



# Neighborhood Traffic Management Program (NTMP)

## Program and Process Simplification

Streets and Maintenance Department  
Traffic Engineering Division

April 12, 2022



## Purpose

### Neighborhood Traffic Management Program (NTMP)

- **Formal application and review process** for traffic calming measures **initiated by residents**
- To address **safety concerns** caused by **vehicle traffic** in **neighborhoods**

#### VISION BLOCK = SAFE + BEAUTIFUL NEIGHBORHOODS

**Strategic Goal #7:** Enhance and sustain El Paso's infrastructure network

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

**Strategic Goal #2:** Set the standard for a safe and secure city

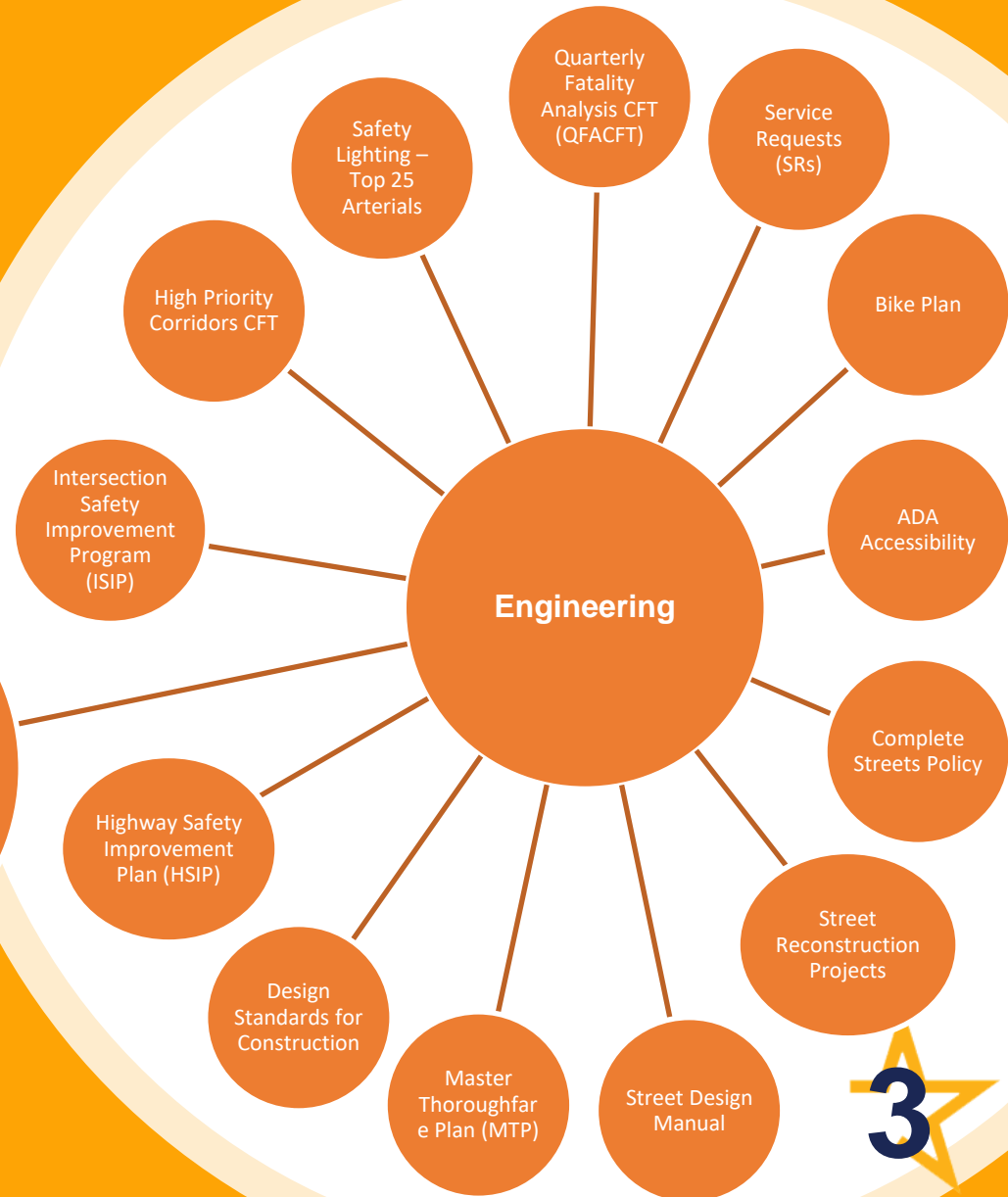
**2.4:** Improve motorist safety and traffic management solutions





