

Northern Kentucky Slow Streets Project Contest

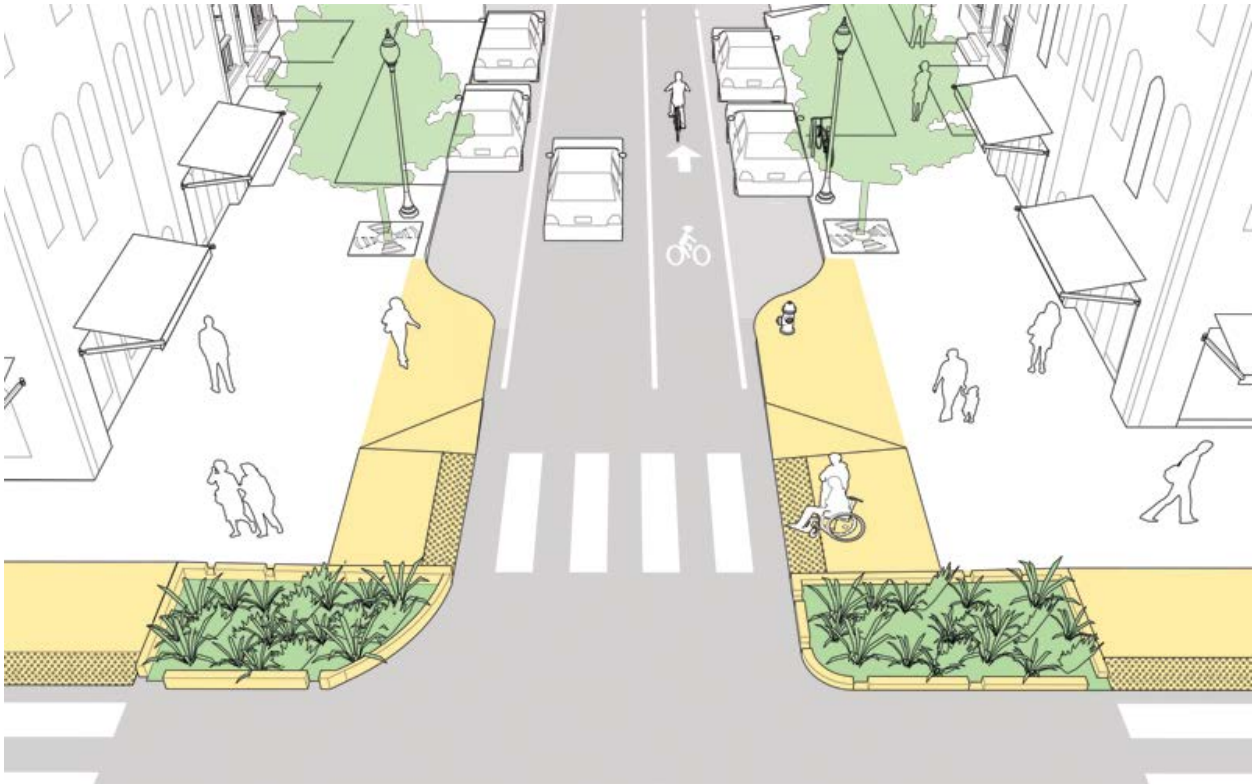


Image: Nacto.org

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Overview

About the project contest

The Devou Good Foundation has furthered its mission to help Northern Kentucky thrive by inviting nonprofits and other community-based groups to enter The NKY Slow Streets Project Contest. The contest seeks to help qualifying organizations improve the safety of their roads for all users. The project is open exclusively to groups with ideas that will benefit the communities of NKY located in Boone, Kenton, or Campbell County, Kentucky. The DGF does not issue grants, but instead provides expertise, labor, management and materials to make the winning project(s) become reality.

Traffic calming on residential streets

NKY Slow Streets is a new approach to traffic calming. It focuses on street designs that self-enforce slower speeds and safer behaviors. Through this program, we aim to reduce the number and severity of crashes on residential streets, to lessen the impacts of cut-through traffic, and to add to the quality of life in our neighborhoods.

