



Neighborhood Traffic Management Program

E. Costilla Boulevard – Meeting 1

NTMP Introduction and Neighborhood Listening Session

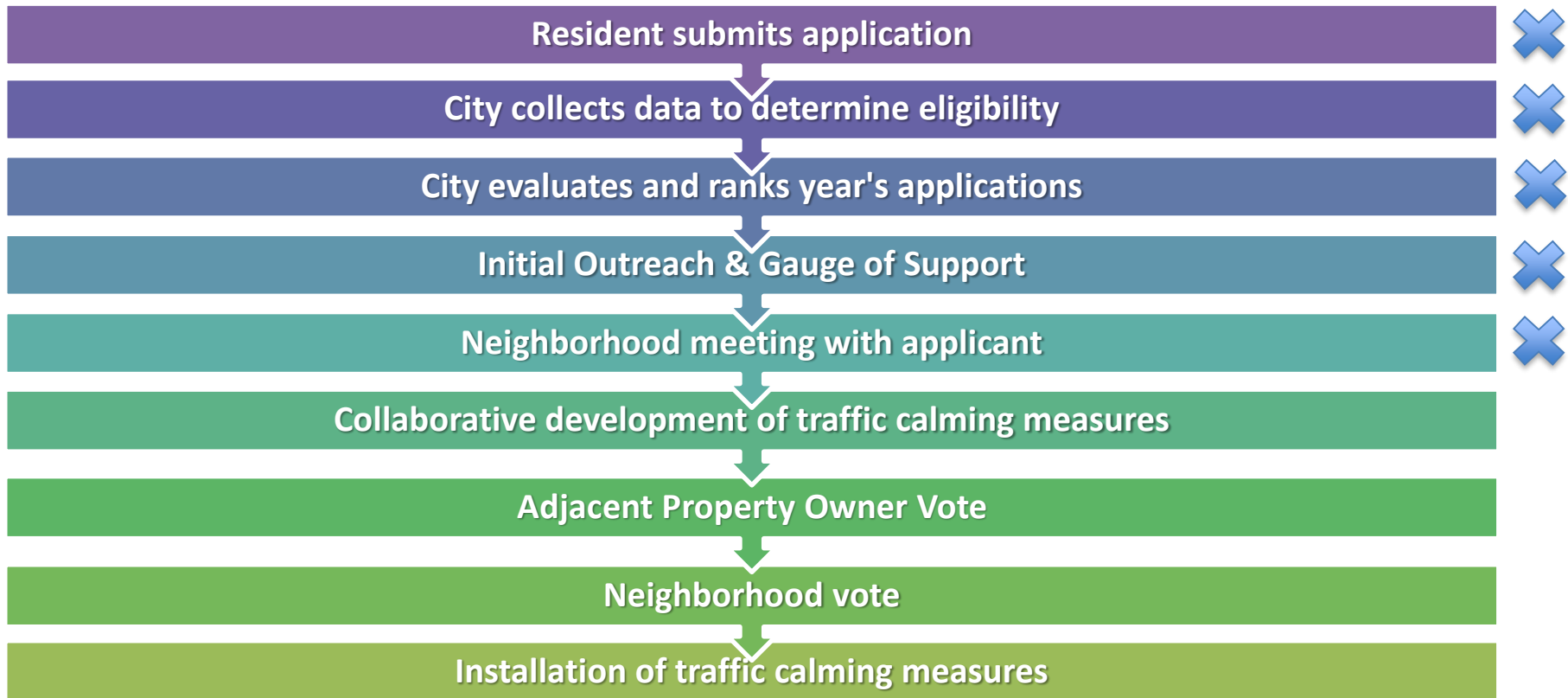
February 19, 2020

6:30 p.m. – 8:00 p.m.

Tonight's Agenda

- Neighborhood Traffic Management Program (NTMP) Overview
 - NTMP Start to Finish
 - 2020 NTMP Prioritization
- E. Costilla Blvd Application
- Traffic Calming Options
- Neighborhood Discussion and Listening

NTMP Start to Finish



2020 NTMP Prioritization

City of Centennial
Neighborhood Traffic Management Program

WORKSHEET 1 Minimum Threshold Determination

Projects

- Panama St.
- Clarkson St.
- Costilla Blvd. – Walnut Hills
- Himalaya Way/ Liverpool St.