## NTMP Connection to Developing **Vision Zero**

**Initiative** – a strategy to eliminate all traffic fatalities and severe injuries, while increasing, safe, healthy, equitable mobility for all



# Previous Council Actions

## **March 25, 2008**

- Adopted Neighborhood Traffic Management Program (NTMP)

## **August 17, 2010**

- Approved addition of placement guidelines and removal process for traffic calming devices

## **July 10, 2018**

- Accepted staff recommendations to revise NTMP

## **September 17, 2018**

- Approved revised NTMP Guidebook

## **November 23, 2021**

Ø Directed to review NTMP speed cushion requirements:

- ☐ Speed criteria
- ☐ Petition requirements
- ☐ Public/private partnerships

## Simplify + Clarify



## NTMP Process

from **Application** to **Installation**

- **Neighborhood-Initiated Program** – Requested by residents on effected street
- **Focus on Small-Scale Traffic Calming Solutions** – Speed cushions, signage, striping, etc.
- **Update NTMP Materials** – Application, Citizen Guidebook and Manual/Placement Guide

# NTMP

## Feedback, Requirements and Trends



### Application Process

#### ❑ Review petition criteria

- ✓ **66%** household petition required
  - Resident driven / Neighborhood initiated
  - Other traffic devices that review accident trends that do not require applications or petitions

- Average **32** NTMP applications per year
- Average **485** speed cushion requests via 3-1-1 per year

(Recommendation #1)



### Program Criteria

#### ❑ Review speed criteria

- ✓ **500 to 7,500** vehicles per day
- ✓ **15%** of traffic volume traveling **5 MPH** or more over speed limit

- **32%** of applications met criteria per traffic study
- Average speed for ineligible applications is **30 MPH**

(Recommendation #2, #3)



### Installation Process

#### ❑ Review public/private partnerships

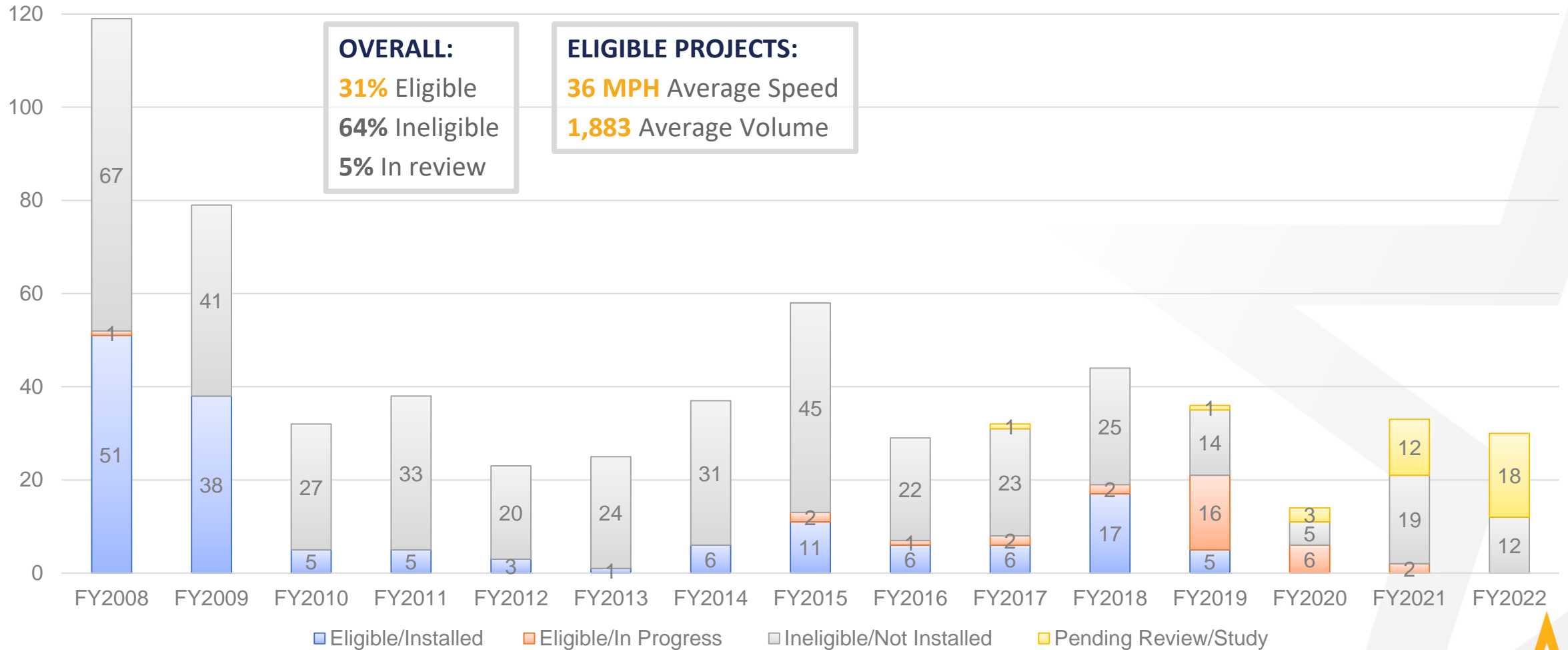
- ✓ Projects prioritized in order of submittal and as they qualified for program – Contingent on available funds
  - If funds not available, residents may pay 100% – design, materials, construction and labor

