

CITY OF EL PASO

Neighborhood Traffic Management Program (NTMP) Application

Complete and submit to:

City of El Paso
Streets and Maintenance Department
7968 San Paulo Drive
El Paso, Texas 79907

Tracking No: _____
*(If the request was initially
processed thru the 3-1-1
phone or web system)*

Or email to:

NTMP@elpasotexas.gov

Date _____

Contact person _____

Address _____

Daytime phone(s) _____

Email Address _____

Street/location of traffic concern *(one street permitted per application)*

Limits/boundaries of street listed above (to determine limits of traffic study)
from _____ to _____

Days When Issue Exists _____

Times When Issue Exists _____

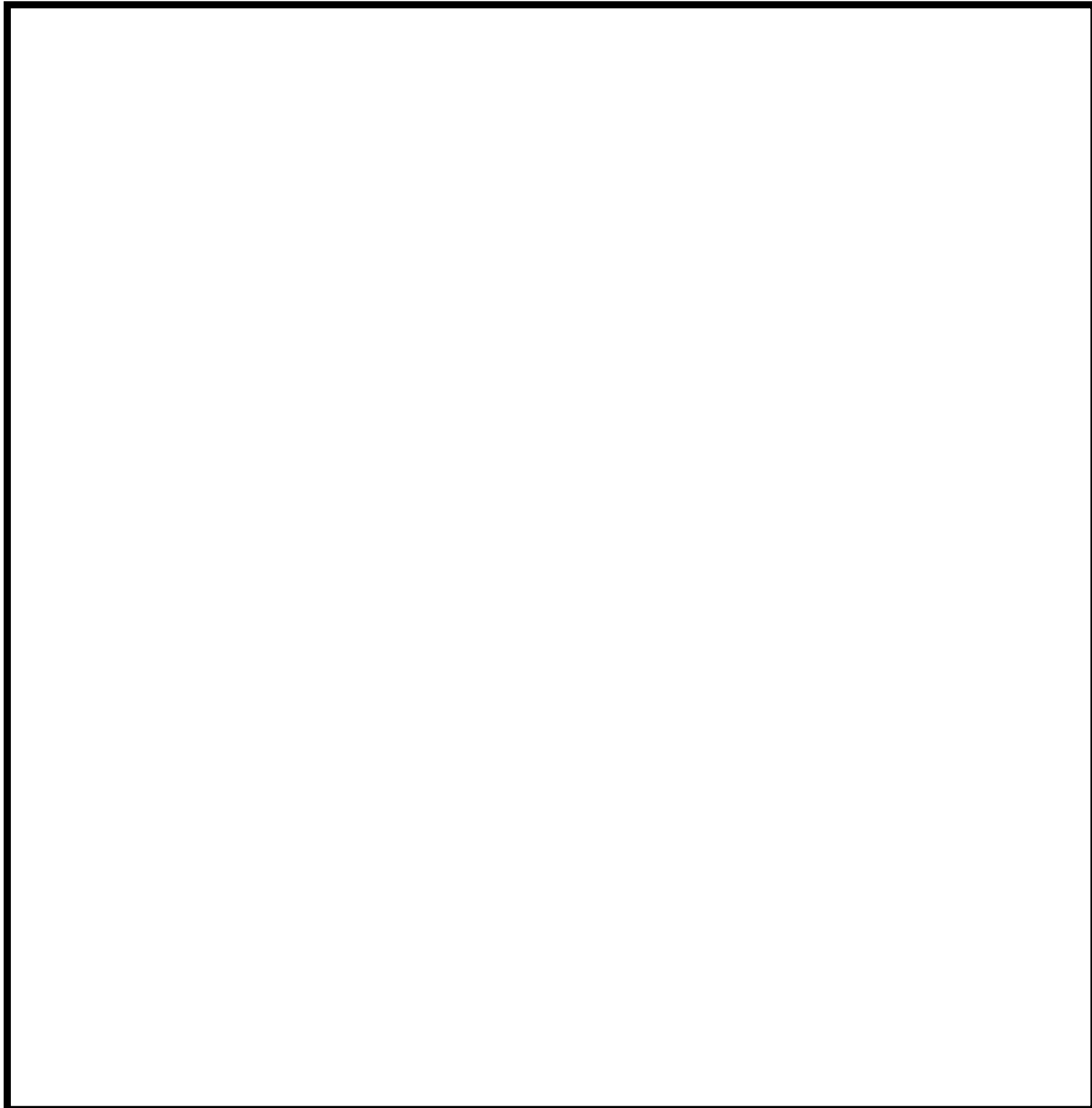
Specific type of concern (i.e. speeding, cut-through traffic, accidents, etc). Please describe in detail (use extra paper, if needed).

I/we understand that the program decisions are made at the discretion of the City of El Paso's Streets and Maintenance Department, in accordance with established criteria, applicable engineering standards, and the availability of funding.

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In the box below (or an attached map), draw the street and/or intersection(s) where the concern exists. The drawing/map may also include any notes related to existing conditions, suggestions for specific areas to study, and potential locations for traffic calming improvements.



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All of the following criteria must be satisfied for a street to be considered eligible for Physical Measure installations.

1. Petition

A petition that documents that a minimum of two-thirds of the residential households on the street support its installation.

2. Location of the Street

The uses on the street where the physical measure is proposed must be composed primarily of low density residential dwellings.

3. Operational Characteristics of the Street

- a. The street must be used to provide access to abutting residential properties (local residential street) and/or to collect traffic for such streets (residential collector).
- b. There must be no more than one moving lane of traffic in each direction.
- c. Traffic volumes must be more than 1,000 vehicles per day but less than 7,500 vehicles per day.
- d. Vehicle speeds must equal or exceed the Speed Criteria of 35 miles per hour (mph). – 85th Percentile
- e. The street must not be an identified primary route for emergency vehicles; this refers to a route that is heavily used due to the proximity of the emergency vehicle facility. These routes are subject to change.

4. Geometric Characteristics of the Street

- a. The street must have adequate sight distances to safely accommodate the traffic calming device.
- b. The street must not have curves or grades that prevent safe placement of devices. Traffic calming devices may be located on streets that contain curves and/or grades, but the device itself must not be located within a horizontal curve, on a vertical grade greater than 8% or on their immediate approaches.
- c. The street must be paved. If there are no curbs, a special design must be used to prevent vehicle runarounds.
- d. The elevation of property adjacent to a physical measure location must be above top of curb to minimize potential flooding due to the presence of the traffic calming device in the roadway.

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The NTMP is primarily designed to address neighborhood problems of:

- Cut-Through Traffic
- Speeding
- Safety/Security

Eligible physical improvements that may be funded through the NTMP include, but are not limited to:

- Chokers
- Bulbouts
- Chicanes
- Median Barriers
- Traffic Circles/Roundabouts
- Speed Cushions/Speed Humps
- Center Islands/Pedestrian Refuge Islands

Ineligible improvements* that cannot be funded through the NTMP include, but are not limited to:

- Stop Signs
- Traffic Lights
- Street Illumination
- Street Resurfacing
- Guardrails/Barricades
- Changes in the Speed Limit
- Traffic Calming Improvements on Arterial Streets

**Many of these improvements do not require a neighborhood petition. Please contact 3-1-1 for assistance.*

Other considerations:

- Traffic studies are typically performed during the school year to give each application the best chance at meeting the eligibility criteria.
- Improvements are vetted with the street/neighborhood prior to installation. The City will determine the appropriate devices and locations for installation based on best practices and engineering standards.
- Improvements are contingent on available funding.