

# Neighborhood Traffic Management Program Overview

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# What Is The Neighborhood Traffic Management Program?

- Neighborhood Management Program (NTMP) ordinance is intended “to establish the procedures governing the application for and review, approval, financing and construction of projects to minimize or eliminate traffic congestion, cut-through traffic or other traffic-related problems in a neighborhood area. ”
  - Ordinance governing NTMP process can be found in Article XV of Chapter 45 within COH Code of Ordinances.
- NTMP is the program that provides traffic calming devices within a neighborhood to help control speeds, reduce or eliminate cut-through traffic and address other traffic related issues.



# Traffic Calming

Institute of Transportation Engineers (ITE) defines traffic calming as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”

Traffic calming is intended to:

- reduce potential traffic accidents
- increase safety & convenience for pedestrians & others
- provide neighborhood revitalization and stability.



# History of Traffic Calming in Houston

- The first recorded request in Houston was from Houston Country Club Estates to close a road.
  - Apartment complex was constructed adjacent to a neighborhood
  - Gate was constructed closing the street.
  - Apartment community sued COH in federal court
  - As a result, gate was removed & original Neighborhood Traffic Management Ordinance was passed (1993).



# History of Traffic Calming in Houston

- In 2009, Texas Legislature passed a statute that requires the City to:
  - Publish standards
  - Notify the public and receive comments
  - In order to close a street, Council must hold a public hearing and approve the closure by majority vote
  - This statute resulted in the current version of the NTMP ordinance (2010)



# Types of Traffic Calming Devices

- Speeds Cushions vs. Speed Humps
  - Serve the same purpose
  - HFD prefers speed cushions since they do not impact response times
  - Speed Cushions cost approximately \$5,000 per location.
  - Speed Humps cost approximately \$1,500 per location



Speed Cushion

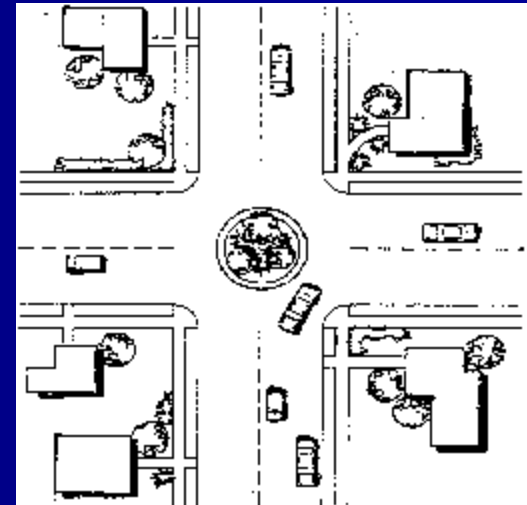


Speed Hump



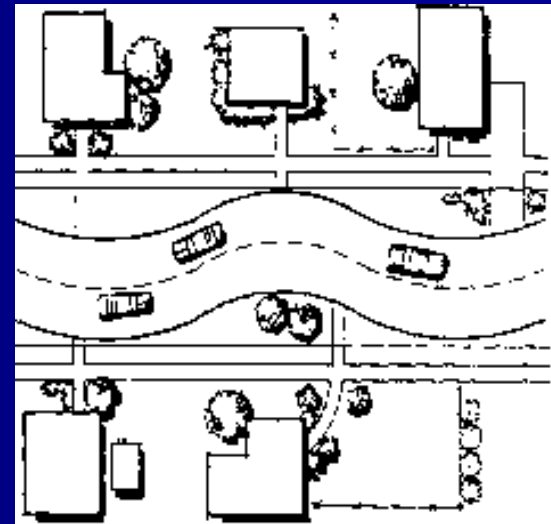
# Types of Traffic Calming Devices

- Traffic Calming Circles
  - Not Roundabouts
  - Roundabouts are not traffic calming devices



# Types of Traffic Calming Devices

- Chicanes
  - Chicanes create horizontal shifts in the roadway (curves)