To have a sustainable impact on safety of local streets, the NKY Slow Streets Project Contest goes beyond enforcement and education to change the physical character of local streets with traffic calming devices. Traffic calming is the combination of mainly physical measures that change driver behavior and expectancies so as to reduce speeds and aggressive driving. Traffic calming does not necessarily mean restricting access; rather, people driving cars become "guests" in a neighborhood.

With NKY Slow Streets, we intend to prioritize improvements in neighborhoods with high populations of youth and older adults-our most vulnerable residents-and places where many community members gather, such as parks, libraries, schools, and community centers.

When each winning group's plan is implemented, streets will have visual and physical cues to slow drivers to 20 MPH-making each street feel more inviting for people of all ages who are walking, playing, or bicycling. The Slow Streets Project Contest will emphasize quick-install, low-cost fixes, such as signage, trees, pavement markings, speed cushions, curb extensions, pedestrian safety islands and improving visibility/sight distance.



A City-community partnership

The NKY Slow Streets program requires City agencies and communities to work together. Via the application process, residents, neighborhood associations, and other community-based organizations demonstrate local support of the proposed Slow Streets area. If chosen, community partners are required to be active players in maintaining support and conducting outreach for the project.

The Public Works Department of winning cities will plan and implement NKY Slow Streets in response to applications from community partners. City staff will meet with residents, review concerns and ideas, and propose design plans for community review. Following installation, community partners help conduct a qualitative survey of the project. DGF will provide consultative assistance and options on what traffic calming options measures are most appropriate.

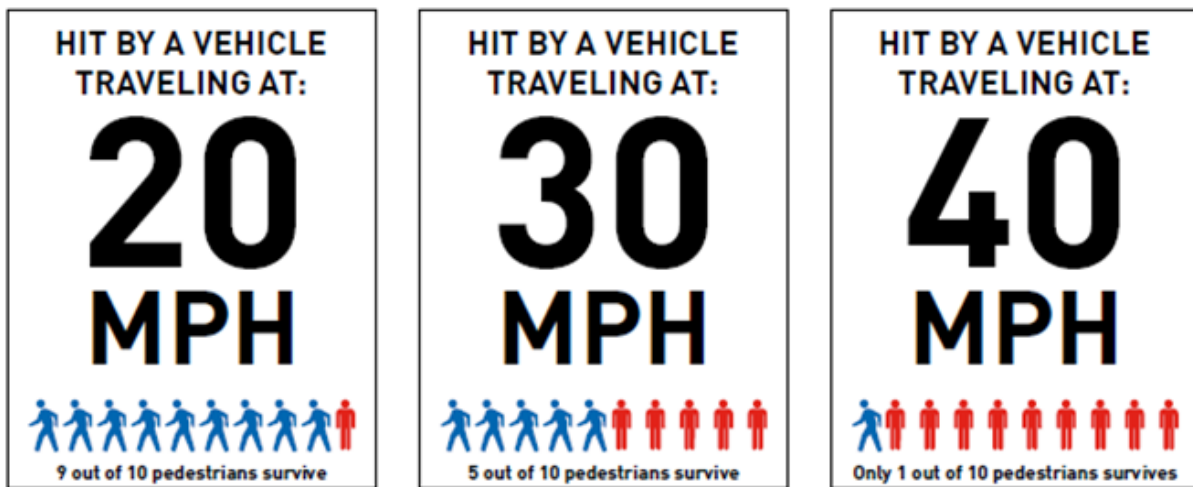
Funding

\$50,000 in available funds to be used to purchase traffic calming materials. Up to three grants to be awarded.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all. Everyone, including drivers, benefits from a transportation system that's made safer for the most vulnerable road users.

NKY Slow Streets is a way to make our neighborhood streets feel safer for everyone. Many drivers exceed 20 MPH on our local streets. However, if they hit a person walking, that person has a 50-50 chance of survival at 30 MPH and only a 10% chance of survival at 40 MPH. By changing the characteristics of our roads, we can help bring speeds down to 20 MPH, and create safer streets for everyone.



Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

Guidelines

Application process

- Your group designs a project to improve road safety in your neighborhood for all users.
 - DGF will provide consultative expertise as needed.
- Your group canvases the neighborhood to ask for support of your project.
- Your group notifies your city manager or council and mayor of your intent to apply. You provide them with a sample Vision Zero resolution and ask for a letter of support. They do not have to pass the Vision Zero resolution at this stage. Providing it is for education purposes.
- Your group submits a completed application.

Winning projects

- Your city council adopts Vision Zero Resolution.
- Your mayor or city manager signs an MOU agreeing to participate and provide the labor for the install.
- DGF/Your Group/Your City joint press release announcing project award.
- Your city reviews the street calming measures and provides options to your group.
- Your city or DGF measures traffic speed in project area for one-week pre-install and one-week post-install.
- DGF delivers material to your project.
- Your city public works or contractor install material.
- Joint press release with Ribbon cutting / street party with the neighbors & council.
- DGF provides one-page summary of results to your group.
- DGF/Your Group/Your city joint press release announcing project results.
- Three months after install, your group conducts a qualitative study of the project.
 - DGF requests the first right of refusal for any materials removed from use.

Eligibility

- Project must take place on a public road that your city controls. Projects impacting the travel lane on state routes (ex. US 25, 17, 16, 42, etc.) are not eligible. However, permitted and fully approved projects on State Routes can be submitted for possible inclusion in future contests.
- Project to have 50%+ support of households on street corner / block.
- Support of council & mayor in the form of adopted Vision Zero resolution and signed MOU agreeing to project.



- Projects must be completed by May 31, 2021.
- Projects must be designs from the NACTO Urban Street Design Guide (multiple designs ok)
Guide will be provided for free upon request.



Application

Applicants shall review the below application instructions and complete the checklist.

Submitting your application

DGF will accept applications through **Saturday, November 1, 2021**. Applications should be submitted by residents, neighborhood associations, community, or faith-based intuitions.

Application checklist

- Application form, including contact information
- A map of the proposed location and boundaries of the NKY Slow Streets Project. Identify any schools, parks, community centers, hospitals, police stations, or firehouses.
- Petition signed by 50%+ organizations, residents, and officials in support of the proposed NKY Slow Streets Project
- Desired type(s) of street calming techniques you would like to incorporate, and locations marked on map.
- Documentation that your application has support of your city officials and acknowledgement of their receipt of sample Vision Zero Resolution. (Copy of email or written correspondence)

Return all completed applications by Friday, May 15, 2020. To be eligible, applications must be received on or before this deadline. At its sole discretion DGF reserves the right to accept any application received past the deadline. All applicants will be sent confirmation of receipt of their proposals.

Electronic applications may be submitted by sending PDF documents to dogood@devougood.com with the subject line "NKY Slow Streets Project Application".



Community partner contact information

Neighborhood
name:

Community:

Contact name:

Contact title:

Email:

Phone number:

Mailing address:

Zip code:

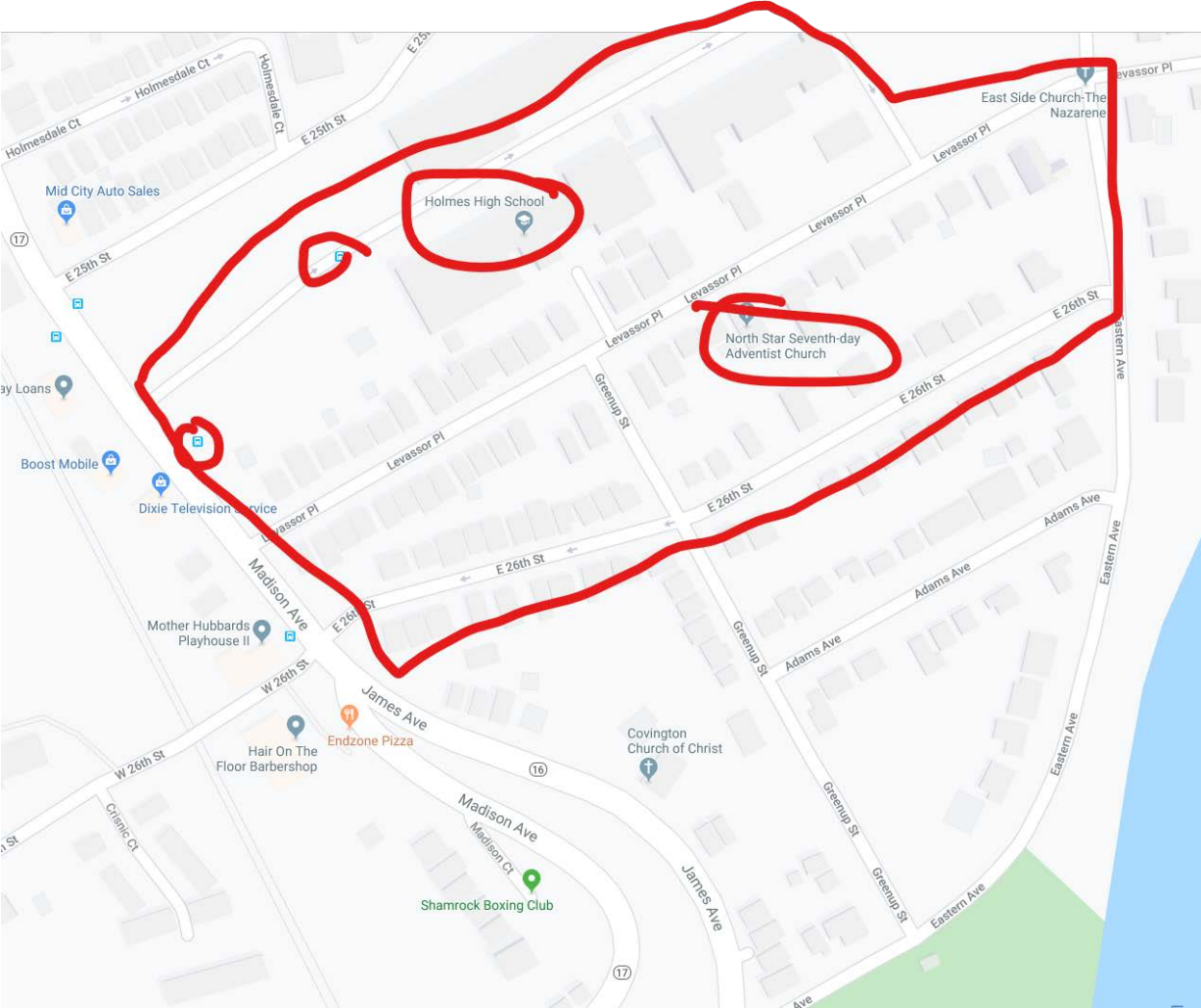
Proposed Location

Define your NKY Slow Streets Project by following these guidelines:

- Choose an area of primarily residential streets. Avoid industrial sites and major commercial areas.
- Identify the street or zone boundaries. Boundaries could be:
 - Busier, larger streets or highways
 - Parks or cemeteries
 - Train embankments
- Hospitals, firehouses, police stations, and major bus routes may be located on boundary streets, but should not be present within the project.

Include a map of the proposed NKY Slow Streets project. Your map can be simple. Outline the boundaries for the project. Identify and schools, parks, community centers, churches, hospitals, police stations, or firehouses that are within or on the boundary of the proposed project.

Example:





Concerns

1. Please describe the concerns your neighborhood hopes to address through this traffic calming project.

- Speeding
- Cars parked too close to corner and/or block pedestrian crossings
- Drivers not yielding to pedestrians
- Difficult to cross street
- Difficult to bike
- Passing drivers sideswipe or hit the mirrors of parked cars
- Other (please describe)

2. What times of day or days of the week are these concerns most notable?

3. Has your neighborhood previously worked together to address these concerns? If so, please describe in the space below.

