

NSMP Community Meeting – Alpine Dr.

July 9, 2026

Miguel Aguilar, Principal Transportation Planner

Bill Cowern, Consultant



Agenda

- Transportation Division
- Neighborhood Speed Management Program
- Traffic Calming
- Discussion
 - No final decision
 - Location of options
- Board Review
- Online Voting

Transportation Division

Transportation Division - History

- 2021 – Streets under Town Engineer (Public Works)
- 2022 – Transportation Division Created (Planning & Development)
- 2023 – Organizational Restructure
- 2024 – Transportation & Streets Combined (Public Works)
- 2025 – Fully Staffed
- 2026 – Additional Position Created; Maintenance Technician

Transportation Division – Teams

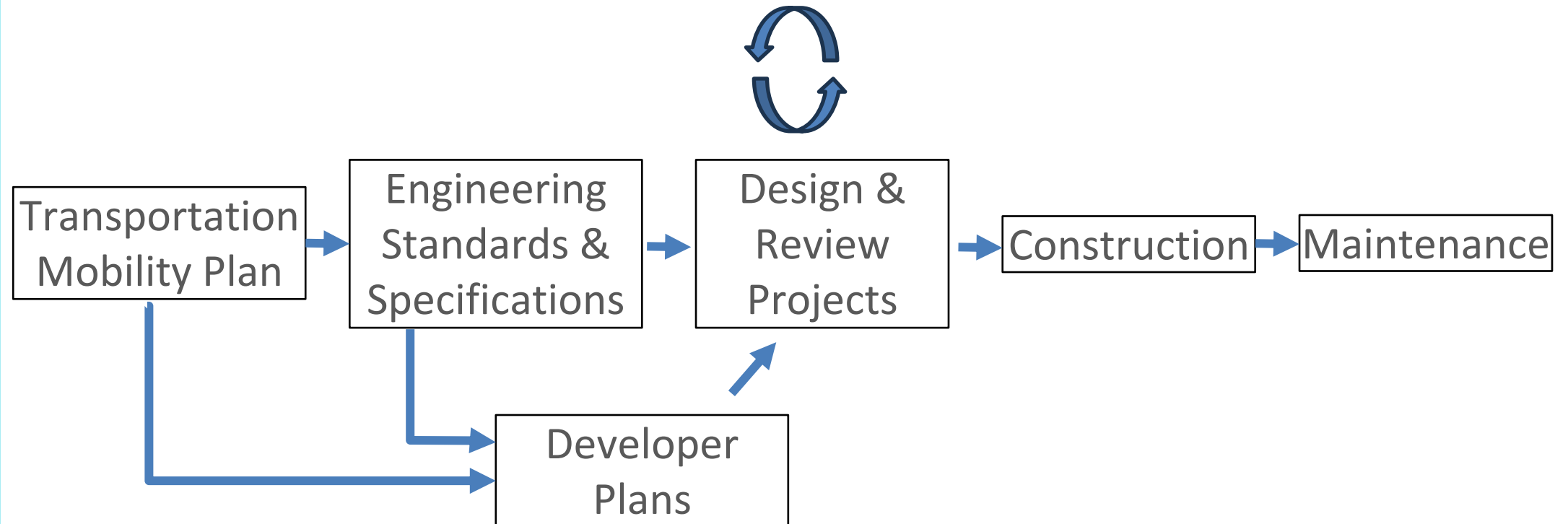
- Transportation & Mobility (3)
 - Manager
 - Planner
 - Engineer

- Streets (10)
 - Superintendent
 - Coordinator
 - Supervisor
 - Maintenance Technicians

- Regional Coordination
- Transit
- Multimodal
- Data Modeling
- Development Review
- Engineering Standards
- Policy

- Signs
- Traffic Signals
- Streetlights
- Snow Plowing
- Road Maintenance

Transportation Division – Project Process



Neighborhood Speed Management Program (NSMP)

