



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

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How the NTMP fits into Traffic Engineering

- Traffic Engineering is divided into three sections
 - Computerized Traffic Signals
 - New Development, Street Lighting, and Signal Construction
 - Signs and Neighborhood Traffic Management Program

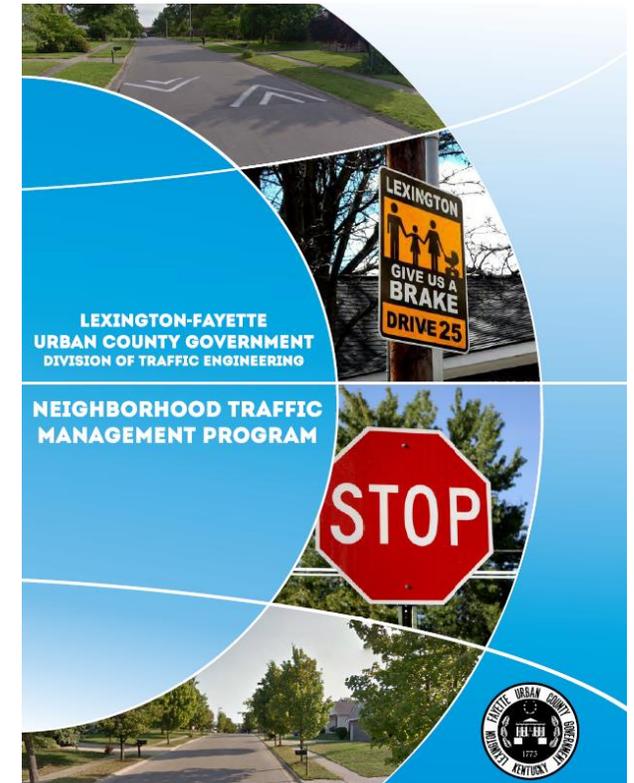
- The Signs and NTMP team
 - Phoenix Building
 - Two engineers, one associate engineer, one engineering technician senior
 - Sign Shop at the Operational Adjustment Center (OAC) on Old Frankfort Pike
 - One supervisor, three traffic sign technicians





NTMP Background

- Managed by the Division of Traffic Engineering
- The NTMP was enacted in 2000
 - Per Resolution 164-2000, the NTMP was created due to “increases in congestion on major roadways...(which) have resulted in increased use of local streets and residential neighborhoods...(that) adversely affect safety and livability of neighborhoods”
- Minor revisions were made to the program in 2012 and 2015
- Primary program for traffic calming efforts in Lexington for the past 25 years





Why Traffic Calming?

- Traffic engineering is not an exact science
 - Guidance developed with limited data
 - Highway design principals used for city streets
- Safe System Approach
 - Evolving mindset
 - Complete Streets
- Traffic Calming helps achieve safer speeds
 - Local neighborhood streets
 - Vulnerable roadway users



Source: Federal Highway Administration





NTMP vs Traffic Calming

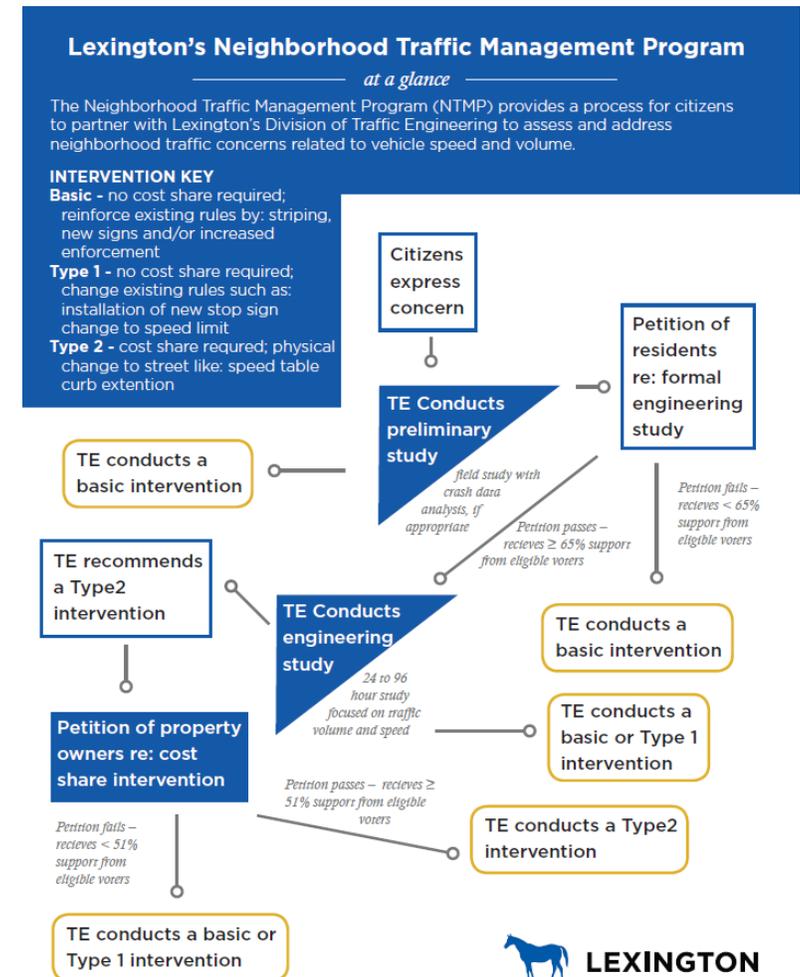
- The NTMP is a program targeted at traffic calming efforts specifically on local and collector roadways in residential zones
 - Citizen driven
 - Traffic data analysis
 - Funding for the NTMP is typically part of Traffic Engineering's budget
- Traffic Calming efforts are not limited to residential roads
 - Capital projects such as Division of Engineering projects or smaller projects directed by LFUCG
 - New development projects may incorporate traffic calming per Planning process
 - Funding for these projects are not typically part of Traffic Engineering's budget