Street Segment Being Considered: E COSTILLA BLVD

1. Street Type	Neighborhood Collector <input type="checkbox"/>
	Local Access <input type="checkbox"/>
2. Weekday 24-hour traffic volume, both directions	<u>777</u>
3. Posted or regulatory speed limit (mph)	<u>25</u>
4. 85 th percentile speed (mph) and direction of travel	<u>30</u>
5. Is weekday 24-hour traffic volume greater than 500, or, is there 20% or greater cut-through volume?	Yes <input checked="" type="checkbox"/> Go to 6 No <input type="checkbox"/> Go to 9
6. Is 85 th percentile speed 7 mph or more over the speed limit?	Yes <input type="checkbox"/> Go to 10 No <input checked="" type="checkbox"/> Go to 7
7. Is a school, park, trail crossing, recreation center/clubhouse or other public facility present along the street?	Yes <input checked="" type="checkbox"/> Go to 8 No <input type="checkbox"/> Go to 9
8. If "yes" to Question #7 above, is 85 th percentile speed 5 mph or more over the speed limit?	Yes <input checked="" type="checkbox"/> Go to 10 No <input type="checkbox"/> Go to 9
9. Are there three or more correctable traffic accidents in a 12-month period during the previous 36 months?	Yes <input type="checkbox"/> Go to 10 No <input type="checkbox"/> Go to 11
10. YES <input checked="" type="checkbox"/>	This street IS ELIGIBLE for the Neighborhood Traffic Management Program
11. NO <input type="checkbox"/>	This street IS NOT ELIGIBLE for the Neighborhood Traffic Management Program

NTMP Website and Policy




Search the site

Home / Online Services / Apply for Neighborhood Traffic Management

Apply for Neighborhood Traffic Management

Are you concerned about speeding or cut-thru traffic in your neighborhood? The City wants to keep neighborhoods safe for pedestrians.



Centennial has a comprehensive Neighborhood Traffic Management Program (NTMP). The intent is to create solutions for responding to neighborhood traffic mitigation requests.

The program's primary objectives are to:

- improve traffic safety on neighborhood streets by reducing speeding and cut-through traffic
- foster pedestrian safety
- efficiently allocate the use of public resources
- encourage citizen involvement in solutions to neighborhood traffic problems

NTMP Application Process Overview

- 1 Apply**
Resident applies to the program through the Citizen Response Center, [303-325-8000](tel:303-325-8000).
- 2 Receive Official Application**
The City sends an application to the resident. If requested, a copy of the [NTMP manual](#) will also be sent.
- 3 Return the Completed Application**
The Resident returns the completed NTMP application to the City within 30 days.
- 4 We Collect Data**
The City collects data to determine if the application qualifies for the program.
- 5 If you Qualify**
Qualifying applications become eligible for advanced traffic calming improvements.