- Average **3** years to complete from application to installation
- **46%** of eligible projects are installed

(Recommendation #4, #5)

# NTMP Application Historic Trends

## FY2008-2022



## Recommendation Summary

# NTMP Proposed Changes

1. **Lower** and clarify petition requirement to at least 51% of the residential households abutting the requested street support traffic calming installations
2. **Revise** speed criteria to 10% of traffic volume traveling 5 MPH or more over speed limit (*90<sup>th</sup> percentile speed*)
3. **Remove** crash rate criteria as substitute for speed criteria
4. **Remove** Tier 2 capital project option
5. **Remove** additional consensus from property owners directly abutting proposed speed cushion locations – City Traffic Engineering team will determine placement of speed cushions on qualified streets based on established criteria

(Refer: Reference Slide #1 – Criteria History NTMP; Reference Slide #2 – City Comparisons Neighborhood Traffic Programs)



# Recommendation

# Application Criteria Change

## 1. Lower petition requirement

- **Current:** At least **66%** of the residential households abutting the requested street support traffic calming installations
- **Change:** At least **51%** of the residential households abutting the requested street support traffic calming installations
  - *Effects: 3 out of 20 incomplete applications would met new requirement (FY2020-2022)*

### *Clarify residential households for petition are:*

- *Single-family housing or duplexes*
- *Front-yard or side-yard of property that directly abuts requested street*
- *One signature per household counted*

# Recommendation

## Eligibility Criteria Changes

### 2. Revise speed threshold criteria

- **Current:** 15% of traffic volume meets or exceeds **5 MPH** over the speed limit (*85<sup>th</sup> percentile speed*)
- **Change:** 10% of traffic volume meets or exceeds **5 MPH** over the speed limit (*90<sup>th</sup> percentile speed*)
  - *From sampling, the highest 85<sup>th</sup> percentile speed at 33 MPH or 34 MPH may become eligible under the 90<sup>th</sup> percentile speed*
  - *3 out of 12 ineligible applications per traffic study may met new requirement (FY2020-2022)*

Highest Volume	Highest 85 <sup>th</sup> Percentile Speed	Highest 90 <sup>th</sup> Percentile Speed
2022	34 mph	35 mph
393	33 mph	35 mph
701	33 mph	34 mph
1059	32 mph	33mph

### 3. Remove crash rate criteria substitution for speed criteria

- Other traffic devices with set criteria to address accidents at individual residential properties (*ex: guardrails, guard posts, etc.*)

# Recommendation

## Process Improvements

4. **Remove Tier 2 capital project option** (*ex: traffic circles, curb extensions, etc.*)
  - Unfunded and program shifted from capital intense solutions
5. **Remove additional consensus from property owners directly abutting proposed speed cushion locations**
  - **Current:** Staff currently vets proposed locations through neighborhood outreach prior to installation and seeks additional consensus from property owners directly abutting proposed speed cushion
  - **Change:** City Traffic Engineering team will determine placement of speed cushions on qualified streets based on established criteria
    - *Requests are initiated by residents with documented majority support for traffic calming from subject street*
    - *If criteria is met per data collection – the City has sufficient information to Act on a Safety Issue on public streets*
    - *"Objections" adds significant time to the process due to relocations of devices and keeps other projects in queue*