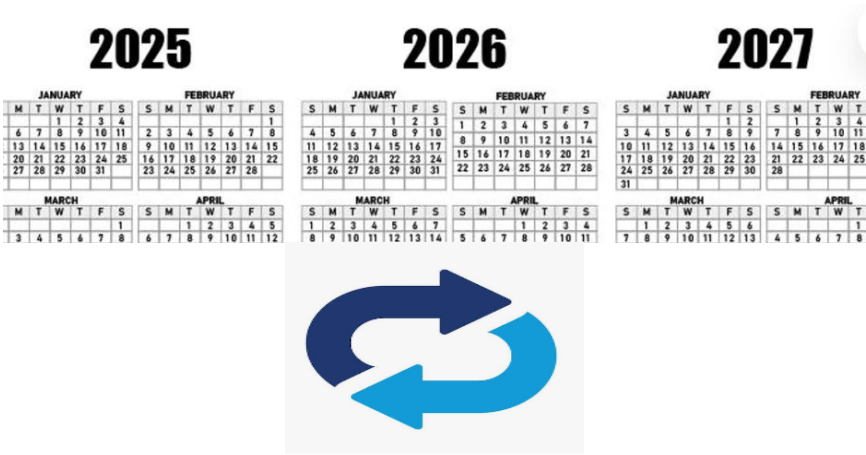


NSMP

Program Process

- Applications submitted by residents
- Data collection
- Data processing & analysis
- Project Prioritization
- Neighborhood meetings
- Implementation
- Monitor

2 - 3 year process





NSMP

Volume Data

Criteria: 500 Vehicles per day min.

Alpine Dr: ~ 1,500 / day

Time	Wednesday			Thursday		
	1/14/26			1/15/26		
	EB	WB	Total	EB	WB	Total
12:00 AM	0	0	0	2	4	6
1:00 AM	1	1	2	0	0	0
2:00 AM	1	0	1	2	0	2
3:00 AM	2	0	2	0	0	0
4:00 AM	1	2	3	0	0	0
5:00 AM	7	3	10	7	2	9
6:00 AM	17	10	27	18	8	26
7:00 AM	121	63	184	116	56	172
8:00 AM	55	75	130	62	59	121
9:00 AM	51	41	92	51	45	96
10:00 AM	30	30	60	31	21	52
11:00 AM	41	38	79	45	46	91
12:00 PM	42	40	82	44	44	88
1:00 PM	37	51	88	46	49	95
2:00 PM	41	46	87	45	52	97
3:00 PM	77	74	151	73	67	140
4:00 PM	82	56	138	70	71	141
5:00 PM	69	54	123	103	68	171
6:00 PM	47	39	86	51	28	79
7:00 PM	23	33	56	33	36	69
8:00 PM	20	15	35	16	14	30
9:00 PM	11	10	21	16	12	28
10:00 PM	7	3	10	7	5	12
11:00 PM	0	1	1	2	0	2
Total	783	685	1,468	840	687	1,527



NSMP

Speed

Criteria: 85th percentile at 30 mph

Wednesday	Eastbound								
1/14/26	Total	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
12:00 AM	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0
3:00 AM	2	0	0	1	1	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0
5:00 AM	7	0	2	2	3	0	0	0	0
6:00 AM	17	0	0	4	12	1	0	0	0
7:00 AM	121	0	1	46	59	15	0	0	0
8:00 AM	55	0	0	24	26	5	0	0	0
9:00 AM	51	0	2	15	28	6	0	0	0
10:00 AM	30	0	1	20	9	0	0	0	0
11:00 AM	41	0	0	9	25	6	1	0	0
12:00 PM	42	0	1	18	18	5	0	0	0
1:00 PM	37	0	1	9	19	5	3	0	0
2:00 PM	41	0	1	22	16	2	0	0	0
3:00 PM	77	0	1	40	28	8	0	0	0
4:00 PM	82	0	2	50	26	4	0	0	0
5:00 PM	69	0	1	46	18	4	0	0	0
6:00 PM	47	0	1	20	23	3	0	0	0
7:00 PM	23	0	2	8	11	1	1	0	0
8:00 PM	20	0	0	9	10	1	0	0	0
9:00 PM	11	0	1	4	5	1	0	0	0
10:00 PM	7	0	0	3	4	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
Total	783	0	17	350	343	68	5	0	0
Percent		0.0%	2.2%	44.7%	43.8%	8.7%	0.6%	0.0%	0.0%
50th Percentile	20.0								
85th Percentile	24.0								
95th Percentile	Average Speed : 25.0			20.0					

