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MAYOR AND COUNCIL

MEMORANDUM

CITY CLERK DEPT.
08 AUG 25 AM 11:24

TO: Mayor and Council

FROM: Susie Byrd, City Representative, District #2

DATE: August 25, 2008

RE: City Council Agenda Item #17 – Back Up

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Dear Mayor and Council:

Based on the initial scoring for the Neighborhood Traffic Management Program, I am requesting the following revisions to the qualifications for which streets are included and excluded. The guidelines for what streets are included can be found on page 11 under "Operational Characteristics of the Street (see attached)."

I would like to make the following changes:

Under 3a., I would request that we strike the items in parentheses (local residential street) and (residential collector) and just leave the item to read, "The street must be used to provide access to abutting residential properties and to collect traffic for such streets. This program was intended specifically to address speeding and dangerous traffic problems in neighborhoods. However, the current program guidelines have excluded some streets that are in fact residential streets but for some reason or other have been classified by the City as arterials. The Traffic Engineering Department is using the Master Thoroughfare Plan (MTP) to make a determination of whether a street is eligible or not, rather than examining the land use. Land use should determine a street's eligibility, not classification under the MTP.

On page 7 of the manual, I would also like to change the reference to local residential street and residential collector and replace it with the language from page 11 stating that the program is for streets abutting residential properties and/or collecting traffic from such streets. This would make it consistent with the program's intent and with the change under item 3a.

I would like to strike item 3b stating "There must be no more than one moving lane of traffic in each direction." I am suggesting this change because some central neighborhood streets have been converted to one way/two lane streets increasing the speeding on these streets even though they are neighborhood streets. Also, there are some instances where two lanes of traffic in one direction are immediately adjacent to neighborhoods and these neighborhood are not able to have their traffic concerns addressed with this program. These types of street configurations can in fact cause the most harm in neighborhoods if not designed and addressed correctly.

Thank you for your consideration. If you require any additional information, please contact me.

Sincerely,

Susie Byrd
City Council Representative, District
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08 AUG 25 AM 11:24

Chapter 2

Neighborhood Traffic Management Program Options

Will traffic calming work on my neighborhood?

Traffic calming can work in any local or collector street level street. The program is not appropriate for arterial streets deigned for higher traffic volumes and speeds. The El Paso functional classification system defines the streets that traffic calming may be applied to.

Neighborhoods that are organized, active and motivated are most likely to design and carry out the NTMP. Communities with a capacity to develop plans for the future and work together to carry them out are most likely to find and solve neighborhood traffic issues. Therefore, the NTMP is best accomplished working with neighborhoods in an area that shares roads and boundaries. This is often defined as a space – preferably one square mile or less – between geographic and major road boundaries. Depending on the issues and level of community involvement, it could take one to two years to develop and implement a neighborhood traffic management plan.

Some neighborhood traffic concerns need more immediate attention and require a more flexible process than the neighborhood approach. For these reasons this manual also includes "Express" methods to perform temporary traffic calming measures. The following chapter details the process for both the Express and Neighborhood processes.

NTMP Options

All of the following criteria must be satisfied for a street to be considered eligible for Express Physical Measure installation.

1. Petition

A petition that documents that a minimum of two-thirds of the residential households on the street support its installation.

2. Location Of The Street

The uses on the street where the physical measure is proposed must be composed primarily of low density residential dwellings.

3. Operational Characteristics Of The Street

a. The street must be used to provide access to abutting residential properties (local residential street) and/ or to collect traffic for such streets (residential collector).
b. There must be no more than one moving lane of traffic in each direction.
c. Traffic volumes must be more than 1,000 vehicles per day but less than 7,500 vehicles per day.
d. Vehicle speeds must equal or exceed the Speed Criteria of 35 miles per hour (mph).
e. The street must not be an identified primary route for emergency vehicles; this refers to a route that is heavily used due to the proximity of the emergency vehicle facility. These routes are subject to change.
f. The street must have a speed limit of 30-35 mph as determined in accordance with State Law.

4. Geometric Characteristics Of The Street

a. The street must have adequate sight distances to safely accommodate the traffic calming device.
b. The street must not have curves or grades that prevent safe placement of devices. Traffic calming devices may be located on streets that contain curves and/or grades, but the device itself must not be located within a horizontal curve, on a vertical grade greater that 8% or on their immediate approaches.
c. The street must be paved. It there are no curbs, a special design must be used to prevent vehicle run-arounds.
d. The elevation of property adjacent to a physical measure location must be above top of curb to minimize potential flooding due to the presence of the traffic calming device in the roadway.

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