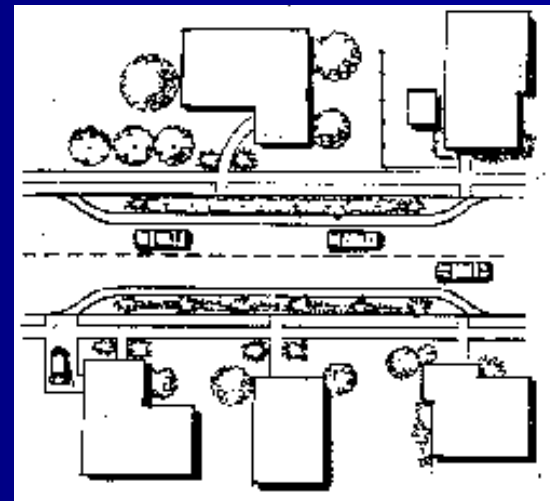




# Types of Traffic Calming Devices

- Chokers

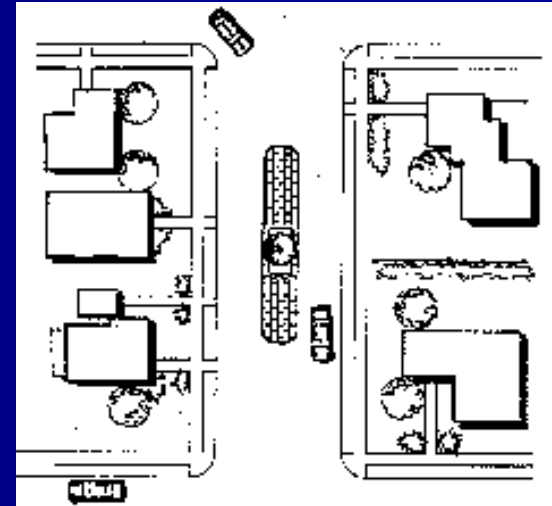
- Chokers create a narrowing of the roadway



# Types of Traffic Calming Devices

- Medians

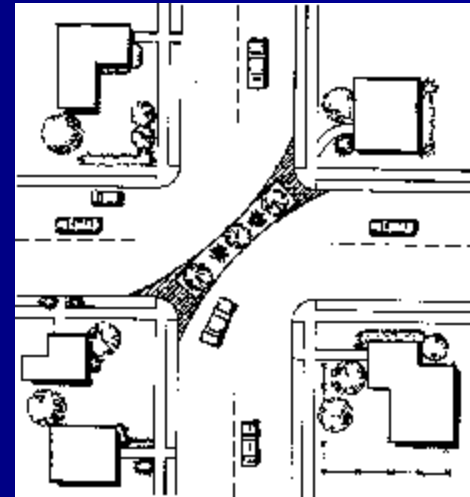
- Medians within neighborhoods are intended to create a narrowing of the roadway coupled with a horizontal shift in the travel path



# Types of Traffic Calming Devices

- Diverters

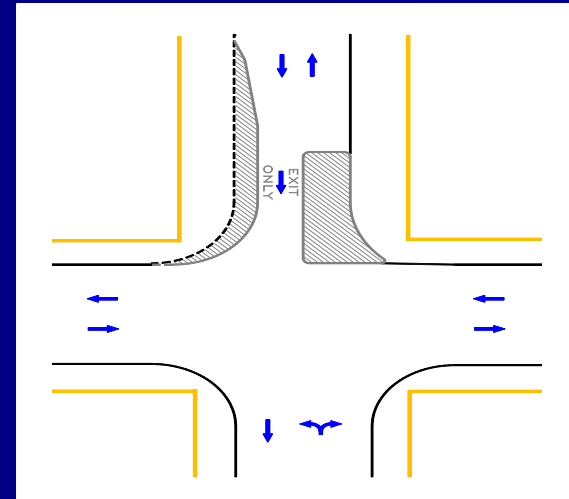
- Diverters are intended to stop thru traffic, forcing a turn.



