

NSMP Community Meeting – Fletcher 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

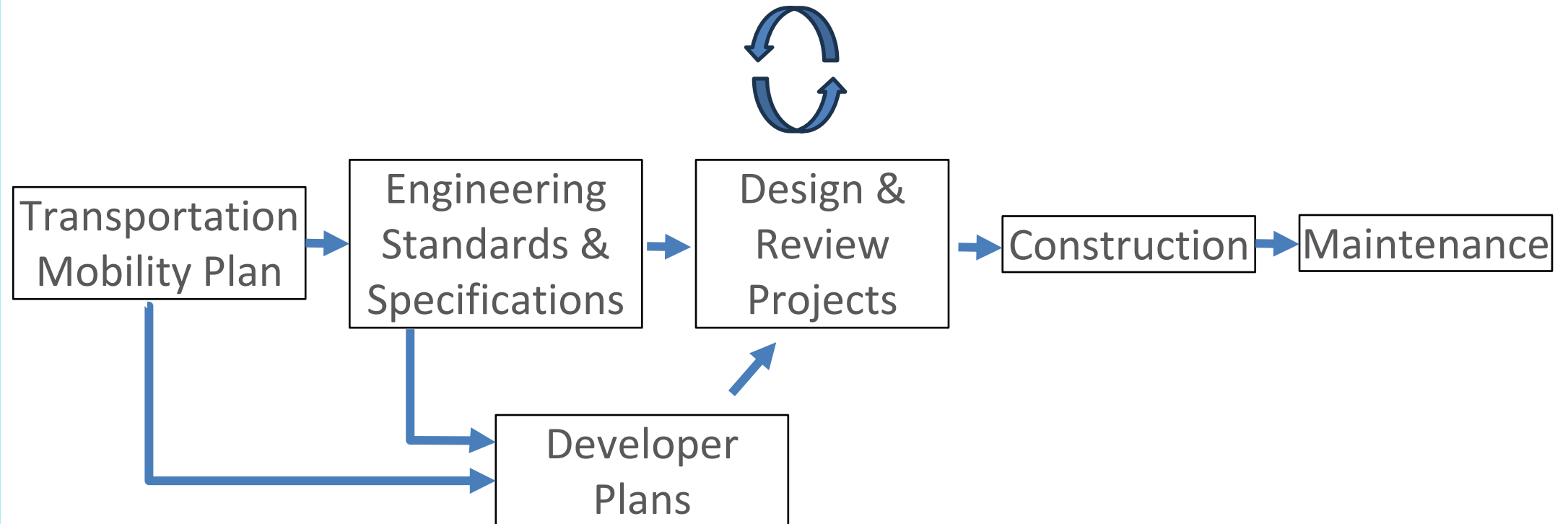
- Transportation & Mobility (3)
 - Manager
 - Planner
 - Engineer

- 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



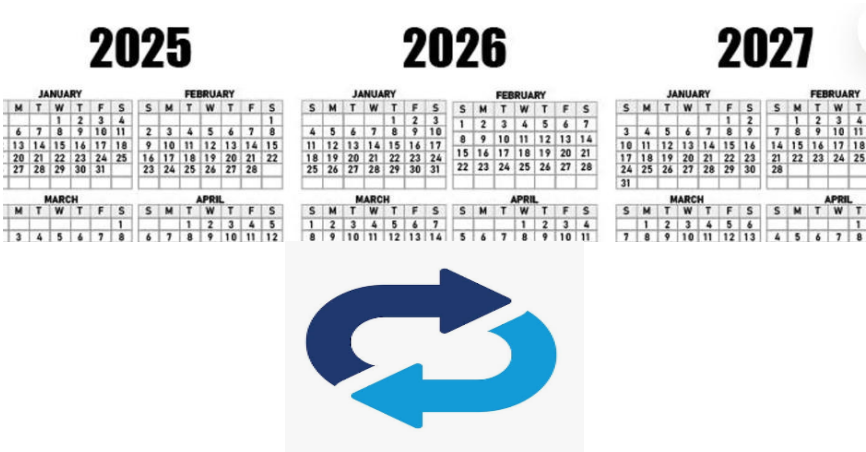
Neighborhood Speed Management Program (NSMP)

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

Fletcher Dr: ~ 400 / day

Time	Wednesday	Thursday
	3/11/2026	3/12/2026
	Total	Total
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	3	2
6:00 AM	5	4
7:00 AM	21	10
8:00 AM	11	10
9:00 AM	12	10
10:00 AM	15	9
11:00 AM	22	24
12:00 PM	10	14
1:00 PM	18	12
2:00 PM	14	15
3:00 PM	17	15
4:00 PM	18	19
5:00 PM	17	22
6:00 PM	11	8
7:00 PM	6	9
8:00 PM	4	5
9:00 PM	4	0
10:00 PM	2	0
11:00 PM	0	1
Total	210	189



