



# Neighborhood Traffic Management

September 4, 2018

# Tonight's Agenda

- What is neighborhood traffic management?
- Historical perspective
- Littleton's approach & new toolbox
- Recent projects & new initiatives
- The resource implications
- Future direction

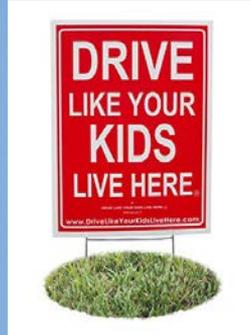
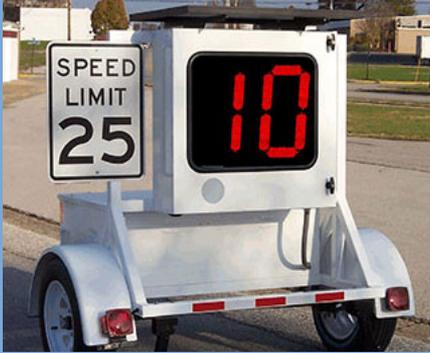
# Staff Team

- Aaron Heumann – Traffic Engineer
- Tim Weaver – Traffic Analyst
- Brent Thompson – City Engineer
- Keith Reester – Public Works Director

# Neighborhood Traffic Management

- Neighborhood Traffic Management is the combination of policy, education and implementation of measures that help mitigate the negative impact of motor vehicles on residential streets and neighborhoods.

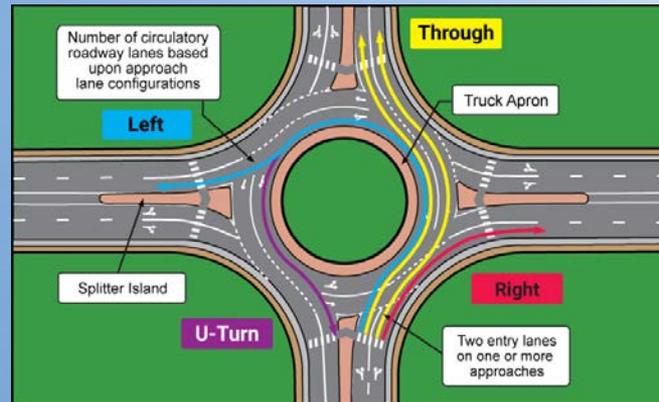
# Education



# Enforcement



# Engineering



# Neighborhood Traffic Management

## Neighborhood Traffic Management Plans

- Roadway classification
- Volume & speed requirements
- 75% of impacted neighbors support plan
- Implementation toolbox
- Funding

## Littleton Has?

- NTMP
  - Developed 1998 (No Updates)
- Budget
  - \$100K – Pre-2005
  - \$50K – 2006
  - Zero – 2007-2018
- Staff – Minimal

# Historical Perspective

- Inconsistent installation
- Inconsistent maintenance requirements
- Impacts on emergency operations
- Impacts on snow/ice & roadway operations



# Recent Large NTMP Projects

- Mineral Avenue Corridor Assessment Study
  - Phase 1 – Completed
  - Phase 2
  - Phase 3
- Bowles Ave/Federal Blvd Intersection Safety Study
- Santa Fe Drive/Mineral Ave Intersection Improvement Study

# Information Gathering

- Volume Data
- Speed Data
- Accident Data
- Observations
- City Planning
  - Roadway rehab
  - Master Plan indications



# What Does It Take?

## Mineral Avenue Assessment Employee Resources

### Project Time Frame

- Study – 9 months (1/16 – 9/16)
- Phase 1 Implementation – Mineral Striping & Signage (Completed)
- Phase 2 Implementation – Mineral Ave/Platte Canyon Rd Intersection Improvements
  - (Conceptual Design Completed & Funding Source Identified)
- Phase 3 Implementation – Mineral Drive/Platte Canyon Rd Intersection
  - (Concept Design); Side-street Crossing Improvements (Concept Design)

### Six Departments – 10 Employees

Communications (2)  
Police (1)  
Public Works – Engineering (2)  
Public Works – Service (3)  
Community Development (1)  
City Manager (1)

### Resource Distribution – 720 hours or 90 person days

Project Management – 25%  
Community Engagement – 15%  
Data Collection – 25%  
Issues Assessment – 5%  
Solutions – 10%  
Implementation Strategy – 7%  
Implementation – 13%



