



Neighborhood Traffic Management Policies Update and Citizen Safety Advisory Committee

City Council Briefing

Prepared by

Public Works and Transportation

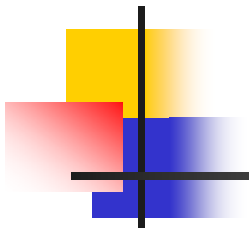
Transportation Programs – Planning

June 1, 2005



Purpose of Briefing

- Council Transportation and Telecommunications Committee (CTTC) conducted a review of the Council's Neighborhood Traffic Management (NTM) policies that involved seven briefings between April 2003 and December 2004
- This briefing highlights the recommendations from the CTTC NTM review including recommendations to involve the Citizen Safety Advisory Committee in the NTM appeal process



Neighborhood Traffic Management (NTM)



NTM Problem Statement

Why have Neighborhood Traffic Management programs?

- Non-neighborhood and/or speeding traffic is viewed by residents as offensive and degrading to their quality of life
- Many motorists cut through neighborhoods because of congestion on thoroughfares
- The City's Traffic Calming programs have been developed over many years and have different requirements



Existing NTM Policies

- Petition parking restrictions (Ordinance – Pre-1980)
- Alley rumble strips (Ordinance – Pre-1980)
- Road humps (Resolution – 1990)
- Street closures (Resolution – 1993)
- Resident-only parking (Ordinance – 1998)
- All-way stops (Ordinance – 2000)



Effective Traffic Calming

What makes a good Neighborhood Traffic Management program?

- Community driven: supported by neighborhood
- Results oriented: builds consensus for action
- Safe: plan must improve safety
- Balanced: involves those affected by change
- Cost Efficient: highest benefit for lowest cost
- Affordable: public/private funding mix
- Understandable: user-friendly procedures



Program Elements

Neighborhood and Street Eligibility

- Neighborhood Type
 - Predominately residential
- Thoroughfare Plan designation
 - Local street
- Emergency response route
 - Not an emergency response route
- Traffic volume and speed



Program Elements

Application and Approval Requirements

- Project initiation – petition
- Application fees
- Screening for eligibility
- Demonstration of community consensus
- Approval process
- Appeal process
- Cost responsibility

Summary: Existing Programs

Program Criteria at Beginning of Review Process – April 2003

Eligibility Criteria	Road Humps	Street Closures	All-way Stops	Alley Road Humps	No Parking Zones	Resident-Only Parking
Neighborhood Type	Primarily single family	Predominately residential	Residential	Primarily single family	Residential	Primarily single family
Street Type	Local/not an Emergency Route	Local/not an Emergency Route	Local/not an Emergency Route	Paved alley	Neighborhood street	Residential local
Application Fee	None	\$150-\$500	None	None	\$50	\$50
Basic Technical Screening Criteria	>500 but less than 6000 vehicles/day >34 mph	N/A	< 6000 vehicles/day	N/A	N/A	> 60% of spaces used and > 20% of used spaces business-related
Initiating Requirement	Petition from $\geq 2/3$ of residents	Petition from $\geq 1/2$ of residents	Petition from $\geq 2/3$ of residents within 900'	Petition with 80% uses on alley	Petition with 80% of uses on block face	Petition with 2/3 uses on block face
Ballot Area	Owners within 200' of street	Primary affected area	None	None	None	None
Community Consensus Determination	Petition with 2/3 residents & not more than 20% opposition	Ballots from $\geq 2/3$ of property owners in support	Petition with 2/3 of residents within 900'	Petition with 80% uses on alley	Petition with 80% of uses on block face	Petition with 2/3 uses on block face
Approval	Staff	Council	Staff	Staff	Staff	Staff
Appeal Process	Staff/Council	None	CPC/Council	None	None	None
Cost to Applicant	Pro rated based on speed	Full	None	Full	Full	Full



NTM Modifications

CTTC Recommendations – See Summary Table on Slide 12

- Revise road hump criteria to allow installation on streets with speeds from 31 to 34 mph if approved upon appeal to the City Plan Commission – this change received early approval from the Council in June 2004
- Allow residential traffic circles using the same requirements as all-way stops subject to design approval by the Director of Public Works and Transportation
- Allow application of all policies in single-family and multi-family areas
- Require an application fee for all programs – higher fee for street closure is indicative of the significantly higher staff costs associated with this process
- Standardize initiating petition requirement at 2/3rds of residents for all programs



NTM Modifications

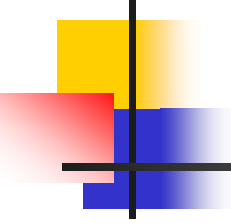
CTTC Recommendations – See Summary Table on Slide 12