NSMP

Speed

Criteria: 85th percentile at 30 mph

Wednesday	Northbound										
3/11/26	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	0	2	1	0	0	0	0	0
7:00 AM	12	0	1	0	4	7	0	0	0	0	0
8:00 AM	4	0	1	1	0	2	0	0	0	0	0
9:00 AM	8	0	0	0	6	2	0	0	0	0	0
10:00 AM	8	0	0	1	0	5	2	0	0	0	0
11:00 AM	9	0	0	2	3	4	0	0	0	0	0
12:00 PM	8	0	0	1	1	2	3	1	0	0	0
1:00 PM	11	0	0	1	6	3	1	0	0	0	0
2:00 PM	8	0	1	0	3	1	3	0	0	0	0
3:00 PM	12	0	0	2	6	3	1	0	0	0	0
4:00 PM	8	0	0	2	3	3	0	0	0	0	0
5:00 PM	7	0	0	1	4	2	0	0	0	0	0
6:00 PM	8	0	0	2	1	4	1	0	0	0	0
7:00 PM	5	0	1	0	3	1	0	0	0	0	0
8:00 PM	3	0	0	1	1	0	1	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
Total	115	0	4	14	43	41	12	1	0	0	0
Percent	100%	0.0%	3.5%	12.2%	37.4%	35.7%	10.4%	0.9%	0.0%	0.0%	0.0%
50th Percentile	24.0	mph									
85th Percentile	29.0	mph		Ave							
95th Percentile	32.0	mph		Speed							

Wednesday	Southbound										
3/11/26	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	0	1	1	1	0	0	0	0	0
6:00 AM	2	0	0	1	0	1	0	0	0	0	0
7:00 AM	9	0	0	1	2	4	1	1	0	0	0
8:00 AM	7	0	0	2	2	3	0	0	0	0	0
9:00 AM	4	0	0	2	1	1	0	0	0	0	0
10:00 AM	7	0	0	5	2	0	0	0	0	0	0
11:00 AM	13	0	0	7	2	3	1	0	0	0	0
12:00 PM	2	0	0	0	1	0	1	0	0	0	0
1:00 PM	7	0	0	1	4	2	0	0	0	0	0
2:00 PM	6	0	0	1	2	2	1	0	0	0	0
3:00 PM	5	0	3	1	0	1	0	0	0	0	0
4:00 PM	10	0	0	1	6	3	0	0	0	0	0
5:00 PM	10	0	0	2	3	5	0	0	0	0	0
6:00 PM	3	0	0	0	1	0	2	0	0	0	0
7:00 PM	1	0	0	0	1	0	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0	0	0
9:00 PM	4	0	0	1	0	3	0	0	0	0	0
10:00 PM	1	0	0	0	1	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
Total	95	0	4	26	29	29	6	1	0	0	0
Percent	100%	0.0%	4.2%	27.4%	30.5%	30.5%	6.3%	1.1%	0.0%	0.0%	0.0%
50th Percentile	23.0	mph									
85th Percentile	28.0	mph									
95th Percentile	30.0	mph	Average Speed :		22.7						



NSMP

Speed

Criteria: 85th percentile at 30 mph

Thursday	Northbound										
3/12/26	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	1	0	0	0	0	0	0	0
7:00 AM	7	0	0	0	6	1	0	0	0	0	0
8:00 AM	4	0	1	2	0	1	0	0	0	0	0
9:00 AM	6	0	0	3	1	0	2	0	0	0	0
10:00 AM	4	0	0	0	4	0	0	0	0	0	0
11:00 AM	13	0	3	1	2	4	2	1	0	0	0
12:00 PM	10	0	0	2	5	2	1	0	0	0	0
1:00 PM	3	0	1	1	0	1	0	0	0	0	0
2:00 PM	10	0	0	3	5	1	1	0	0	0	0
3:00 PM	8	0	0	4	2	2	0	0	0	0	0
4:00 PM	6	0	0	2	2	2	0	0	0	0	0
5:00 PM	16	0	0	2	10	4	0	0	0	0	0
6:00 PM	6	0	0	4	2	0	0	0	0	0	0
7:00 PM	6	0	0	2	3	1	0	0	0	0	0
8:00 PM	4	0	0	1	2	1	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
Total	104	0	5	28	44	20	6	1	0	0	0
Percent	100%	0.0%	4.8%	26.9%	42.3%	19.2%	5.8%	1.0%	0.0%	0.0%	0.0%
50th Percentile	22.0										
85th Percentile	27.0										
95th Percentile	30.0	Average Speed :			21.8						

