

City of Lawrence, Kansas, Neighborhood Traffic Management Program

SECTION 1: SHORT TITLE.

This program shall be known as the “Neighborhood Traffic Management Program”.

SECTION 2: INTRODUCTION.

The Neighborhood Traffic Management Program is a comprehensive program designed specifically to improve the environment and quality of life in Lawrence’s existing neighborhoods through driver awareness, management and control of traffic on neighborhood streets. The program will address the 5Es of transportation planning (**Engineering, Enforcement, Education, Encouragement, and Evaluation**).

SECTION 3: GOALS.

The goals of the program supports the current City of Lawrence Strategic plan. The program goals include:

- Improve or maintain existing neighborhood environments, cohesion, and integrity through traffic management.
- Promote safe, comfortable, and efficient travel within neighborhoods for all modes of transportation.
- Provide acceptable levels of accessibility for local traffic, minimize unwanted traffic, and promote adherence to posted speed limits.
- Encourage opportunities for active transportation.

SECTION 4: PROGRAM OVERVIEW

Each year staff will develop a work plan to support the proposed budget request. The plan may include efforts such as:

- Community-wide education, encouragement and/or enforcement campaigns.
- Reviewing and recommending changes to current regulations that impact traffic operations.
- Purchasing equipment for data collection (vehicle speed & volume counters).
- Purchasing moveable engineering infrastructure (rubber speed humps, diverters, speed feedback signs, etc.) for temporary installation in neighborhoods to gauge effectiveness and to modify driver behavior.
- Construction of built environment improvements (speed humps, diverters, chicanes, median islands, pavement markings, improved neighborhood non-motorized crossings, traffic circles, permanent installation of speed feedback signs, other signs, etc.).
- Monitoring resident reports to the Traffic Safety Reporting Tool to evaluate potential locations for data collection and/or enforcement efforts.

SECTION 5A: NEIGHBORHOOD PROJECT TO EVALUATE AND IMPLEMENT TRAFFIC MANAGEMENT STRATEGIES

- Neighborhoods can apply for evaluation of traffic management strategies.
- City Staff will meet with project applicants and identified stakeholders at the beginning of the project to identify concerns, define scope and set measurable criteria for success.
- Data collection and evaluation to determine traffic management strategies to address concerns.

- Thresholds for implementation and evaluation of temporary traffic management strategies:
 - For Local Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 1000, or if two of the conditions are satisfied to 80% of the stated values.
 - For Collector Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 3000, more than 50% of the frontage of the roadway consists of residential lots facing the roadway, or if two of the conditions are satisfied to 80% of the stated values.
- Implement temporary traffic management strategies
- Collect traffic data and public feedback to evaluate the effectiveness of the temporary traffic management strategies.
- Plan for installation of permanent traffic management infrastructure using program funding if it is supported by the evaluation of the temporary traffic management strategies.

SECTION 5B: MINOR PROJECT APPROVAL AND IMPLEMENTATION

- Requests for traffic calming on individual streets received from residents that would not qualify for the neighborhood project will be evaluated and prioritized for implementation based on available program budget and staff capacity.
- Requests for traffic calming will be received by Engineer of the Day, through the Traffic Safety Reporting Tool or through the Statement of Interest process.
- City Staff will meet with project applicants and identified stakeholders at the beginning of the project to identify concerns, define scope and set measurable criteria for success.
- Data collection and evaluation to determine traffic management strategies to address concerns.
- Thresholds for implementation and evaluation of temporary traffic management strategies:
 - For Local Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 1000, or if two of the conditions are satisfied to 80% of the stated values.
 - For Collector Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 3000, more than 50% of the frontage of the roadway consists of residential lots facing the roadway, or if two of the conditions are satisfied to 80% of the stated values.
- Implement temporary traffic management strategies
- Collect traffic data and public feedback to evaluate the effectiveness of the temporary traffic management strategies.
- Assign priority points to rank the minor traffic calming projects to determine which projects will be constructed first with available funding using the following point system:
 - SPEED – 5 points will be assigned for each mile per hour that the 85th percentile speed exceeds the lawful speed limit.
 - VOLUME – 1 point will be assigned for every 100 vehicles per day on local streets; 1 point will be assigned for every 300 vehicles per day on collector streets.
 - CRASHES – 1 point will be assigned for each reported property damage crash along the project corridor(s) during the previous 3 years; 2 points will be assigned for each reported injury crash along the project corridor(s) during the previous 3 years; 5 points will be assigned for each reported fatal crash along the project corridor(s) during the previous 3 years.

- SIDEWALKS – 5 points will be assigned if there is not a continuous sidewalk along both sides of the project corridor(s); 10 points will be assigned if there is not a continuous sidewalk along either side of the project corridor(s).
- SCHOOL CROSSWALKS – 10 points will be assigned for each unprotected official school crosswalk that crosses the project corridor(s).
- PEDESTRIAN GENERATORS – 5 points will be assigned for each pedestrian generator such as a park, school or recreation center adjacent to the project corridor (s).
- Projects will be prioritized based on the total number of points and may be added to the priority list at any time.

SECTION 6: PROGRAM REPORTING

Analysis of the program will be conducted and presented to the Multi-modal Transportation Commission and City Commission on a yearly basis. Analysis may include the following items:

- Before and after speed and volume data
- Crash volume and severity
- Targeted before and after community survey results

SECTION 7: EXCEPTIONS.

The following items are handled through separate programs or policies and are not included in this program:

- Traffic Signals
- Placement of stop or yield signs
- Maintenance or installation of sidewalks
- Improvements on arterial streets