# Recommendation Process Improvements

## CURRENT



Main Steps:	Application to Eligibility Notice	Eligibility Notice to Public Outreach	Public Comments on Design to Finalized Design	Work Scheduled to Installed	Application to Completion	
Average Days for Current Process:	95	722*	95	88	1,000 days	2.7 years

*\*Additional time factors: Backlog created with program criteria changes in 2018; Annual general funds started in FY2020; and Public meetings canceled due to pandemic in 2020*

## PROPOSED



Main Steps:	Application to Eligibility Notice	Eligibility Notice to Public Notice of Project	Work Scheduled to Installed	Application to Completion	
Projected Days with Removal of Consensus	30-120	90-180	60-90	180-390 days	6 months – 13 months

*(Contingent on annual program funding)*

61% to 82%  
Decrease in  
Days to  
Complete  
Request



*Note: Data from Fiscal Years 2018-2022*

# Traffic Calming Devices

## Placement Considerations



### Speed Cushions

- Consideration of placement to **existing conditions**, such as:
  - Intersections, signage, driveways, bus stops, fire hydrants, underground utility connection points, etc.
  - Not placed directly within school zones
- Street must have **adequate sight distance** to safely accommodate devices
  - Considerations to curves and street grade

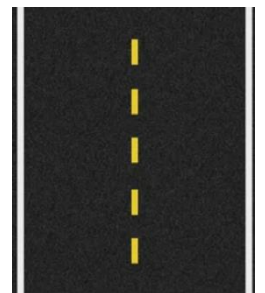
### Speed Feedback Signs

- Considered on **Collector** streets (*unless otherwise approved by City Traffic Engineer*)



### Striping and Pavement Markers

- Considered on roadways with curves and street grades not suited for speed cushions



# Recommended NTMP Criteria

### Pre-Qualifications

- 1) Paved street within City Limits
- 2) Residential Local or Collector street classification
- 3) One moving lane of traffic in each direction
- 4) Speed limit between 20-35 MPH
- 5) Street must be composed primarily of single-family housing or duplexes

### Submit Application

**Includes Petition** – 51% residential household support from subject street

- Single family housing or duplex with front or side of property abutting the requested street
- One signature per household
- Staff may revise subject street limits and request additional signatures, if needed

### Criteria Per Traffic Study

- 1) **Traffic Volume**  
500 to 7,500 vehicles per day
- 2) **Traffic Speed** 10% of traffic volume traveling 5 MPH or more over the speed limit (90<sup>th</sup> percentile)

*If not meet criteria – Residents may request re-study after 12 months*

*New application with petition required after 3 years*

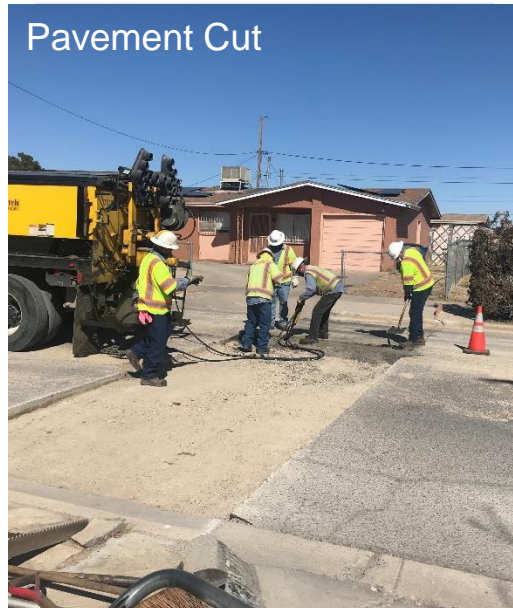
# Next Steps NTMP

- **Staff Recommendations** – Apply revised criteria to current pending 2020-2022 applications
- **Update NTMP Materials** – Application, Citizens Guidebook and Manual/Placement Guide
- **On-Going Efforts** – To complete the installation of pending 2018-2019 eligible NTMP projects by end FY2022