Thursday	Southbound										
3/12/26	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	0	0	2	0	0	0	0	0
6:00 AM	3	0	0	1	1	0	0	0	0	1	0
7:00 AM	3	0	0	0	1	2	0	0	0	0	0
8:00 AM	6	0	0	0	3	3	0	0	0	0	0
9:00 AM	4	0	0	1	1	1	0	1	0	0	0
10:00 AM	5	0	0	1	3	0	1	0	0	0	0
11:00 AM	11	0	0	2	2	5	2	0	0	0	0
12:00 PM	4	0	0	3	1	0	0	0	0	0	0
1:00 PM	9	0	1	1	4	2	1	0	0	0	0
2:00 PM	5	0	0	0	2	3	0	0	0	0	0
3:00 PM	7	0	1	1	4	1	0	0	0	0	0
4:00 PM	13	0	1	5	2	3	2	0	0	0	0
5:00 PM	6	0	0	1	2	2	1	0	0	0	0
6:00 PM	2	0	0	0	0	2	0	0	0	0	0
7:00 PM	3	0	0	1	1	1	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	1	0	0	0	0	0	0	0
Total	85	0	4	18	27	27	7	1	0	1	0
Percent	100%	0.0%	4.7%	21.2%	31.8%	31.8%	8.2%	1.2%	0.0%	1.2%	0.0%
50th Percentile	24.0										
85th Percentile	28.0										
95th Percentile	31.4	Average Speed :			23.5						

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:

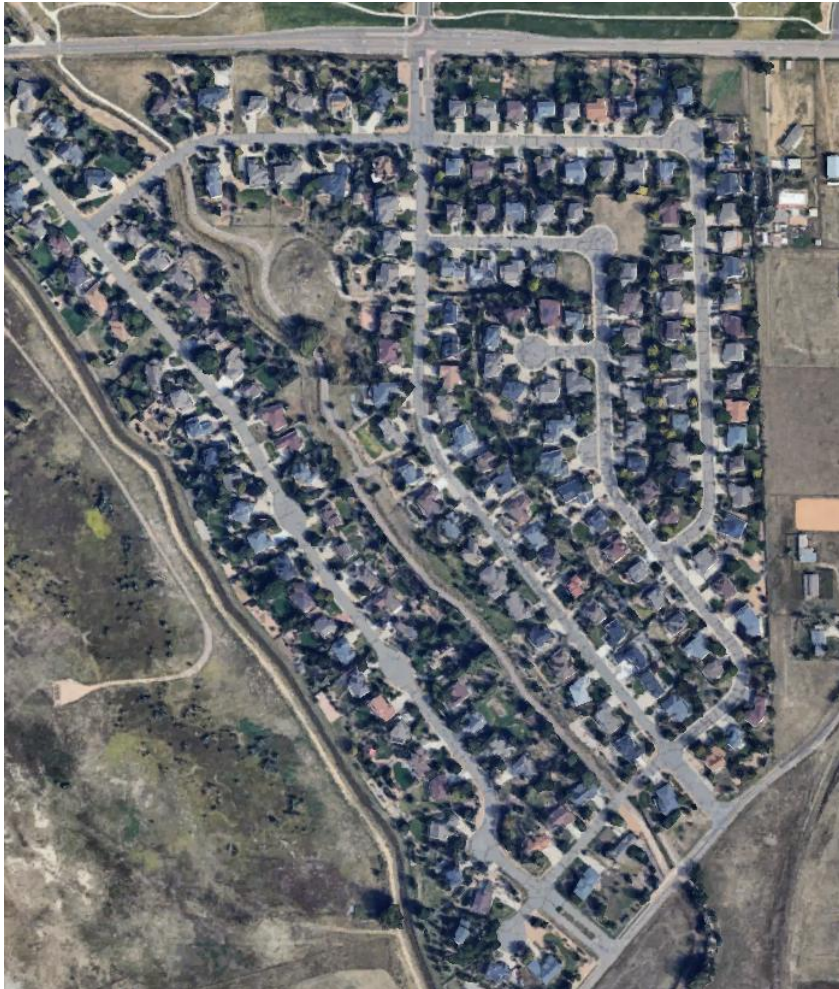
- For use on arterial, collector, or local roads
- Along streets with high bicycle and pedestrian volumes
- Along streets with few acceptable gaps to cross both directions of traffic



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

NSMP

Fletcher Dr.



Recommendation



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

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