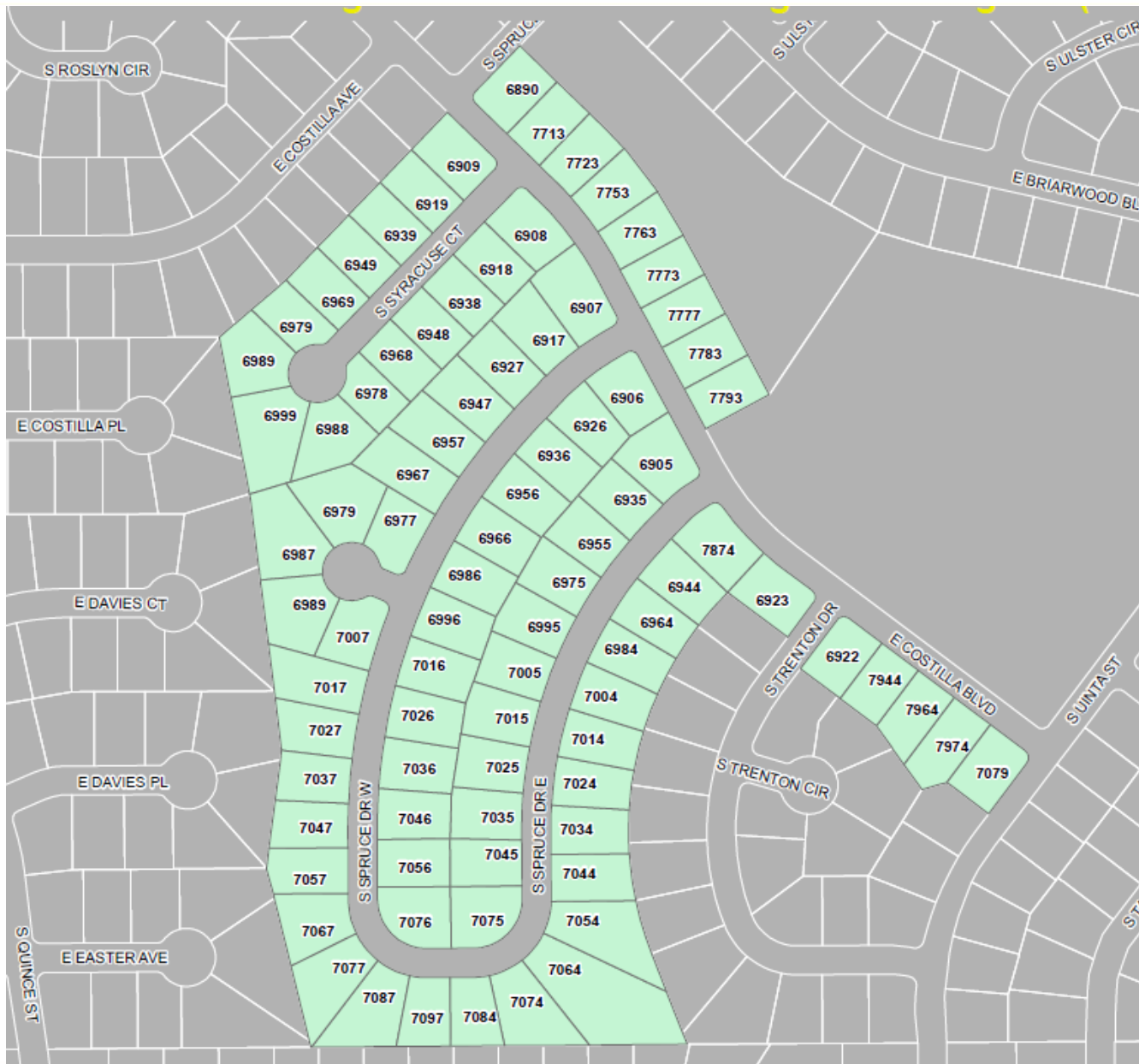
Contact Us
Location
Centennial Public Works
13133 E. Arapahoe Rd.
80112
[View Map](#)

NTMP Projects
View the [NTMP Devices Map](#) for an overview of previously completed projects within the City.

Other Information
24-Hour Citizen Response Center
[303-325-8000](tel:303-325-8000)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM





Affected Neighborhood

- **To identify the affected neighborhood, consider the following:**
- Potential location of appropriate traffic calming devices.
- Proximity of homes to that street segment.
- Must be focused or the project may not get needed support.
 - 1) Response of over 50 percent to ballot.
 - 2) Two-thirds majority must support the project.
- Can be a collaborative effort.

Traffic Mitigation Toolbox

- Neighborhood Education Programs
- Speed Limit Signing
- Restricted Movement Signing
- Enhanced At-Grade Pedestrian Crossing (RRFB)
- Striping/Visual Narrowing
- Traditional Speed Enforcement
- Entry Islands
- Entrance Barrier
- Speed Hump
- Raised Crosswalk
- Curb Extensions
- Medians
- Electronic Speed Sign
- Traffic Circles/Mini-Roundabout
- Restricted Movement Barrier
- Raised Intersection
- Curvilinear Street
- Realigned Intersection
- Chicanes

Neighborhood Education Programs

Description

- Programs designed to increase driver awareness of neighborhood traffic safety issues.

Effectiveness

- Educational programs have shown reduction in traffic speeds.
- Implementation is much sooner than physical treatments.

Delay to Emergency Vehicles

- None

Other Disadvantages

- Results may be minimal and decrease after initial use.
- Not self enforcing.
- Increased visual pollution.