Wednesday	Westbound								
1/14/26	Total	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
12:00 AM	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	0	1	0	0	0	0
5:00 AM	3	0	0	3	0	0	0	0	0
6:00 AM	10	0	0	9	1	0	0	0	0
7:00 AM	63	0	6	40	16	1	0	0	0
8:00 AM	75	0	5	53	15	2	0	0	0
9:00 AM	41	0	2	29	9	1	0	0	0
10:00 AM	30	0	3	20	5	2	0	0	0
11:00 AM	38	0	5	23	8	2	0	0	0
12:00 PM	40	0	0	29	7	3	1	0	0
1:00 PM	51	0	5	29	15	2	0	0	0
2:00 PM	46	0	9	24	13	0	0	0	0
3:00 PM	74	0	14	45	14	1	0	0	0
4:00 PM	56	0	10	30	16	0	0	0	0
5:00 PM	54	0	6	37	10	1	0	0	0
6:00 PM	39	0	3	24	11	1	0	0	0
7:00 PM	33	0	4	22	7	0	0	0	0
8:00 PM	15	0	5	9	1	0	0	0	0
9:00 PM	10	0	1	8	1	0	0	0	0
10:00 PM	3	0	0	2	1	0	0	0	0
11:00 PM	1	0	0	1	0	0	0	0	0
Total	685	0	79	438	151	16	1	0	0
Percent		0.0%	11.5%	63.9%	22.0%	2.3%	0.1%	0.0%	0.0%
50th Percentile	18.0								
85th Percentile	20.0								
95th Percentile	Average Speed : 23.0			17.8					



NSMP

Speed

Criteria: 85th percentile at 30 mph

Thursday	Eastbound								
1/15/26	Total	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
12:00 AM	2	0	0	1	1	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	2	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0
5:00 AM	7	0	0	2	4	1	0	0	0
6:00 AM	18	0	0	7	9	2	0	0	0
7:00 AM	116	0	0	29	61	25	1	0	0
8:00 AM	62	0	0	8	41	13	0	0	0
9:00 AM	51	0	0	13	26	10	1	1	0
10:00 AM	31	0	0	15	14	2	0	0	0
11:00 AM	45	0	0	10	22	13	0	0	0
12:00 PM	44	0	0	12	14	16	2	0	0
1:00 PM	46	0	0	12	23	9	2	0	0
2:00 PM	45	0	0	11	24	9	1	0	0
3:00 PM	73	0	0	26	37	10	0	0	0
4:00 PM	70	0	0	24	34	11	1	0	0
5:00 PM	103	0	1	54	39	9	0	0	0
6:00 PM	51	0	0	24	24	3	0	0	0
7:00 PM	33	0	0	19	13	1	0	0	0
8:00 PM	16	0	0	10	5	1	0	0	0
9:00 PM	16	0	0	7	8	1	0	0	0
10:00 PM	7	0	0	4	3	0	0	0	0
11:00 PM	2	0	0	0	2	0	0	0	0
Total	840	0	1	288	406	136	8	1	0
Percent		0.0%	0.1%	34.3%	48.3%	16.2%	1.0%	0.1%	0.0%
50th Percentile	21.0								
85th Percentile	25.0								
95th Percentile	Average Speed : 27.0			21.3					

Thursday	Westbound								
1/15/26	Total	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44
12:00 AM	4	0	0	3	1	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	2	0	0	0	0	0
6:00 AM	8	0	1	4	3	0	0	0	0
7:00 AM	56	0	2	29	23	2	0	0	0
8:00 AM	59	0	0	47	12	0	0	0	0
9:00 AM	45	0	1	30	14	0	0	0	0
10:00 AM	21	0	4	10	6	1	0	0	0
11:00 AM	46	0	0	25	15	6	0	0	0
12:00 PM	44	0	1	24	13	4	1	1	0
1:00 PM	49	0	1	29	19	0	0	0	0
2:00 PM	52	0	0	24	21	7	0	0	0
3:00 PM	67	0	6	41	17	3	0	0	0
4:00 PM	71	0	4	53	13	1	0	0	0
5:00 PM	68	0	4	41	21	2	0	0	0
6:00 PM	28	0	1	17	10	0	0	0	0
7:00 PM	36	0	1	25	9	1	0	0	0
8:00 PM	14	0	3	10	1	0	0	0	0
9:00 PM	12	0	3	6	2	1	0	0	0
10:00 PM	5	0	1	2	2	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
Total	687	0	33	422	202	28	1	1	0
Percent		0.0%	4.8%	61.4%	29.4%	4.1%	0.1%	0.1%	0.0%
50th Percentile	19.0								
85th Percentile	21.0								
95th Percentile	Average Speed : 24.0			18.8					



