

NTMP- Volume Control Program

The purpose of the Neighborhood Traffic Management Program (NTMP) is to improve neighborhood quality of life by implementing "Traffic Calming" measures to reduce cut-through traffic and reduce excessive vehicular speeds on neighborhood streets. "Traffic Calming" refers to modifying streets in such a manner as to enhance the safety of pedestrians and bicyclists on designated residential streets.

The Volume Control program is part of the NTMP and is a comprehensive approach to identify and address neighborhood traffic problems and to ensure residents are involved in the process. The program requires three public meetings, two traffic studies to be conducted and final approval by City Council.

Application

An application to the NTMP may be made by one or more property owners or residents within a neighborhood area, or by an authorized representative of a neighborhood association with evidence of residential support.

Applications seeking public funding or assistance on planning or construction must be filed to be eligible. Complete applications are reviewed by the Department to determine eligibility and prioritize for further consideration.

Traffic Calming Tools

There are a variety of traffic control devices that can be used to address neighborhood traffic problems. Speed cushions, traffic circles, median islands, or chicanes are just a few devices that can be used to discourage speeding on residential streets. Cut-through traffic may be addressed by traffic calming measures such as limiting certain movements that divert traffic to streets designed to handle higher volumes. Visual obstructions can be implemented by extending curbs in certain areas to provide better visibility while also slowing through traffic speed.

For more information, please refer to:

<https://www.publicworks.houstontx.gov/tdo-documents>

Public Participation

The goal of the program is to have active participation from residents to help identify problems and developing a traffic mitigation plan for their neighborhood. The program requires three public meetings to be held throughout the process.

- First public meeting is to inform residents that an NTMP application has been made and to explain the program. The neighborhood is to decide whether to proceed with program and if so, select a Neighborhood Traffic Committee (NTC). The NTC represents the neighborhood and works with City staff in developing a concept traffic mitigation plan for the area.
- Second public meeting is held to present approved concept plans. Notice of meeting along with a copy of the concept plan and comment card are mailed to all property owners and residents within the neighborhood area.
- Third public meeting is held at the end of the temporary test period (between 90 and 210 days from installation). Notice of meeting is sent to all property owners and residents in the neighborhood.

Public comments regarding the project are recorded during meetings, and written comments are accepted within a 14-day comment period following each meeting.

Traffic Study

A traffic study is conducted in the neighborhood area to determine the nature and scope of problem(s). Collected traffic data determines project eligibility according to the following factors:

- The estimated percentage of cut-through traffic is greater than 20% of the observed volume;
- 15% of observed vehicular speeds on a street are equal to or above the posted speed limit plus 3 mph;
- At least 8% of the total daily traffic volume on a street consists of trucks having more than two axles;

Projects determined eligible proceed to concept plan development.

Concept Plan

The Department works in conjunction with the NTC to develop a concept traffic mitigation plan. A concept plan must include the least restrictive device that could address the problem and it must not deny pedestrian access or severely restrict the general mobility of traffic.

The concept plan must be approved by an Interdepartmental Review Committee consisting of representatives from the City's Fire, Police, Planning and Development, Solid Waste, and Houston Public Works Departments. The City Attorney must provide a favorable review of the concept plan to assure compliance with all local, state and federal laws and regulations.

Temporary Test

The Department Director reviews all concept plans, contributing data, and public comment, and either approves or disapproves the plan. Data such as the following is gathered to evaluate success or failure of temporary devices:

- Reduction of cut-through traffic and of heavy truck traffic;
- Reduction of speeding and volume;
- No unintended shift in traffic

