

NEIGHBORHOOD TRAFFIC MANAGEMENT

CITY COUNCIL WORKSHOP
JUNE 12, 2018



Agenda

- Purpose
- Neighborhood Traffic Management Policy
 - Speed
 - Volume
- Application Process
- Budget Considerations
- Next Steps
 - City Council Input/Direction
 - Public Process
 - Establish Budget for Program

Purpose of Neighborhood Traffic Management Policy

- Address Traffic Speed & Volume Issues on Local Streets
 - Applies to Public Streets which are Residential Streets or Minor Collectors
- Creates a Process to:
 - Identify Issues Real or Perceived
 - Involve the Public in Decision Making Process
 - Identify Preferred Alternatives to Mitigate Issue(s)
 - Provide Council Decision Point
 - Ensure Compliance with City Policies and provide Uniform Citywide Traffic Safety Management
 - Create an Orderly Capital Budgeting Process to implement preferred alternative(s)

Neighborhood Traffic Management Policy

1. Speed (Quantitative)

- 85th percentile speed must be exceeded:
For a 24 hour period the average speed must be at least 3 mph over posted speed.
- Changes to Speed Limits are a public process.

2. Volume (Qualitative for local streets)

- Traffic Control Measures recommended per Policy.

Traffic Volume Criteria

- Traditional Planning Criteria is based on Level of Service for Major Collectors and Arterials.
 - Level of Service C for 2 lane undivided roadway is up to 8,200 average daily trips for un-signalized roadways.
 - Level of Service C for a segment of street is “Stable Flow, but most drivers are restricted in their freedom to select speed or change lanes.” *Source: AASHTO 2001 and ITE 1992*
- Traditional Planning Criteria does not provide an adequate measure to address “volume” on local streets.

Traffic Volume Identification

- Considerations in Draft Policy:
 - Operational problems that could be addressed through traffic control measures;
 - Special conditions concerning the neighborhood area, including, but not limited to, the location and nature of businesses, schools, parks, churches or other non-residential traffic generators;
 - Approved neighborhood development plans;
 - Community support for the project evidencing that the project will enhance and promote public health, safety and welfare; and,
 - Existing evidence, studies, data or reports regarding the severity of the existing problem, if any, merit the project.

Example of Traffic Control Measures for Speed and Volume Concerns*

- Enforcement and education
- Speed reduction
- Roadway changes
 - Rumble strips, pavement edge lines, raised crosswalks, speed humps, etc.
- Narrowing of lanes
 - Roundabouts, island narrowing, etc.
- Curb extensions
 - Bulb outs, chokers, diverter/lateral shifts, etc.
- One-Way / Do Not Enter conversion
- Full closure

Application Process

First Step: Pre-submittal conference and application (Appendix B).

Second Step: Staff review and determination of potential mitigation measures, funding, maintenance agreement (Appendix C), as applicable, with applicant.

Third Step: Conduct public meeting to present a preferred alternative. Notification of the public meeting and preferred alternative will be mailed to addresses within 500 feet of the segment of roadway under consideration (larger area may be necessary if primary access/egress route requires traversing proposed traffic control devices).



Application Process Cont'd

Fourth Step: Survey affected property owners.

1. 50% response required.
2. Two thirds of the 50% (or greater) response must support preferred alternative.

Fifth Step: Staff recommendation prepared for Georgetown Transportation Advisory Board and City Council.



Application Process Cont'd

Sixth Step: CIP program planning, if required for implementation.

Seventh Step: Design (30%).

Eighth Step: Public Meeting for design feedback.

Ninth Step: Final design, construction, testing/reporting.



Budget Considerations

Timeline Created for orderly budget impacts.

1. Annual fund created in Public Works Division budget for projects requiring traffic engineering analysis.
2. Application process selects projects for study each year.
3. GTAB recommendation and City Council approval required for mitigation measures. Mitigation measures requiring capital improvements will be programmed in next FY CIP.

Next Steps

- How to Proceed:
 - City Council Feedback and Direction
 - Public Meeting for Input into Draft Policy
 - City Council Approval
 - Budget Request to Fund Program
- Questions, Comments, Direction