Traffic Calming

NSMP

Speed Cushions

DESCRIPTION:

- Two or more raised areas placed laterally across a roadway with gaps between raised areas
- Height and length similar to a speed hump
- Spacing of gaps allows emergency vehicles to pass through at higher speeds

APPLICATION:

- Local and collector streets
- Mid-block locations
- Avoid locations with grades greater than 8 percent
- Often placed in a series (typically spaced 260 – 500 feet apart)



Effectiveness		
Speed		
EMS		
Peds Bikes		
Cost	\$	\$
    		
Benefit Very Good Good Fair Poor		

NSMP

Traffic Circles

DESCRIPTION:

- Raised islands placed in intersections around which traffic circulates

APPLICATION:

- Intersections of Local or Collector Streets
- Installed at unsignalized intersections
- Typically installed at intersections with low large truck volumes



Effectiveness

Speed



EMS



Peds
Bikes



Cost



\$\$



Benefit



Very Good



Good



Fair



Poor

NSMP

Median Island

DESCRIPTION:

- Raised islands placed in the center of the street to facilitate bicycle and pedestrian crossings.
- Also called median diverter, intersection barrier, intersection diverter, and island diverter

APPLICATION:

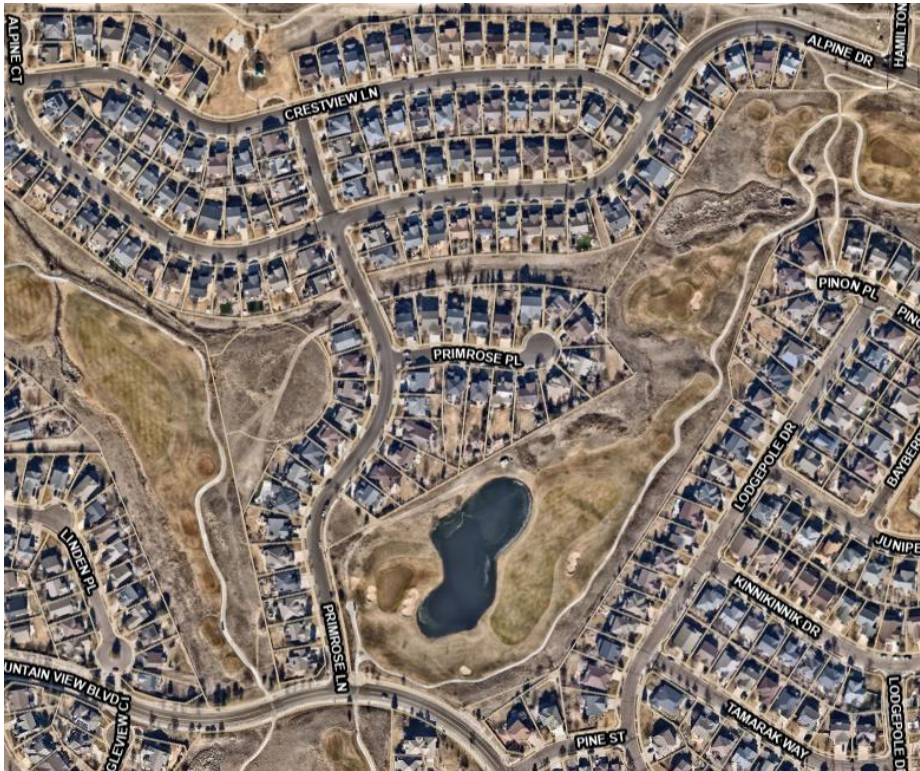
- For use on arterial, collector, or local roads
- Along streets with high bicycle and pedestrian volumes
- Along streets with few acceptable gaps to cross both directions of traffic



Effectiveness		
Speed		
EMS		
Peds Bikes		
Cost		
 Benefit  Very Good  Good  Fair  Poor		

NSMP

Alpine Dr.