Evidence of community support

Potential winners must demonstrate strong local support for their NKY Slow Streets Project. Applicants must have 50%+ support of neighbors on the street corner or block where proposed traffic calming techniques are to be applied.



Petition

(Repeat this page as many times as needed)

Date:

Applicant:

Address:

City:

Neighborhood:

Zip code:

Email:

Phone number:

I support NKY Slow Streets in _____!

Signature	Print Name	Address	Phone Number	Email

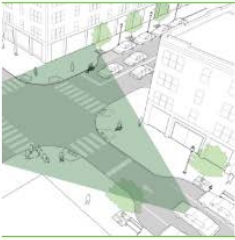
Example Design Guidelines

Below is a list of traffic calming devices used in the NKY Slow Streets program, including the benefits, considerations and appropriate conditions for each device. These guidelines are not a replacement for thorough investigation and engineering.

General criteria

Upon acceptance into the NKY Slow Streets Project Contest, your neighborhood streets will be evaluated for appropriate traffic calming measures subject to the following general criteria:

- Streets are defined as local streets.
- The design of the calming measures should slow drivers to 20 MPH.
- Vertical devices, such as speed humps or speed cushions, may only be used on streets with a maximum of one lane in each direction.
- Design changes meet NACTO Standards.
- Appropriate for street type.
- Impact on vulnerable street users such as children or elderly.
- Street aesthetics.
- % of neighbors above 50% supporting.
- Disadvantaged neighborhood.

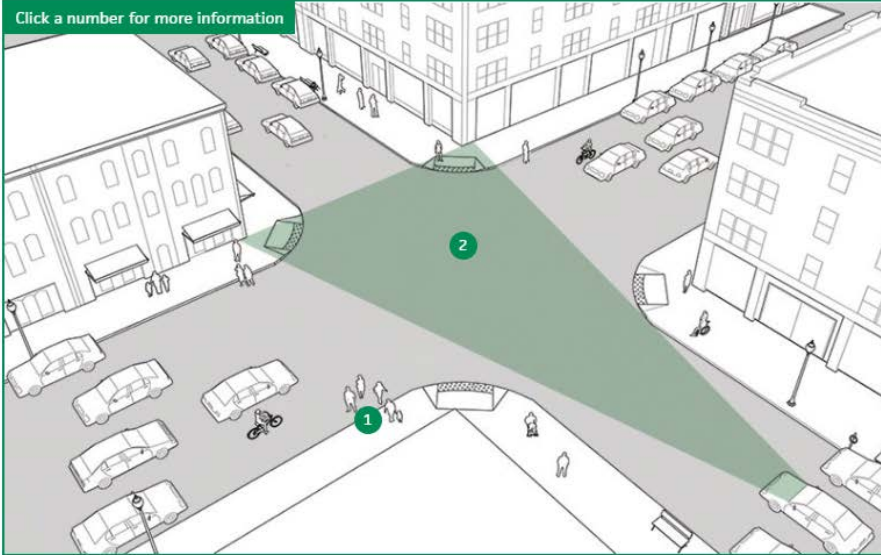


Visibility/Sight Distance

Visibility and sight distance are parameters central to the inherent safety of intersections, driveways, and other potential conflict points.

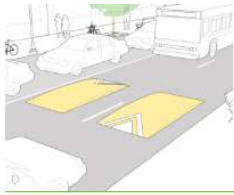


Click a number for more information



EXISTING

Lower speeds at urban intersections with insufficient sight distances. Low speeds yield smaller sight triangles, meaning that drivers can focus on less activity and better react to potential conflicts.



Speed Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes.

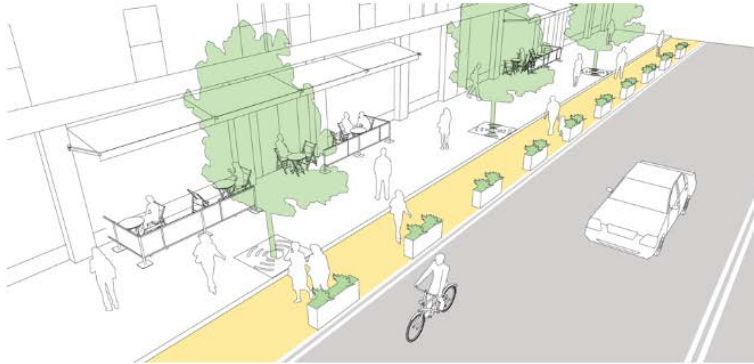
Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.



