

Memorandum



DATE January 20, 2012

TO Honorable Members of the Transportation & Environment Committee: Linda Koop (Chair), Sheffie Kadane (Vice Chair), Pauline Medrano, Vonciel Jones Hill, Sandy Greyson

SUBJECT Neighborhood Traffic Management Policies

On Monday, January 23, 2012, you will be briefed on Neighborhood Traffic Management Policies. The material is attached for your review.

If you have questions or need additional information, please let me know.



Forest E. Turner
Assistant City Manager

Attachment

cc: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Rosa A. Rios, Acting City Secretary
Thomas P. Perkins, Jr., City Attorney
Craig D. Kinton, City Auditor
C. Victor Lander, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Ryan S. Evans, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Libro, Public Information Office
Stephanie Pegues-Cooper, Assistant to the City Manager

Department of Street Services

Neighborhood Traffic Management Policies

Presented to Transportation and Environment Committee

January 23, 2012

Briefing Purpose

- ❑ Provide information on policies frequently used to mitigate Neighborhood Traffic Management “NTM” issues
- ❑ Information only - no action requested



City of Dallas

Neighborhood Traffic Management

“NTM” Problem Statement

- ❑ Non-neighborhood and/or speeding traffic can be viewed by residents as offensive and degrading to their quality of life
 - Speeding – concerns about noise, pedestrian safety and children at play
 - Cut-thru traffic - use of residential streets to bypass congestion on thoroughfares
 - Parking - vehicles parking on neighborhood streets due to insufficient parking at adjacent residences, parks, schools, churches, construction, or nearby businesses

Methods Used to Manage Traffic

- ❑ Examples of low cost applications using traffic control devices:
 - stop signs
 - road humps
 - dynamic speed signs
 - turn restrictions
 - parking restrictions
 - street closures

Methods Used to Manage Traffic

- Examples of street design changes that cause motorists to drive at slower speeds:
 - narrow street width
 - curb extensions
 - traffic circles
 - raised crosswalks
 - landscaping
 - indented parking
 - medians
 - chicanes

- “Complete Streets” initiative will be developing guidelines and policies

Methods Used to Manage Traffic

Typically Not Recommended

❑ Lowering the speed limit

- Ineffective without frequent enforcement
- 30 MPH is the default speed limit set by State
- Speed limits above or below default speed require:
 - Engineering study based on safety or majority speed
 - Council approval to change City Code
 - Installation of speed limit signs
- Before and after studies have shown that there are no significant changes in vehicle speeds following the posting of new or revised speed limits.
- Neighboring cities have installed lower speed limits with little to no measurable reduction in speeds

Methods to Manage Traffic

Typically Not Recommended

- ❑ Warning signs and flashers to control speed or divert traffic
 - Results can be very short-term
 - As soon as repeat commuters realize no hazard exists they “tune out” signage
 - Warning signs/flashers should be reserved for significant hazards; otherwise respect for warnings diminishes
 - Ineffective signage creates unnecessary clutter and opportunities for graffiti

Existing NTM Policies

- All-Way Stops - Ordinance
- Road Humps - Resolution
- Alley Rumble Strips - Ordinance
- Residential Parking Restrictions - Ordinance
- Resident Parking Only - Ordinance
- Street Closure - Resolution

Existing NTM Policies

- Community driven: supported by neighborhood
- Results oriented: builds consensus for action
- Safe: plan must improve safety
- Balanced: involves those affected by change
- Understandable: user-friendly procedures

Existing NTM Policies

Street Eligibility

- Land Use: **Predominately residential**
- Thoroughfare Plan designation: **Local street**
- Not an emergency response route
- Traffic volume and speed thresholds

Existing NTM Policies

Application and Approval Requirements

- Project initiation - petition
- Application fees
- Screening for eligibility
- Demonstration of community consensus
- Approval process
- Appeal process
- Cost responsibility

ALL-WAY Stop Sign Policy

Eligibility Criteria	Requirement
Land Use	Residential
Street Type	Local – Non emergency response route
Application Fee	None
Technical Criteria	Less than 6,000 vehicles per day
Initiating Petition	Approval signatures from 2/3 rd s of residents/owners within 900 feet of intersection
Ballot Area	None
Consensus	2/3 rd s approval
Approval	Staff
Appeal Process	City Planning Commission / Council
Cost Responsibility	100% City funded – no cost to applicant



