



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.

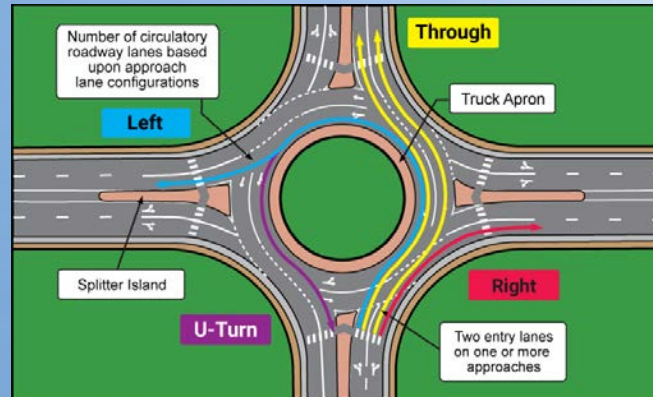
Education



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



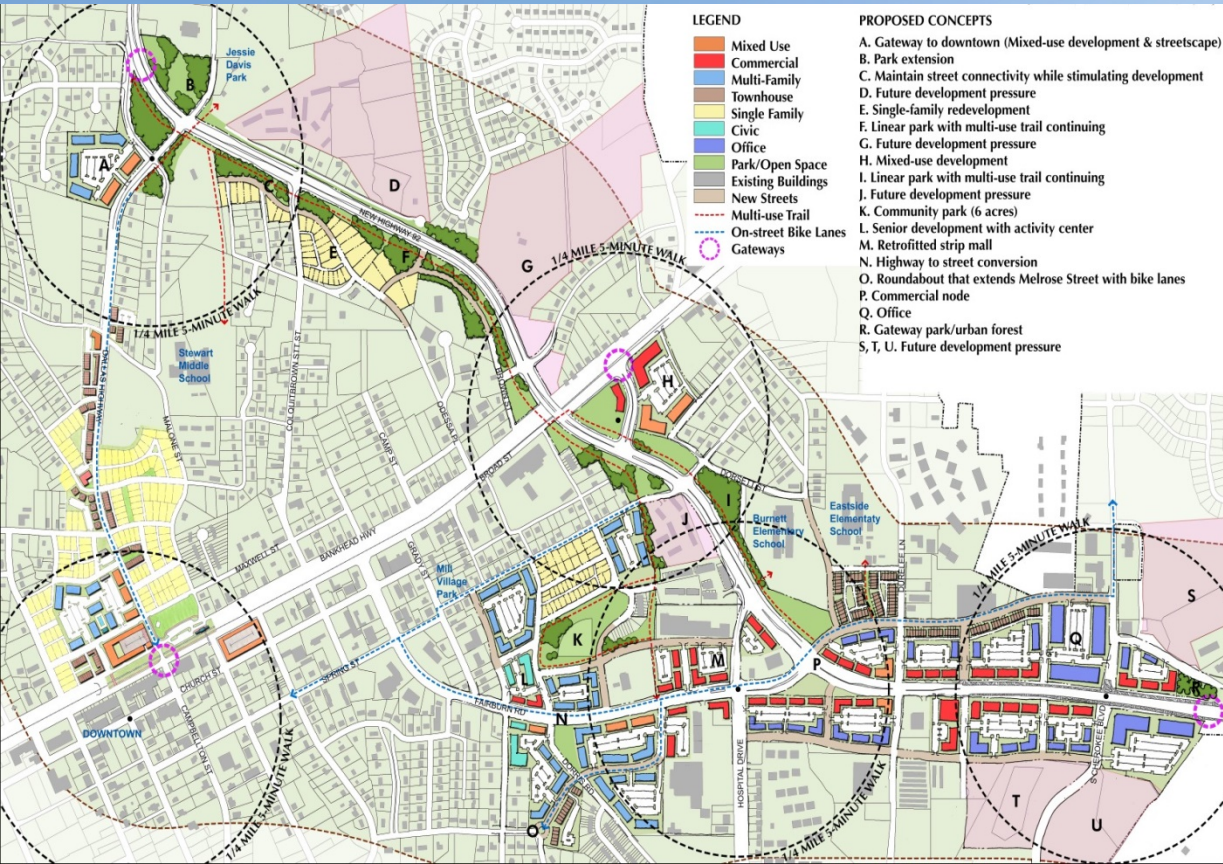
What's in a Tool Box?

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



SafeRoutes
Colorado Safe Routes to School



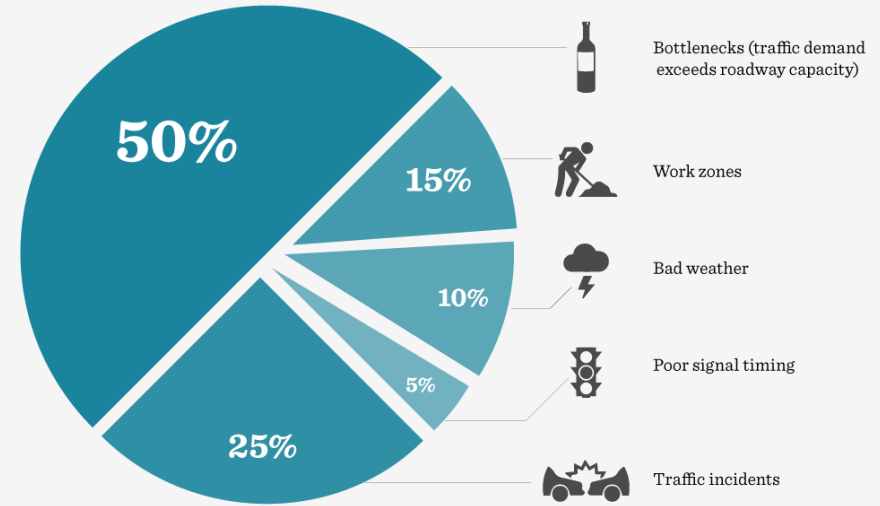
Future Focus

- 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