Speed cushions allow emergency vehicles to pass their wheels on either side of the raised area.



INTERIM SIDEWALK WIDENING



As neighborhoods change and develop, the intensity of a street's uses may also change. **Sidewalks** can be expanded using interim materials, such as epoxied gravel, planter beds, and bollards, easing pedestrian congestion in advance of a full reconstruction.



Location: New York, NY - Interim Sidewalk Widening

TRAFFIC CALMING



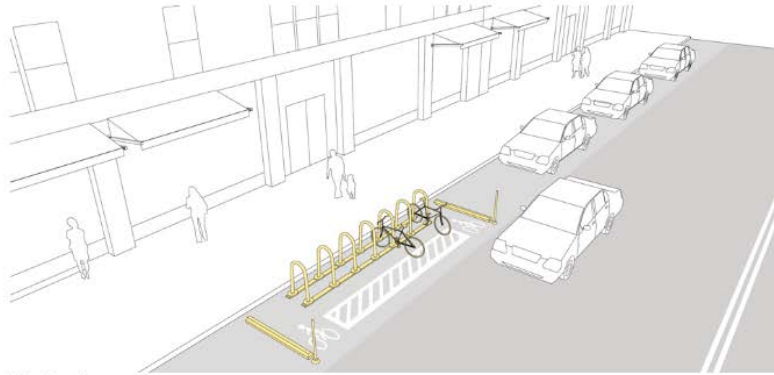
Temporary traffic calming devices may be installed using a narrow drainage channel. These offset islands help slow speeds in advance of a full reconstruction.

See [Curb Extensions](#)



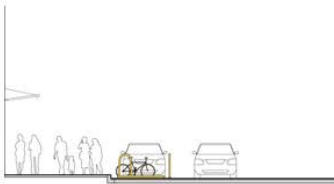
Location: Palo Alto, CA

BIKE CORRAL



Bike Corrals

Bike corrals typically replace one parking space at the request of a local business or property owner and accommodate 12–24 bikes. Corrals can be installed at corners to daylight an intersection since bicycle parking has no effect on the visibility of pedestrians to moving vehicle traffic. Bike corrals have been shown to have a positive impact on business.¹

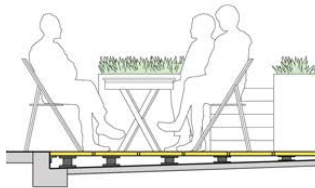


Location: San Francisco, CA, Credit: Nelson\Nygaard

PARKLET



Parklets are public seating platforms that replace several parking spaces. They serve as a gathering place for the community and can energize local stores and shops.