Road Hump Policy

Eligibility Criteria	Requirement
Land Use	Residential - Single Family
Street Type	Local – Non emergency response route
Application Fee	None
Technical Criteria	<ul style="list-style-type: none">• Traffic volumes > 500 but less than 8000 vehicles per day• Majority speed measured at 35 mph or higher (31-34 mph can be appealed)
Initiating Petition	Approval signatures from 2/3 rd s of residents along street
Ballot Area	Property owners within 200 feet of street
Consensus	Less than 20% opposition
Approval	Staff
Appeal Process	Council Planning Commission / Council
Cost Responsibility	Applicant pay full cost = \$3,000 per set (1)

(1) No funds have been budgeted since FY 07/08 to allow the City to share the costs with applicants. Budgets previous to FY 07/08 have ranged from \$25K to \$75K. When funds are available, the policy defines cost share amounts based on the amount of speeding measured.

Alley Rumble Strip Policy

Eligibility Criteria	Requirement
Land Use	Residential
Street Type	Paved Alley
Application Fee	None
Technical Criteria	None
Initiating Petition	Approval signatures from 80% of residents on both sides of alley
Ballot Area	None
Consensus	80% approval
Approval	Staff
Appeal Process	None
Cost Responsibility	Applicant pays full cost = \$400 per set

Residential Parking Restrictions

Eligibility Criteria	Requirement
Land Use	Residential
Street Type	Local or collector
Application Fee	\$50
Technical Criteria	None
Initiating Petition	Signatures from at least 80% of residents along the face of street block with 51% approval
Ballot Area	None
Consensus	51% approval
Approval	Staff
Appeal Process	None
Cost Responsibility	Applicant pays full cost - \$25 per sign



Residential Parking Only

Eligibility Criteria	Requirement
Land Use	Residential -single family
Street Type	Local or collector
Application Fee	\$50
Technical Criteria	<ul style="list-style-type: none">• More than 60% of parking spaces are occupied• No more than 20% of spaces are owner/business-related
Initiating Petition	Approval signatures from 2/3 ^{rds} of residents along face of street block
Ballot Area	None
Consensus	2/3 ^{rds} approval
Approval	Staff
Appeal Process	None
Cost Responsibility	Applicant pays full cost of signage - \$42/sign Property owners pay for vehicle hang tags - \$6.50 tag



Street Closures

Eligibility Criteria	Requirement
Land Use	Residential
Street Type	Local / Non-emergency response route
Application Fee	\$150 to \$500 depending on affected area
Technical Criteria	None
Initiating Petition	Approval signatures from more than 50% of residents in area affected by the closure
Ballot Area	Affected area defined by staff
Consensus	Ballots showing approval of 2/3 ^{rds} of property owners
Approval	Council
Appeal Process	None
Cost Responsibility	Applicant pays full cost of street modifications required to close street

Summary of Existing Policies

Eligibility Criteria	All-way Stops	Road Humps	Alley Rumble Strips	Residential Parking Restrictions	Resident Parking Only	Street Closures
Land Use Type	Residential	Residential Single Family	Residential	Residential	Residential Single Family	Residential
Street Type	Local / Non-Emergency Route	Local / Non-Emergency Route	Paved alley	Local or Collector	Local or Collector	Local / Non-Emergency Route
Application Fee	None	None	None	\$50	\$50	\$150-\$500
Basic Technical Screening Criteria	< 6000 vehicles/day	<ul style="list-style-type: none"> ▪ Traffic volume is > 500 and < 8,000 vehicles/day ▪ Majority speed ≥ 35 mph (31-34 mph if approved upon appeal) 	None	None	More than 60% of spaces used with no more than 20% of used spaces owner or business-related	None
Initiating Requirement	Petition with 2/3 ^{rds} approval from residents within 900 feet of intersection	Petition with 2/3 ^{rds} approval from residents along street	Petition with 80% approval from residents along alley	Petition with 80% approval from residents along block face	Petition with 2/3 ^{rds} approval from residents along block face	Petition with more than 50% approval from residents in affected area
Ballot Area	None	Owners within 200' of street	None	None	None	Owners in affected area defined by staff
Community Consensus Determination	2/3 ^{rds} approval	> 2/3 ^{rds} approval < 20% opposition	80% approval	51% approval	2/3 ^{rds} approval	2/3 ^{rds} approval by property owners
Approval	Staff	Staff	Staff	Staff	Staff	Council
Appeal Process	CPC/Council	CPC/Council	None	None	None	None
Applicant Cost	None	Full	Full	Full	Full	Full

Department of Street Services

Questions / Comments?