# New Initiatives

- Strategic Project Approach
  - Roadway rehab opportunities
  - Corridor studies
  - Proactive vs. reactive
- Public Engagement
  - Traffic Safety Committee
  - Transportation Master Plan
  - Bicycle/Pedestrian Plan Update
  - ADA Transition Plan
- Future Focused Approach
  - Dedicated Transportation Planner position – 2019 (20% to NMTP)
  - Identified funding source (TBD)



# Traffic Calming Initiative

- Traffic Safety Committee (3/2018)
  - Reviews requests for signs, striping, speeding, etc.
  - Record and document decision making
  - Platform for neighborhood engagement
  - Cost sharing discussions
  - Multi-departmental approach
    - Public Works, Police, City Manager



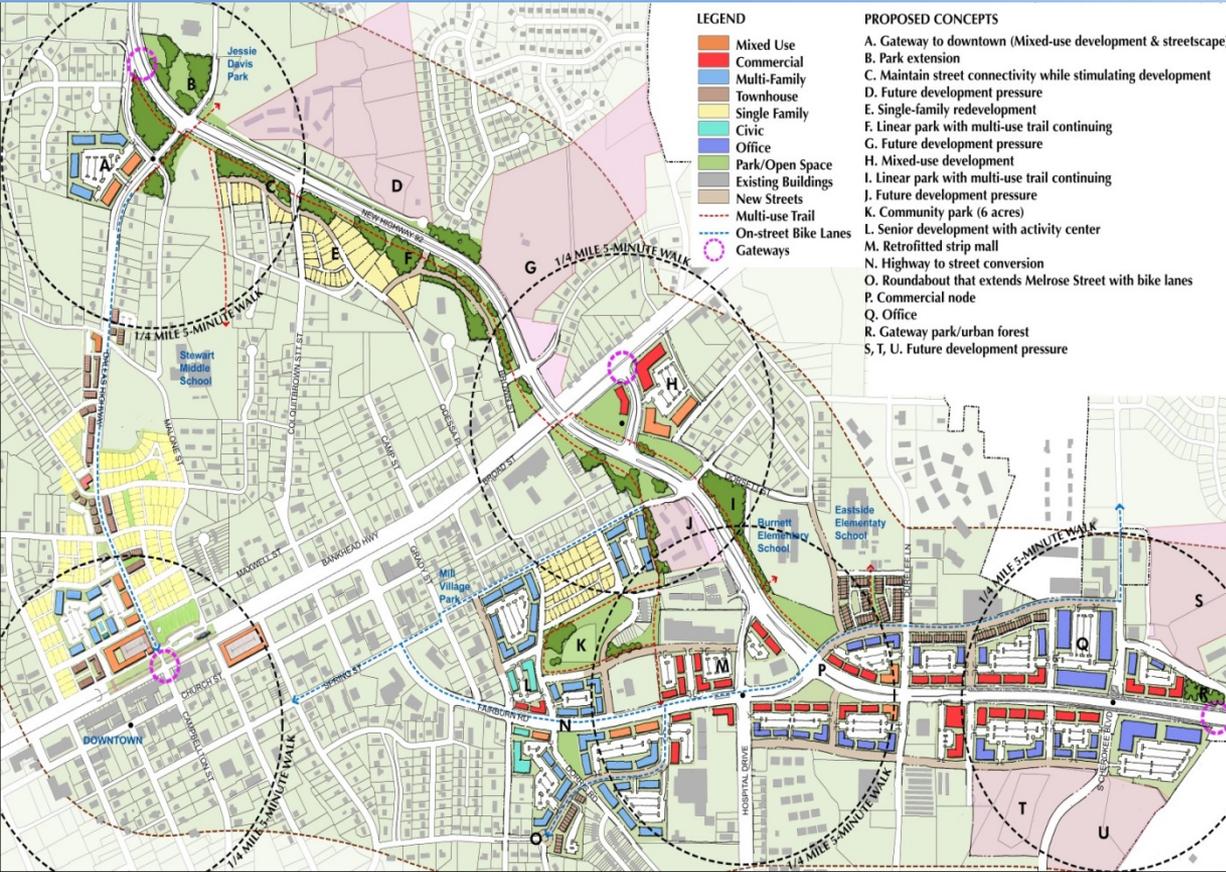
# What's in a Tool Box?