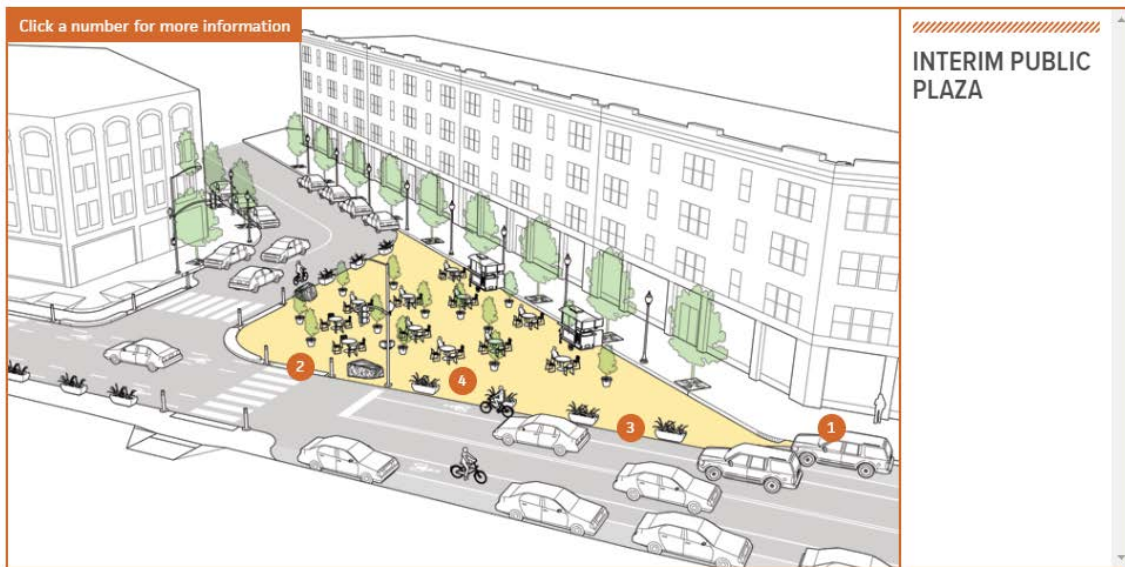
Location: Chicago, IL



Interim Public Plazas

Interim public plazas transform underutilized areas of roadway into public spaces for surrounding residents and businesses. Using low-cost materials, such as epoxied gravel, movable planters, and flexible seating, interim public plazas reconfigure and revitalize intersections that might otherwise be unsafe or underutilized. Like parklets, interim public plazas are the result of a successful partnership between the city and a neighborhood group or business association.

Partners maintain, oversee, and program the space. While many public plazas proceed from an interim phase to final reconstruction within 3–5 years, the intermediate application allows the community to build support for and benefit from the public space in the near term before major capital construction.





Mini Roundabout

Mini roundabouts and neighborhood traffic circles¹ lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

Mini roundabouts may be installed using simple markings or raised islands, but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available **lane width** and **turning radius** used with traffic circles.



Pedestrian Safety Islands

A pedestrian safety island reduces the exposure time experienced by a pedestrian in the intersection.

While safety islands may be used on both wide and narrow streets, they are generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection.



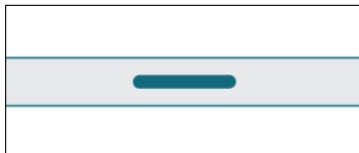
As the number of travel lanes increases, pedestrians feel more exposed and less safe entering the intersection.



Speed Reduction Mechanisms

Cities can achieve a reduction in traffic speeds using a variety of traffic calming techniques. While certain speed controls alter the configuration of a roadway, others change how people psychologically perceive and respond to a street.

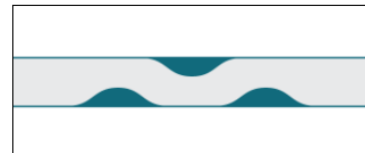
Consider the following tools to encourage motorists to drive at target speeds.



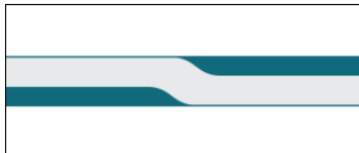
Median
Medians create a pinchpoint for traffic in the center of the roadway and can reduce pedestrian crossing distances.



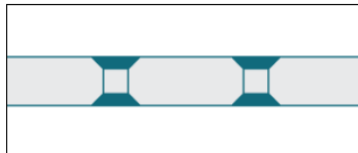
Pinchpoint
Chokers or **pinchpoints** restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



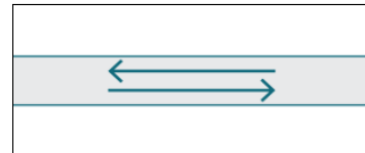
Chicane
Chicanes slow drivers by alternating parking or curb extensions along the corridor.



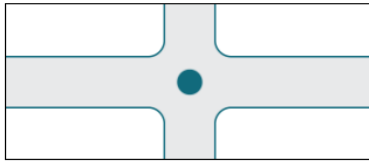
Lane Shift
A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking.



Speed Hump
Speed humps vertically deflect vehicles and may be combined with a midblock crosswalk.