Speed Humps



Raised Crosswalk



Raised Crosswalk

Description

- Flat-topped speed table built as a pedestrian crossing. Sometimes includes curb extensions.

Effectiveness

- Speed reductions of up to 5 mph.
- Increases pedestrian visibility.
- Clearly designates the crosswalks.

Delay to Emergency Vehicles

- 4 to 6 seconds per raised crossing.

Other Disadvantages

- Relatively expensive.
- Increased noise.
- May necessitate the reduction of on-street parking in certain configurations.

Electronic Speed Sign



Electronic Speed Sign

Description

- Permanently mounted radar display that informs drivers of their speed compared to the speed limit.

Effectiveness

- May cause responsible drivers to slow down in the vicinity.
- May cause unfamiliar drivers to slow down in the vicinity.
- Educational tool.
- Some drivers may assume it is linked to photo radar.

Delay to Emergency Vehicles

- None

Other Disadvantages

- Not self enforcing.
- Ongoing maintenance needed.
- May lose effectiveness on familiar motorists.
- Display may detract from neighborhood character.

Medians



Medians

Description

- A raised island in the center of a two-way street adjacent to an intersection, typically at the perimeter of a neighborhood.

Effectiveness

- Vehicles may slow down as they pass through the narrowed section.
- Can notify motorists of change in roadway character.
- Opportunity for landscaping or aesthetic improvements.

Delay to Emergency Vehicles

- 1 – 2 seconds

Other Disadvantages

- Need for maintenance (and irrigation).
- May require removal of on-street parking.

Curb Extensions



Curb Extensions

Description

- Segments of roadway narrowing where roadway edges or curbs are extended toward the center of the roadway. Vehicles may slow as they pass through the narrowed section.

Effectiveness

- Speed reductions of 1 – 3 mph.
- May slow traffic by changing the character of a wide street to a narrow street.
- Pedestrian visibility increased and crossing distance reduced.

Delay to Emergency Vehicles

- Less than 2 seconds.

Other Disadvantages

- May create drainage issues where curb and gutter exist.
- May result in the loss of on-street parking.

Enhanced At-Grade Ped Crossing Rectangular Rapid Flashing Beacon (RRFB)



Enhanced At-Grade Ped Crossing Rectangular Rapid Flashing Beacon (RRFB)

Description

- Standard striped crosswalk with additional devices to alert motorists that a pedestrian is crossing.

Effectiveness

- Non-standard signing has been shown to be somewhat effective in increasing motorist awareness and pedestrian safety.
- Pedestrian-activated devices, such as flashing lights, have shown to be very effective.

Delay to Emergency Vehicles

- None

Other Disadvantages

- Can provide pedestrians with a false sense of security.
- More visual pollution.

Striping/Visual Narrowing





Before



After

Striping/Visual Narrowing

Description

- Unique striping added to streets to visually narrow the lane.

Effectiveness

- Anticipated speed reduction in the 1 – 3 mph range.
- Does not require removal of on-street parking.
- Can be used with other devices.
- Inexpensive.

Delay to Emergency Vehicles

- None

Other Disadvantages

- Generally not as effective as physically narrowing the roadway.
- Additional maintenance for restriping.

Neighborhood Discussion and Listening

Next Steps

- Prepare Conceptual Plan(s)
- 2nd Neighborhood Meeting
- Prepare Final Plan
- Develop Cost Estimate
- Ballot to Approve Final Plan
- Project Implementation