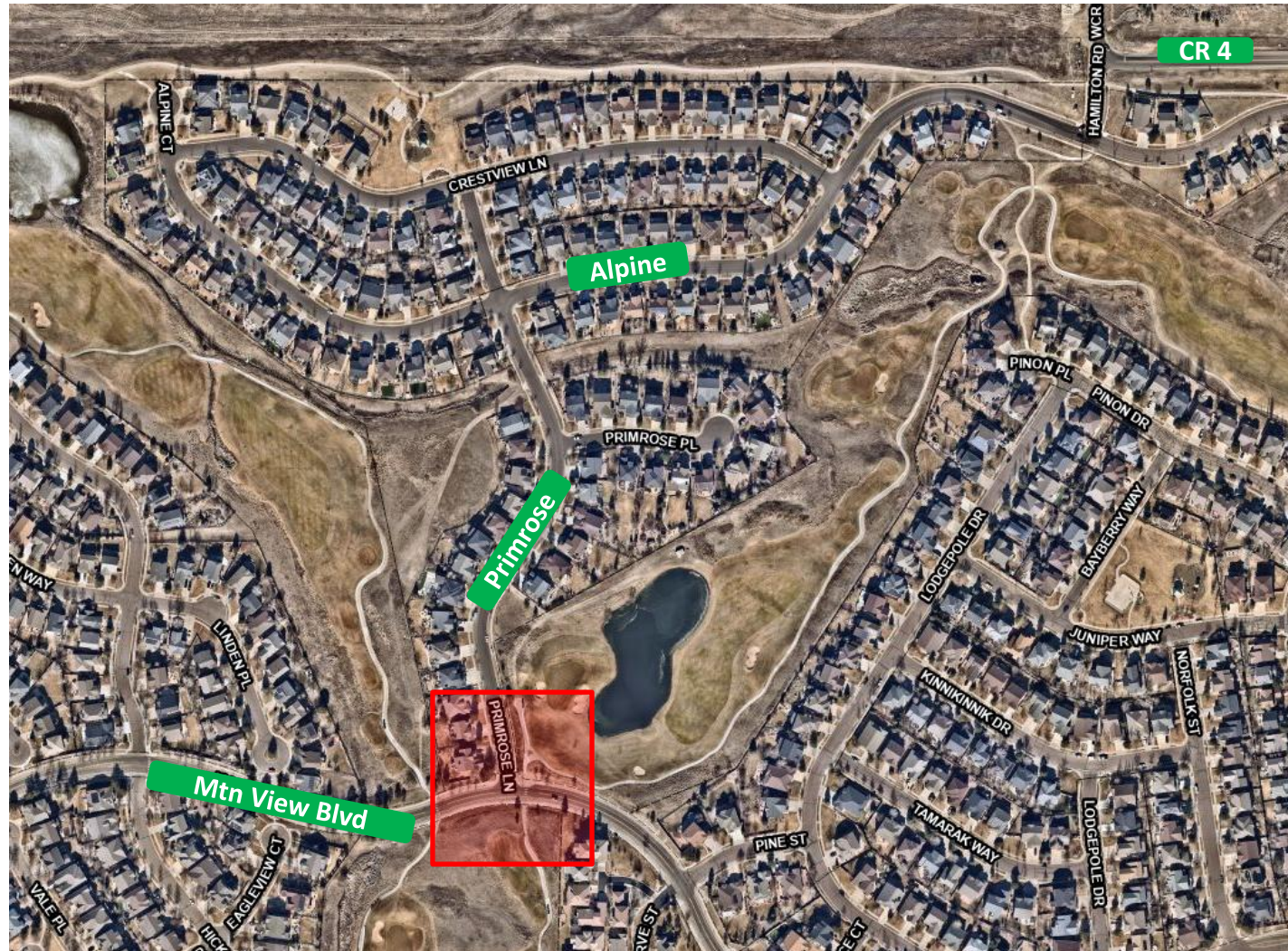


Recommendation



NSMP

Additional Proposal



NSMP

Additional Proposal

- Median barrier placed on Mtn View Blvd
- Right in/Right out design
- Prevents left turns
- SB Primrose traffic cannot make left to Black Rock Elem. or to CO 7



NSMP

Additional Proposal



Discussion

Next Steps

- Online voting (one month)
- Design (2-3 months)
- Construct (2 months – weather permitting)



Speed Cushions



Median Island



Traffic Circle

Review Boards / Questions

mobility@erieco.gov