- Allow all-way stop petition area to be adjusted to exclude unaffected areas (e.g., across major thoroughfares, creeks or railroads)
- Adopt a “primary affected area” for road hump balloting, but increase from 20% to 33% the level of opposition required to force an appeal process
- Retain “primary affected area” and balloting requirements for street closure process, but provide early notice to Councilmembers of proposed closures and utilize input from a neighborhood meeting to define the primary affected area
- Direct first appeals for road humps and all-way stops to the Citizens Safety Advisory Committee (instead of the City Plan Commission) with final appeal to Council

Summary: Modified Programs

Shading Reflects CTTC Recommendations

Eligibility Criteria	Road Humps	Street Closures	All-way Stops & Traffic Circles	Alley Speed Humps	No Parking Zones	Resident-Only Parking
Neighborhood Type	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential
Street Type	Local/not an Emergency Route	Local/not an Emergency Route	Local/not an Emergency Route	Paved alley	Local	Local
Application Fee	\$50	\$250	\$50	\$50	\$50	\$50
Basic Technical Screening Criteria	< 6000 vehicles/day ≥ 35 mph or 31-34 mph if approved upon appeal	N/A	< 6000 vehicles/day	N/A	N/A	> 60% of spaces used and > 20% of used spaces non-residential-related
Initiating Requirement	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents within 900'	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents
Ballot Area	Primary affected area	Primary affected area	None	None	None	None
Community Consensus Determination	Ballots from not more than 33% of property owners in opposition	Ballots from ≥ 2/3 of property owners in support	Petition from ≥ 2/3 of residents within 900'	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents
Approval	Staff	Council	Staff	Staff	Staff	Staff
Appeal Process	CSAC/Council	None	CSAC/Council	None	None	None
Cost to Applicant	Pro rated based on speed	Full	Full	Full	Full	Full



Citizen Safety Advisory Committee (CSAC)



CSAC Mission

- Chapter 2, Article XX of the Dallas City Code establishes the Citizen Safety Advisory Committee and its responsibilities
- “The Committee shall promote the development of safety programs in the City and shall make written recommendations through the City Manager to the City Council, and other organizations interested in safety.”



CSAC Duties

Duties are Identified in City Code

- Monitor, evaluate, and recommend changes to City safety plans.
- Conduct educational programs that promote citizen responsibility in the area of public safety.
- Coordinate planning and implementation of projects by various organizations interested in public safety.
- Make studies and recommendations on all matters concerning the protection of children from traffic hazards, including matters relating to the staffing and training of school crossing guards, the provision of school sidewalks, and other school-child safety issues.
- Other duties as may be required by the City Manager or City Council.



CSAC Membership

City Code Identifies 25 Committee Members

- Dallas Area Rapid Transit
- DFW Council of Safety Professionals
- Southwest Automobile Club
- SW Chapter American Society of Safety Engineers
- Independent Insurance Agents Association
- American Red Cross
- Chambers of Commerce (3)
- School Districts (6)
- School Parent-Teacher Associations (6)
- Citizen-at-Large Appointments (4)



Current CSAC Membership

Committee Currently has 6 Members / 6 Required for Quorum

- Dallas Area Rapid Transit
- DFW Council of Safety Professionals
- SW Chapter American Society of Safety Engineers
- Dallas Independent School District
- Richardson Independent School District
- Citizen-at-Large Appointments (1)



CSAC Member Appointments

- Members are nominated by the City Manager and appointed by the City Council
- Mayor appoints the chair, and the full City Council appoints the vice-chair
- Members are appointed in August of each odd-numbered year for a two-year term beginning on September 1 and serve until their successors are appointed – members are limited to four consecutive two-year terms



CSAC Issues

- Difficulty in obtaining member appointments from designated organizations
- Duties are very broadly defined as related to “city safety plans”, but activities have generally been limited to school safety-related issues – crossing guards and sidewalks



CSAC Membership

CTTC Recommendations

- Reduce Committee to nine members: six safety professional representatives and three citizen-at-large representatives
- Retain Chambers of Commerce, School Districts and PTAs as ex-officio members – nonvoting members notified of all meetings and participating on issues important to them



CSAC Membership

CTTC Recommendations (continued)

- Dallas Area Rapid Transit
- DFW Council of Safety Professionals
- SW Chapter American Society of Safety Engineers
- American Red Cross
- Citizens for Traffic Safety for Greater Dallas
- Traffic Engineering Consultant
- Citizen-at-Large Appointments (3)



CSAC Responsibilities

CTTC Recommendations (continued)

- Add “all-way stop” and “road hump” appeals to CSAC duties with final appeal to Council
- Examine current review processes for safety-related sidewalk and school crossing guard issues to enhance CSAC member understanding of specific cases prior to making decisions



Next Steps

- Staff is working with City Attorney's Office to draft changes to the City Code to implement the CTTC recommendations
- Based on Council input from this briefing, this work will be completed and scheduled for full Council consideration