*(Refer: Reference Slide #3 – NTMP Active Project List)*



Buena Park – Speed Cushion Installation (February 2022)



Pavement Cut



Sign Install



## MISSION



Deliver exceptional services to support a high quality of life and place for our community

## VISION



Develop a vibrant regional economy, safe and beautiful neighborhoods and exceptional recreational, cultural and educational opportunities powered by a high performing government



## VALUES

Integrity, **R**espect, **E**xcellence,  
**A**ccountability, **P**eople



# 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

## Reference #2: City Comparisons – Neighborhood Traffic Programs

KEY COMPETITORS			
CRITERIA	<u>Austin, TX</u> (Vision Zero – 2015)	<u>San Antonio, TX</u> (Vision Zero – 2015)	<u>Albuquerque, NM</u> (Vision Zero – 2021)
Traffic Devices	Traffic circles, curb extensions, medians, speed cushions, etc.	Traffic circles, curb extensions, speed humps, etc.	Speed Hump Track; Standard Track (traffic circles, curb extensions, etc.)
Classification	All street levels	Local; Collector; Arterial* (No speed humps on arterials)	Local; Collector
Street Use	N/A	Residential	Residential
Petition	N/A	2/3 property owners next to subject street segment	7 signatures from subject street to apply; If eligible – 2/3 households from each zone (3 zones)
Volume	(Not stated)	Varies by device; Min. 500 vehicles per day for speed humps	Varies by threshold set (9 sets); Ex: 800 vehicles per day plus additional criteria
Speed	Citywide review of existing speed limits to recommended changes, where appropriate	Varies by device; 35 MPH or greater for speed humps	Varies by threshold set; Ex: 85 <sup>th</sup> percentile exceeds 7 MPH over speed limit or 5 MPH over speed limit plus additional criteria
Accidents	(Not stated)	Consideration varies by device; N/A for speed humps	Varies by threshold set (9 sets); Ex: 3 reported speed related crashes or crash involving a pedestrian in 5-year period
Priority	New methodology for selecting traffic calming treatments – data-informed process to proactively identify priority street segments for speed mitigation	Provides recommendations and concept schematics to appropriate City Council Office; Prepare detailed design plans once funding identified	Scorecard ranking system for up to 5 years – Reapply if not funded; Speed Hump Track – Not funded under program

## Reference #3: NTMP Active Project List (FY2018-2019 Eligible Applications)

#	District	STREET	Limit From	Limit To	Status	#	District	STREET	Limit From	Limit To	Status
1	3	ALBUM	Yarbrough	Escarpa	Installed FY2022	13	1	CINCINNATI	Piedmont	Park	Public Outreach
2	6	BUENA PARK	Cathedral Circle	Padres		14	3	DARLINA	Hawkins	Viscount	Pending Public Outreach FY2022
3	5	TIERRA SONORA	Tierra Mission	Tierra Mina		15	1	TARASCAS	Belvidere	Westwind	
4	1	THUNDERBIRD	Los Cerritos	Singing Hills/Twin Hills	Installing	16	6	BOB MITCHELL	Robert Wynn	George Dieter	
5	1	HEMPSTEAD	Amsterdam	San Marino	Scheduling Installation	17	5	TIERRA SERENA	Pebble Hills	Tierra Robles	
6	7	LAKEWOOD	Vista De Oro	Vista Lomas		18	6	ROSE BUD	Amber Morgan	Thunder Bolt	
7	3	LIMERICK	Shamrock	Edgemere		19	2	SACRAMENTO	Copia	Dyer	
8	4	BABE RUTH	Colin Powell	Mickey Mantle		20	8	TOBIN	Alameda	Dunne	
9	7	ARNOLD PALMER	Montwood	Trawood		21	2	MOUNT DELANO	Hondo Pass	Blue Ridge	
10	5	EDWARD JAMES	Lee	Saul Kleinfeld		22	4	STAHALA	Diana	Rutherford	
11	1	BANDOLERO	Los Robles	Los Cerritos	Revise Work Order (WO)	23	3	EDITH	Little Flower	Sparrow	
12	1	PINEHURST	Bandolero	Thunderbird		24	5	PENDLETON	Edgemere	Turner	