

## **PRE-APPROVED PLANS POLICY**

### **Policy R-20: NEIGHBORHOOD TRAFFIC CONTROL PROGRAM (NTCP) TRAFFIC PLANNING AND COMMUNITY ACCEPTANCE**

The Neighborhood Traffic Control Program (NTCP) uses a three-phase approach to calm traffic on neighborhood access roads; i.e., local, residential streets.

The first phase involves low cost, easy to implement tools, such as education, pavement striping and markings, signage, and the portable radar trailer– each as appropriate to address the issue at hand.

The second phase involves more costly devices, such as radar speed signs or low-cost tactical urbanism approaches that do not restrict the travel lanes but encourage drivers to travel at the legal speed limit.

The third phase involves restrictive physical changes to the street, such as speed cushions and traffic circles. Because restrictive measures require driving over or around these devices on a daily basis, the City must notify and solicit comment from local residents and key stakeholders prior to implementation.

Guidelines for traffic calming, community outreach, and funding are outlined below. Variances from these guidelines might be allowed, depending on the specific circumstances.

#### **Traffic Calming Guidelines**

Traffic studies (speed and volume) and crash history are elements to consider when deciding if traffic calming should be implemented and the types of measure that might be appropriate. In addition, general guidelines for implementing traffic calming measures include:

- The maximum legal speed limit is 25 miles per hour.
- The street is not an arterial.
- The street has measured average daily traffic volumes of at least 300 but less than 4,000 vehicles per day.
- At least 15% of the vehicles must be exceeding the posted speed limit by at least 5 miles per hour as determined by traffic studies.  
Additional guidelines for Phase Three measures include:
  - The street is not on a primary emergency response route or bus route.
  - Traffic volumes should include no more than 5 percent long wheel-based vehicles.
  - At least 15% of the vehicles must be exceeding the posted speed limit by at least 7

- miles per hour as determined by traffic studies.
- Pre and post implementation traffic studies are conducted on the street of the traffic calming device, and on connecting local streets to determine network impacts.

### **Community Engagement**

Traffic calming plans that include only Phase One or Phase Two measures require minimal community engagement. If the proposed measures create new noise or visual impacts, the City might notify residents most directly affected. Notifications are typically informational, providing these residents an opportunity to ask questions but are not a voting process.

The process that includes Phase Three restrictive devices requires community engagement, as follows:

1. Public Works will develop a recommendation for a traffic calming intervention.
2. Public Works will identify the boundaries of the affected neighborhood area of the traffic calming intervention, which should typically include:
  - a. Residents who live on the street.
  - b. Residents on local streets that feed into the street in question.
  - c. Businesses on the street or on local streets that feed into the street in question.
3. Once a final draft traffic plan is prepared, the City will mail or conduct door-to-door outreach to the neighborhood seeking comment. The comment period is typically two weeks from the date of mailing.
4. Based on neighborhood comments, the City will revise the design or location of the traffic calming measure(s) as appropriate, and develop a plan for funding and implementation.

### **Funding**

Phase One measures are usually low cost and can commonly be incorporated into other City-funded programs. Examples include the annual striping program or installation of standard signs by City crews. Phase Two and Phase Three measures are more costly and typically outside the scopes of existing City programs. Other funding opportunities might be possible, depending on the cost and types of measures, such as the annual Neighborhood Safety Program, which awards grants to City neighborhoods, and the Capital Improvement Program. Other City initiatives might apply at the time a traffic plan is developed and approved. Traffic plans cannot be implemented until funding is secured.