

Legislation Details (With Text)

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On agenda:	9/4/2018	Final action:	
Title:	Neighborhood Traffic Management Plan Recommendation		
Sponsors:			
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Attachments:	1. Traffic Calming Toolkit, 2. Neighborhood Traffic Calming Presentation		

Date	Ver.	Action By	Action	Result
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Agenda Date: 09/04/2018

Subject:
Neighborhood Traffic Management Plan Recommendation

Presented By:

REQUESTED COUNCIL ACTION:

Does city council support extending the Neighborhood Traffic Management Plan and modifying the policy for when improvements may be installed?

BACKGROUND:

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. Littleton created a Neighborhood Traffic Management Plan (NTMP) in the late 1990's; although programming has not been updated since then. Traffic management and congestion were the two highest rated items of dissatisfaction in the community survey. In the years leading up to 2006, funding was provided in the annual budget for \$100,000/year, it was then cut to \$50,000/year, and has since dwindled to zero.

This presentation will overview the current and projected neighborhood traffic calming efforts in the city. The specific policy question that will be discussed is whether or not to modify the criteria for when physical improvements may be installed in the public right-of-way.

STAFF ANALYSIS:

There are a host of modern tools available to communities to engage and implement traffic management solutions on residential and collector streets, and these take time, funds, and staff resources to execute. Neighborhood traffic solutions require a high level of staff resources and citizen engagement; even "small" issues can require significant staff.

As projects are considered, there eventually reaches a stage when a decision is made as to whether or not a

physical improvement(s) is warranted (e.g. speed humps, traffic circles, etc.). The current NTMP criteria use a combination of traffic volume and a measurement of 30% of the vehicles in excess of 5 mph.

Staff is going to discuss the impacts of a change in the policy to a more common industry standard using the 85% percentile of traffic traveling 10 mph or greater. This change in policy would result in a higher threshold, thereby fewer projects qualifying for physical improvements. This change would likely better match the resources noted in the next section of this communication.

FISCAL IMPACTS:

Staff has proposed \$25,000 annual funding for traffic calming improvements in the Capital Projects Fund beginning in 2019 and funded at the same level through 2022. Public Works would have 20% of an FTE dedicated to the management of the traffic calming program.

STAFF RECOMMENDATION:

Staff does recommend the pursuit of a traffic calming program with a change in the policy for when physical improvements would be installed.

OPTIONS/ALTERNATIVES:

N/A - This is an informational presentation seeking council direction.