2-Way Street
2-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic.



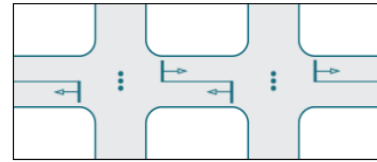
Roundabout

Roundabouts reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points.



Diverter

A traffic diverter breaks up the street grid while maintaining permeability for pedestrians and bicyclists.



Signal Progression

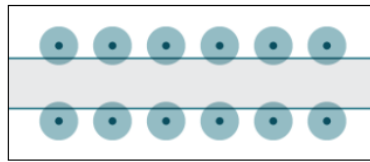
Signals timed to a street's target speed can create lower speeds along a corridor.

See [Coordinated Signal Timing](#)



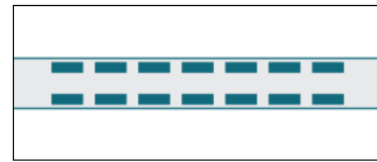
Building Lines

A dense built environment with no significant setbacks constrains sightlines, making drivers more alert and aware of their surroundings.



Street Trees

Trees narrow a driver's visual field and create rhythm along the street.



On-Street Parking

On-street parking narrows the street and slows traffic by creating friction for moving vehicles.

Street design examples provided by NACTO. <https://nacto.org/>

Estimated Material Costs

Bike Corral	\$1,500
Chicane	\$6,000
Curb Extension	\$5,000
Diverter	\$5,000 - \$10,000
Median Island	\$5,000
Raised Crosswalk	\$4,000
Mini Traffic Circle	\$15,000
Speed Cushion	\$3,000
Street Trees	\$400
Street Bench	\$1,500



Example Vision Zero Resolution

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF _____, Kentucky

RESOLUTION NO _____

A RESOLUTION endorsing Vision Zero, for the City of _____ to achieve zero traffic deaths and serious injuries on (*your city name*) streets by 2028

WHEREAS, traffic crashes are among the leading cause of deaths and injuries in the world, the United States, and the City; and

WHEREAS, death and injury on our streets is unacceptable and serious crashes are preventable; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access; and

WHEREAS, streets and transportation systems have traditionally been designed primarily for maximum vehicular capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, the city's Strategic Goals include protecting the safety, health and security of its residents, businesses, employees and visitors; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries to zero, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero focuses on safety as a primary objective for our transportation systems; and

WHEREAS, the City has adopted an amendment to the Transportation Master Plan that includes a strategy to evaluate traffic deaths and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in _____; and

WHEREAS, successful Vision Zero programs are a result of both a complete government



approach (i.e. interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF

THE CITY OF _____:

1. The City of _____ hereby adopts a goal of eliminating traffic deaths and serious injuries by 2028; and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
2. The City Council directs the City Manager to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in _____, which would identify associated funding needed for the City to reach the goal of zero deaths and serious injuries by 2028.
3. The City Council directs the City Manager to ensure that the Vision Zero Action Plan addresses the inequity in traffic deaths and serious injuries through a combination of equitable engineering, enforcement, education, and evaluation.
4. The City Council directs the City Manager to engage the community in the development and implementation of a Vision Zero Action Plan.
5. The City Council directs staff to provide an annual report on implementation of the Vision Zero Action Plan including progress toward eliminating traffic deaths and serious injuries by 2028.
6. This resolution shall take effect immediately upon its adoption.

Adopted by the City Council of the City of _____, Kentucky, on {insert date}



Timeline / Key Meetings

- Jan 2020 Advertise Project, DGF Press release
- Mar 3rd, 2020 Informational Kick-off Meeting (Registration required – Give out NACTO Book)
- November 1, 2021 Proposals Due
- January 2021 Scoring of Proposals & Award of Project Grants
- February - May Implementation
- 3rd Qtr 2021 Final Meeting to Review Key Learnings

Not ready to make a commitment to a permanent project? Look for our upcoming mini-grant demonstration project.

E-mail questions to: dogood@devougood.com or by phone: 859-203-8206