



# Neighborhood Traffic Management Program (NTMP)

Update  
on March 22, 2012





# Introduction

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- **Program Purpose**

*Create a comprehensive program designed to protect the environment and enhance the quality of life in El Paso neighborhoods through the management and control of traffic on neighborhood streets.*

- **The objectives for the NTMP are:**

- Improve unsafe conditions
- Provide protection and relief from disproportionate increases in traffic
- Provide a program format that is responsive to all neighborhoods
- Incorporate community preferences into design and operation of neighborhood streets



# Background

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Reasons why traffic calming is requested:

- Speeding
- Short-cutting through Neighborhood

# Background

- Residential and Collector streets
  - should be designed to encourage and maintain 85th-percentile speeds in the 25-30 mph range. To achieve this objective, the maximum length of a roadway section between *speed control points* should be 600 ft.

**Table 1. Relationship between tangent length and operating speed on residential streets.**

Tangent length (ft.)	Expected operating speed (mph)
300	25.8
400	28.3
500	30.6
600	32.5
700	34.2
800	35.6
900	36.8
1,000	37.6
1,100	38.2
1,200	38.5
1,300	38.6
1,400	38.6



# Eligibility for NTMP

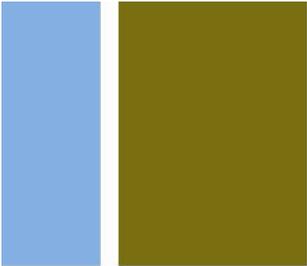
- 85% speed in excess of 35 mph
- Volumes 1000 to 7,500 ADT
- Residential (mostly low density)
- Other Considerations
  - Bus route
  - Grades less than 10%
  - Emergency routes
  - Pedestrian facilities (schools, parks)
  - Hazardous conditions



# History

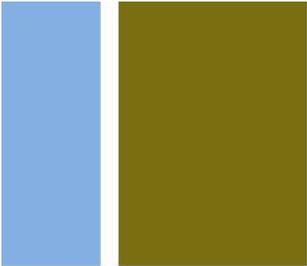
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- Program adopted March 23, 2008,
- Status report to City Council, August 2008,
- Status report to City Council, July 2009,
- Transportation LRC, May 2010,
- NTMP Round 1 & 2 Construction June 2010 – June 2011,
- Status report to City Council August 2011,
- NTMP Round 3 Construction July – December 2011



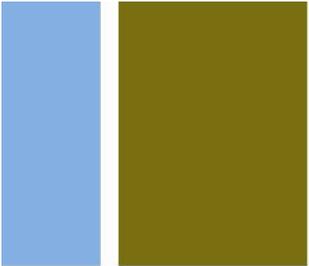
# NTMP Progress (as of March 15, 2012)

- 288 Applications submitted and processed
- 81 Streets qualified for physical measures
  - 26 Streets have projects completed
  - 5 Streets have designs and are awaiting/undergoing construction
  - 50 Streets awaiting funding for designs and construction
- 35 Streets qualified for non-physical measures
  - 29 Completed
  - 6 On hold waiting for warmer weather to install pavement markings
- 3 Applications on file awaiting funding for program to open up again.



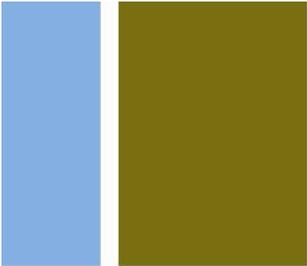
# NTMP Progress (as of March 15, 2012)

- Speed Humps/Cushions throughout city have reduced speed by an average of 6 MPH (28%).
- Speed Humps/Cushions have had no noticeable effect on traffic volumes.
- Curb Extensions throughout city have reduced speed by an average of 4 MPH (9%).
- Curb Extensions have had a mixed effect on traffic volumes.



# NTMP Progress (as of March 15, 2012)

- Medians throughout city have reduced speed by an average of 5 MPH (12%).
- Medians have had minor effect on traffic volumes but further after studies are needed.
- Traffic circles throughout city have reduced speed by an average of 6 MPH (15%).
- Traffic circles have had a minor effect of reducing traffic volumes.



# NTMP Progress (as of March 15, 2012)

- Accident information is inconclusive at this time.
  - Prior to construction there were between 4 – 5 years of data
  - Expected transition timeframe as drivers become accustomed to new driving conditions
  - After only - 2 years of data
  - Accident history was used as a scoring mechanism.



# Completed Streets

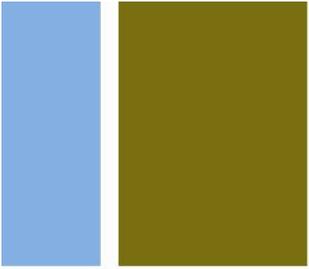
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- Aztec – Speed Humps
- Altura – Traffic Circles & Curb extensions
- Bandolero – Medians & Speed Cushions
- Chito Samaniego – Curb extensions & Speed Cushions
- Crown Point – Speed Cushions
- Dakota – Curb extensions
- El Dorado – Traffic Circle & Speed humps
- Fillmore – Curb extensions
- Janway – Curb extensions & Speed humps
- Kinross – Traffic circle & Speed humps
- Lakehurst – Curb extensions & Speed cushions
- LeConte – Speed humps



# Completed Streets

- Leroy Bonse – Medians & Curb extensions
- Picasso – Traffic circles & curb extension
- Quail – Curb extensions & Speed cushions
- Radford – Traffic circles
- Rosinante – Speed humps
- Rosedale – Speed humps
- Sioux – Traffic circle
- Sunset – Speed cushions – Removed
- Tetons – Curb extensions
- Timberwolf – Traffic circles & Curb extensions
- Titanic – Speed cushions



# Streets Pending Construction

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- Anise & Solano – Curb extensions & Speed humps
- Franklin Hills – Medians & Bike lane
- Kerbey – Traffic circles
- Loma Verde – Curb extensions, Chokers & Medians



# Council Budget

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- 2007 - \$1 Million
- 2009 – \$1 Million
- 2010 – \$1 Million
- 2012 - \$500,000
- 2013 - \$500,000



# Budget Expenses

- Projects round one: \$1.4 M
- Projects round two: \$662K
- Projects round three: \$871K
- Other: \$373K
  - Purchase Speed humps/Cushions
  - Pavement Markings
  - Feedback signs
  - Kimley-Horn contract
- Total: \$3.3M
- Remaining: \$700K



# Round 5 Budget Estimate

- Anise & Solano: \$122,000
- Franklin Hills:\$142,000
- Kerbey: \$145,000
- Loma Verde: \$182,000
- Design: \$110,000
  
- Total: \$706,000



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