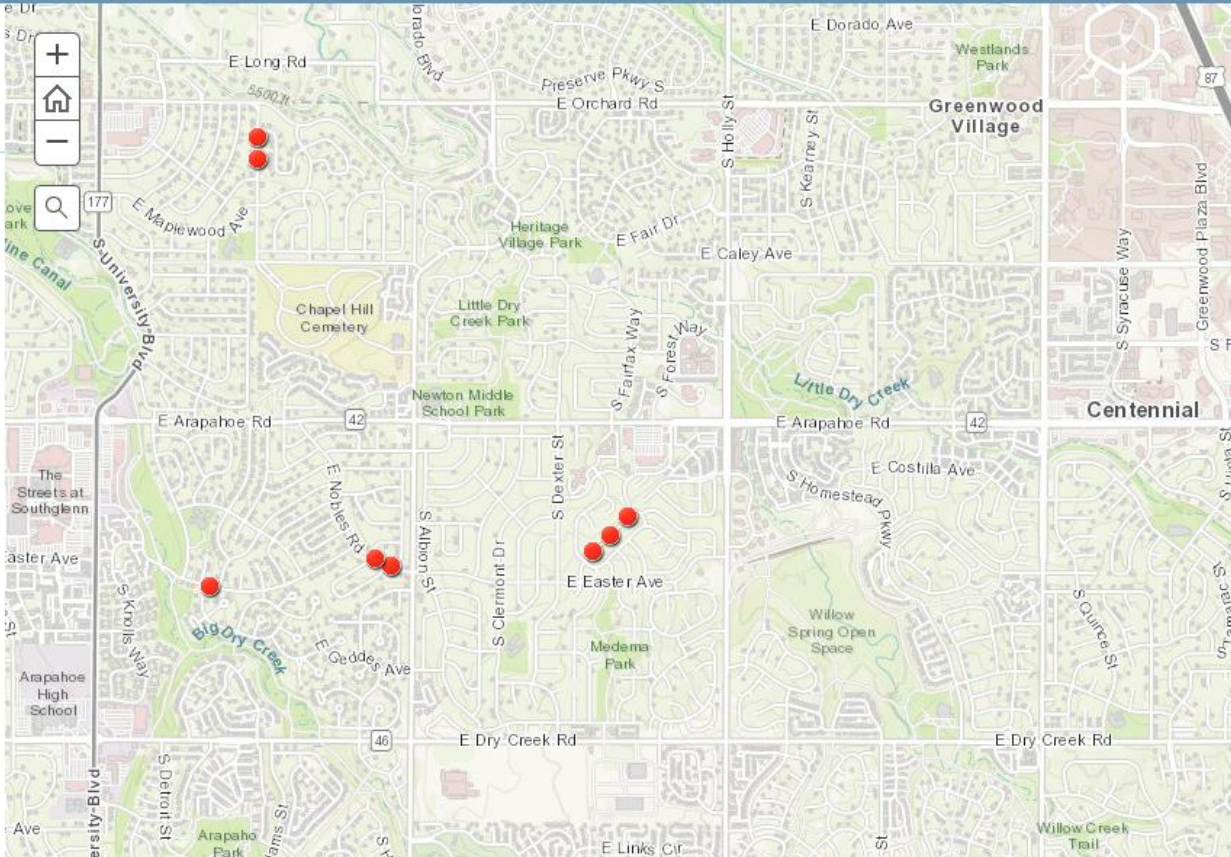
[Map of Existing NTMP Devices and Projects](#)

NTMP Devices

NTMP Project Sites

Speed Humps

A speed hump is a raised, parabolic area of roadway pavement approximately 4 inches in height and 12 feet long in the direction of travel. They are different from the more severe speed bumps you may find in a parking lot. A speed hump causes a vehicle to produce a rocking motion, creating an uncomfortable sensation for the occupants of speeding vehicles thus encouraging the driver to reduce their speed. The City designs speed humps to be comfortably traversed at approximately 15-20mph. Speed humps in the City of Centennial will always be accompanied by signage on either side alerting oncoming traffic to the device.



Speed Reductions with Speed Monitoring

Location	Before NTMP	Speed Signs	Signs and Striping
E. Dorado Ave.	45 mph	37 mph	36 mph
E. Mineral Ave.	34 mph		29 mph
E. Otero Ave.	35 mph	29 mph	

Project Location	Speed Limit	85 th percentile speed	
		Before	After
FoxRidge – Otero Ave. (speed signs; centerline stripe already existed)	25 mph	28-30 mph	25-33 mph
FoxRidge – Mineral Ave. (speed signs, bike lanes, new centerline stripe)	25 mph	29-34 mph	29-30 mph
Vista Verde – Clarkson St. (bike lanes)	30 mph	38-39 mph	33-36 mph
Park Borough – Dorado Ave. (speed signs; centerline stripe already existed)	30 mph	30-45 mph	34-37 mph
Park Borough – Dorado Ave. (speed signs, bike lanes; centerline stripe already existed)	30 mph	34-37 mph	33-36 mph