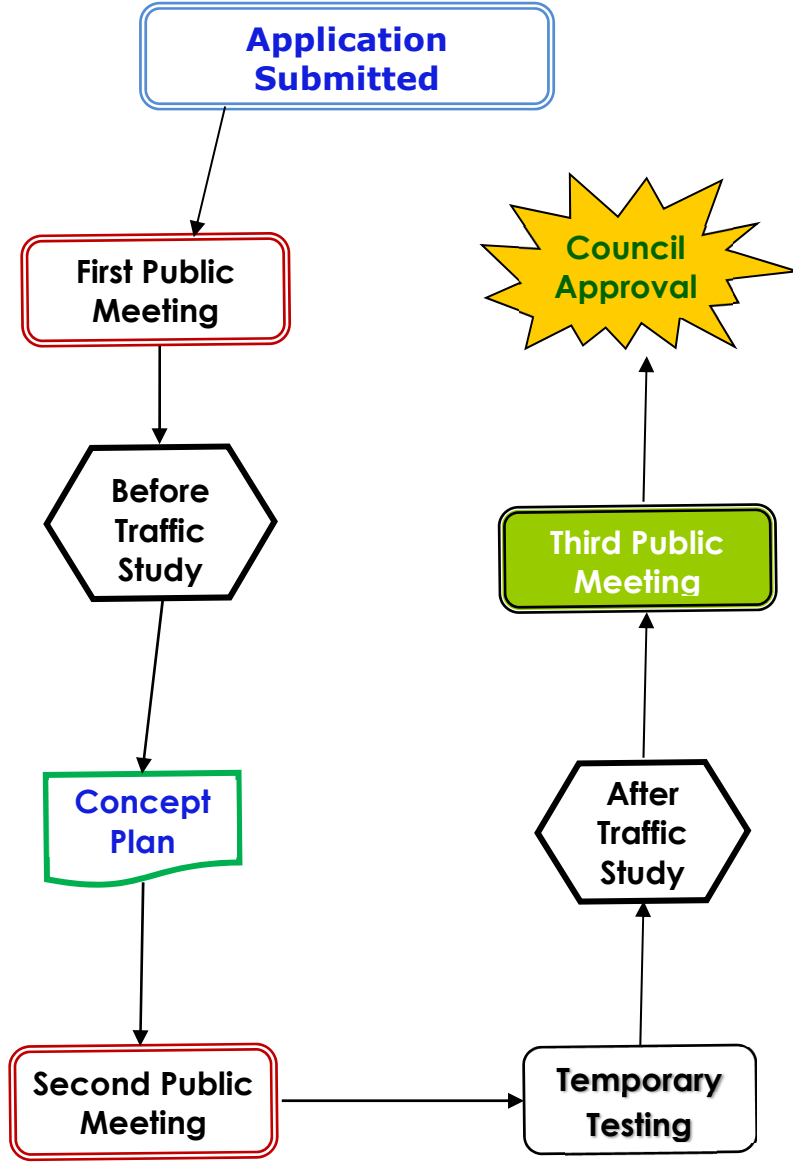
All approved concept plans must be tested by installing temporary traffic control device(s) for a minimum of 90 days.

Council Approval

All recommended concept plans will be sent to City Council for final approval. The decision by City Council will be final and not subject to further appeal or rehearing. The Department notifies the applicant in writing of Council's action. Projects not approved are not allowed to file a new request for the same or similar project for three years and the temporary device(s) are removed. Temporary devices remain in place on all recommended projects until the permanent construction is completed. *The City does not fund or construct the permanent traffic calming devices. Design and construction cost of permanent devices are the responsibility of the neighborhood.*

NTMP Process

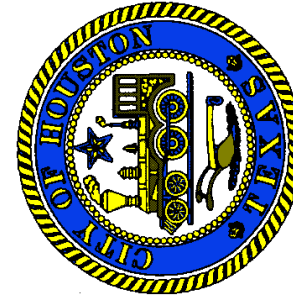
Volume Control Process



VOLUME CONTROL PROGRAM

NTMP

Neighborhood Traffic Management Program



City of Houston
Houston Public Works
Transportation & Drainage Operations
Neighborhood Traffic Management Program
P.O. Box 1562 Houston, TX 77251-1562

For further information on the Neighborhood Traffic Management Program please visit our website at:
<https://www.publicworks.houstontx.gov/tdo-documents>