

**CITY OF EL PASO, TEXAS  
AGENDA ITEM  
DEPARTMENT HEAD'S SUMMARY FORM**

**AGENDA DATE:** April 12, 2022  
**PUBLIC HEARING DATE:** N/A

**CONTACT PERSON(S) NAME AND PHONE NUMBER:** Richard J. Bristol, (915) 212-7000

**DISTRICT(S) AFFECTED:** All

**STRATEGIC GOAL:** 7 – Enhance and Sustain El Paso's Infrastructure Network

**SUBGOAL:** 7.5 – Set one standard for infrastructure across the city

**SUBJECT:**

A resolution for City Council to approve the revisions to the Neighborhood Traffic Management Program as shown in the Exhibit "A".

**BACKGROUND / DISCUSSION:**

During a November 23, 2021 Regular City Council meeting, staff was directed to review current qualifications and process for speed cushions under the Neighborhood Traffic Management Program (NTMP).

**PRIOR COUNCIL ACTION:**

March 25, 2008 – Adopted NTMP  
August 17, 2010 – Approved addition of placement guidelines and removal process  
July 10, 2018 – Accepted staff recommendations to revise NTMP  
September 17, 2018 – Approved revised NTMP Guidebook  
November 23, 2021 – City Council directs staff to review NTMP requirements

**AMOUNT AND SOURCE OF FUNDING:**

**HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED?** ☒ YES ☐ NO

**PRIMARY DEPARTMENT:** Streets and Maintenance

**SECONDARY DEPARTMENT:** N/A

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\*\*\*\*\*REQUIRED AUTHORIZATION\*\*\*\*\*

**DEPARTMENT HEAD:**

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(If Department Head Summary Form is initiated by Purchasing, client department should sign also)

## RESOLUTION

**WHEREAS**, on March 25, 2008, the City Council adopted the Neighborhood Traffic Management Program (NTMP) as the policy concerning the management of traffic within neighborhoods; and

**WHEREAS**, on September 17, 2018, City Council approved a revised Neighborhood Traffic Management Program; and

**WHEREAS**, the Streets and Maintenance Department, after presentation to City Council, wishes to make further revisions to the Neighborhood Traffic Management Program and seeks Council's approval of the proposed revisions.

### **BE IT RESOLVED BY THE CITY COUNCIL OF THE OF EL PASO:**

That the City Council hereby approves the revisions to the Neighborhood Traffic Management Program as shown in the Exhibit "A" attached to this Resolution and directs staff to make the revisions as shown in Exhibit "A" to the existing Neighborhood Traffic Management Program.

**APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.**

**THE CITY OF EL PASO:**

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Oscar Leaser, Mayor

**ATTEST:**

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Laura D. Prine, City Clerk

**APPROVED AS TO FORM:**

**APPROVED AS TO CONTENT:**



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Roberta Brito  
Assistant City Attorney



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Richard Bristol, Director  
Streets & Maintenance Department



## Reference #1:

# Criteria History – Neighborhood Traffic Management Program (NTMP)

CRITERIA	NTMP Adopted - 2008	NTMP Revised - 2018	NTMP Proposed - 2022
Classification	Residential Local or Collector streets (no arterials)	No Change	No Change
Street Use	Primarily low-density residential dwellings	No Change	Clarify primarily low density residential is single-family housing or duplexes
Travel Lanes	One moving lane of traffic in each direction	No Change	No Change
Speed Limit	30-35 MPH	20-35 MPH	No Change
Petition	66% residential households support from subject street	No Change	51% residential household support from subject street
Volume	1,000 and 7,500 vehicles per day	500 and 7,500 vehicles per day	No Change
Speed	85 <sup>th</sup> percentile speed meets or exceed 35 MPH	15% of traffic meets or exceeds 5 MPH over speed limit	10% of traffic meets or exceed 5 MPH over speed limit (90 <sup>th</sup> percentile speed)
Accidents	Number of reported accidents in last 3 years (scorecard points)	Crash rate at least 25% above baseline rate (may substitute for traffic speed criteria)	Remove
Priority	Scorecard ranking system	In order of submittal as qualified for program	No Change
Device Options	Level 1 “Express Non-Physical”; Level 2 “Express Physical”; Level 3 “Neighborhood Management Plan”	Tier 1 (speed cushions, signage, striping); Tier 2 (Capital Projects)	Remove Tier 2 option
Funding Partnership	Cost share between City and residents for “Express” measures (5 MPH over = 100% cost share; 10 MPH over = 0% cost share)	City funding not available – cost for installation (design, materials construction/labor) may be paid 100% by residents	No Change
Removal Process	(Added in 2010)	No Change	No Change