# Types of Traffic Calming Devices

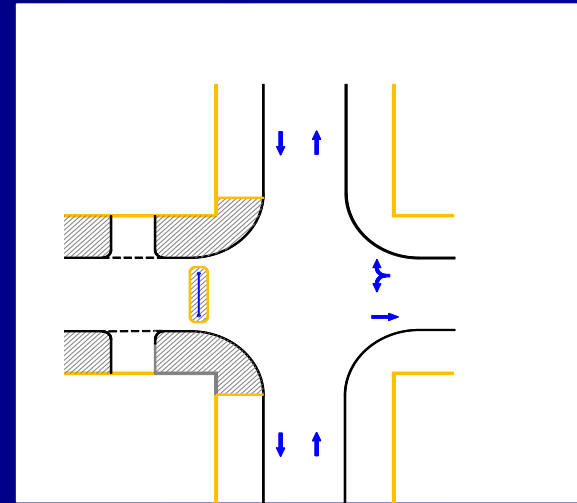
- Partial Closure

- Restricts traffic to outbound only (no turning from the main street)



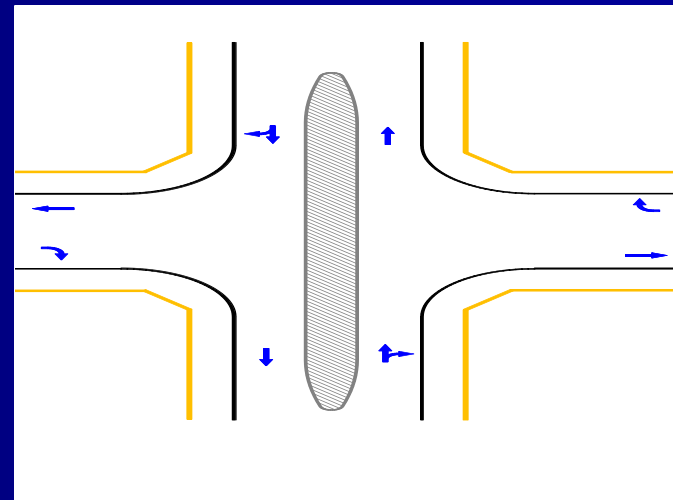
# Types of Traffic Calming Devices

- Right Turn In and Out Only
  - Restricts traffic to only right turns into or out of the street
  - Prevents through and left turn movements



# Types of Traffic Calming Devices

- Perpendicular Directional Island
  - Restricts traffic to only making right turns into or out of the street
  - Prevents through and left turn movements
  - Similar to the Right Turn In and Out Only



# Key Components of the NTMP Ordinance



*Neighborhood* means any contiguous area within the city that generally has as its boundaries the: (i) interior ROW line of any thoroughfare or collector street; (ii) interior boundary or ROW line of any railroad line, utility or pipeline corridor, river or waterway (not including drainage or flood control ditches not being traversed by other streets within the general locale); (iii) corporate limits of the city; or (iv) any combination of 1 or more of the foregoing boundaries. A neighborhood may consist of 1 or more subdivisions & shall include only those properties within & fronting on or taking their only access from a street within the bounded area.

- i.e., traffic calming devices cannot be installed on major thoroughfares or collector streets



# Key Components of the NTMP Ordinance



*Interdepartmental review committee* consists of 1 representative each from the fire, police, planning and development, solid waste management, public works and engineering, and convention and entertainment facilities departments who shall be appointed by the mayor & 1 representative designated by METRO.

*Neighborhood traffic committee* consists of not more than 5 members drawn from the residents or property owners within a neighborhood to assist in the processing of a request for a project.





# Key Components of the NTMP Ordinance



- City will fund & construct “temporary” devices for
  - Speed cushions; No difference between temporary & permanent devices.
  - Other devices; City uses flexible curbing with delineators mounted on them.
- The neighborhood is responsible for upgrading to permanent devices at their expense.
  - Council enacted a Neighborhood Matching Grant Program that will begin this year to assist financially.



# NTMP Process