## Complete Streets Approach

- Speed Humps (\$2 – 10K)\*
- Speed Tables (\$5 – 20K)
- Traffic Circles (\$10 – 20K)
- Roundabouts (\$10 – 100K)
- Crosswalk Treatments (\$1 – 20K)
- Lane Narrowing (\$1 – 20K)
- ROW Reassignment (\$5 – 50K)
- RRFB (\$40 - \$120K)
- Traffic Control (wide range)



# Corridor Studies



- Operations
- Access
- Land Use
- Opportunities
- Technology

# Industry Initiatives

## WHAT IS A COMPLETE STREET?

<p><b>ACTIVE SIDEWALKS</b></p> <p>Sidewalks should be smooth, wide, feel safe, and have appropriate transitions to the street, making them easy to walk or use a wheelchair on.</p>	<p><b>DEDICATED BIKE LANES</b></p> <p>Simple pavement markings creating a dedicated bike lane make both motorist and bicycle movement more predictable, and therefore safer for both. They may increase the likelihood of casual riders using bicycles for transportation.</p>	<p><b>ACTIVE ROADWAY</b></p> <p>One lane of car traffic going in each direction with a two-way left-turn-lane (TWLTL) in the center would reduce the amount of car crashes on Government Street by providing turning vehicles a refuge from through traffic, while keeping through traffic moving more efficiently.</p>	<p><b>SAFE CROSSWALKS</b></p> <p>Clearly marked crosswalks allow pedestrians and wheelchair users to cross streets safely, while making sure cars know where to expect them.</p>	<p><b>PLANTING STRIP</b></p> <p>Street trees and landscaping slow speeding traffic, improve the aesthetics of the roadway, provide shade, and create a buffer between cars and people, making a more inviting environment for pedestrians.</p>	<p><b>GREEN SPACES</b></p> <p>Parks and public green spaces create a destination, encouraging community interaction and providing a rest from the surrounding urban environment.</p>
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## ROAD TO ZERO

**League of American Bicyclists**

## Bicycle Friendly Community

# SafeRoutes

Colorado Safe Routes to School



**Littleton**

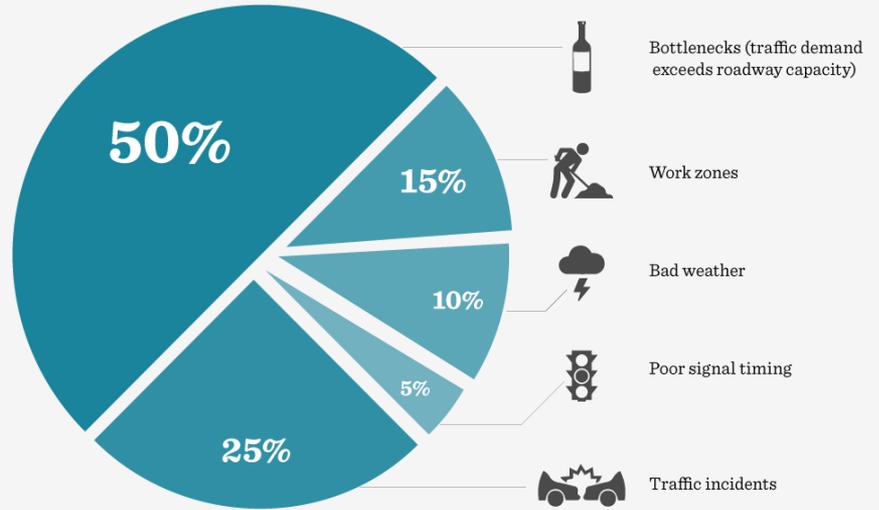
# Future Focus

- Neighborhood Traffic Management Plan Update (2019)
- Distinct standards for active NMTP work
- Communications plan for traffic engagement (2018)
- Enhanced website presence
- Transportation Master Plan (2019)
- Funding?
- Safe Routes to Schools



# Discussion

## MAJOR CAUSES OF TRAFFIC CONGESTION IN THE US



Source: highways.org

Infographic by the zebra

HIT BY A VEHICLE  
TRAVELING AT:

**20  
MPH**



9 out of 10 pedestrians survive

HIT BY A VEHICLE  
TRAVELING AT:

**30  
MPH**



5 out of 10 pedestrians survive

HIT BY A VEHICLE  
TRAVELING AT:

**40  
MPH**



Only 1 out of 10 pedestrians survives

