:

- number of correctable accidents/year x 15
- up to 30 points maximum (2 ass./yr.)
- use 3 consecutive years' accident data

Street segment:

- number of correctable accidents/intersection/year x 30
- up to 30 points maximum (1 acc./int./yr.)
- use 3 consecutive years' accident data



### 4. Schools

- 5 points for private or public school (K-12 only) on the subject street.

### 5. Other Pedestrian Generator

- up to 5 points for pedestrian-oriented facilities such as elderly housing or parks on the street
- pedestrian generators will not be counted toward the 30 point minimum but will be included in the priority ranking

# Where to Find Examples of the Neighborhood Traffic Control Projects

## In Gresham:

### 1. S.W. Birdsdale Drive

Neighborhood Traffic Control Project

Location: S.W. Birdsdale, W. Powell Blvd. to S.W. Eastman Parkway.

Devices: Series of traffic circles, curb extensions and school safety signage.

### 2. N. Main Avenue

Neighborhood Traffic Control Project

Location: N. Main, Powell to N.E. 10th.

Devices: Series of traffic circles, pavement modifications (bowmanite) at crosswalks, street trees, intersection realignments.

### 3. S.E. Roberts Avenue

Neighborhood Traffic Control Project

Location: S.E. Roberts Avenue, E. Powell to S. E. Hogan.

Devices: Series of speed humps designed for collector streets.

### 4. N.E. Towle Road

Neighborhood Traffic Control Project

Location: N.W. Towle Rd., W. Powell to N.W. Division

Devices: Series of residential speed humps and intersection sight distance improvements.

### 5. N.W. Wallula Avenue

Neighborhood Traffic Control Project

Location: N.W. Wallula Ave. from W. Powell Blvd. to N.W. Division and S.E. Wallula Ave. from Burnside to Stark

Devices: Series of residential speed humps and pedestrian safety islands.

### 6. N.E. Scott

Neighborhood Traffic Control Project

Location: N.E. Scott from N.E. 8th to S.E. El Camino

Devices: Series of speed humps and islands.



## City of Gresham, Revised 10-99

Department of Environmental Services  
Dave Rouse - Director



**City of Gresham**

1333 N.W. Eastman Parkway  
Gresham, Oregon 97030