Neighborhood Traffic Management Program

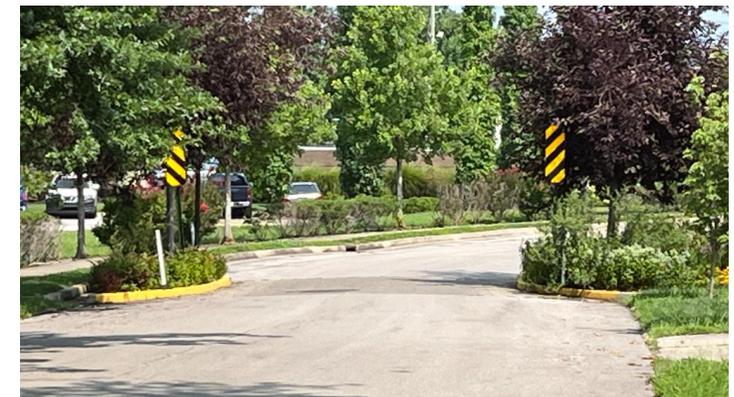
- Relies on citizen and neighborhood ownership
- Petition process
- Traffic analysis
- Three tiers of traffic calming
 - Type 1 – conventional interventions
 - Type 2 – vertical or horizontal deflections
 - Type 3 – diversions and closures
- Funding/cost share





Traffic Calming Measures

- Horizontal deflections
 - On-street parking
 - Street width reductions
 - Curb extensions
- Vertical deflections
 - Speed humps
 - Speed tables
- Route restrictions (i.e. diversions)
- Intersection controls
 - Multiway stops
 - Traffic Circles/Roundabouts
- Signs





Pros and Cons of Traffic Calming

- Positives
 - Increased safety for all roadway users
 - Reduced speeds can make neighborhoods more liveable
 - Some traffic calming techniques are self-enforcing
 - Landscaping opportunities
- Negatives
 - Traffic calming devices such as speed humps/tables are not recommended by LFD or LPD due to increases in response times
 - Some traffic calming devices are also problematic for various public service vehicles
 - Can be costly in retrofit scenarios
 - Unknown effect on property values





Sample Projects

- NTMP sample 2024 traffic calming projects
 - Speed tables on Kentucky Avenue and North Broadway Park
 - Speed feedback signs installed on Sandersville Road
 - Edgeline pavement marking installed on Waco Road, Old Rosebud Road
 - Multiway stop controls installed at Hawthorne Dr & Cane Run Road
- Non-NTMP sample 2024 traffic calming projects
 - Curb Extensions installed on Pepperhill Drive near Julius Marks ES
 - Median islands installed on Rogers Road, Parkside Drive, and Fort Harrods Drive
 - Modular median islands installed on E. Tiverton Way, Southpoint Drive, Walton Avenue
 - Speed tables on Fiddler Creek Drive, Don Anna Drive, W. High Street





Old Rosebud Road

- Edgeline pavement markings



Photo Credit: Strand Associates





Fort Harrods Drive

- Median island and crosswalk





Modular Medians

- Southpoint Drive
- Walton Avenue





Location Review – Pleasant Ridge Drive

- Horizontal deflections with median refuge island

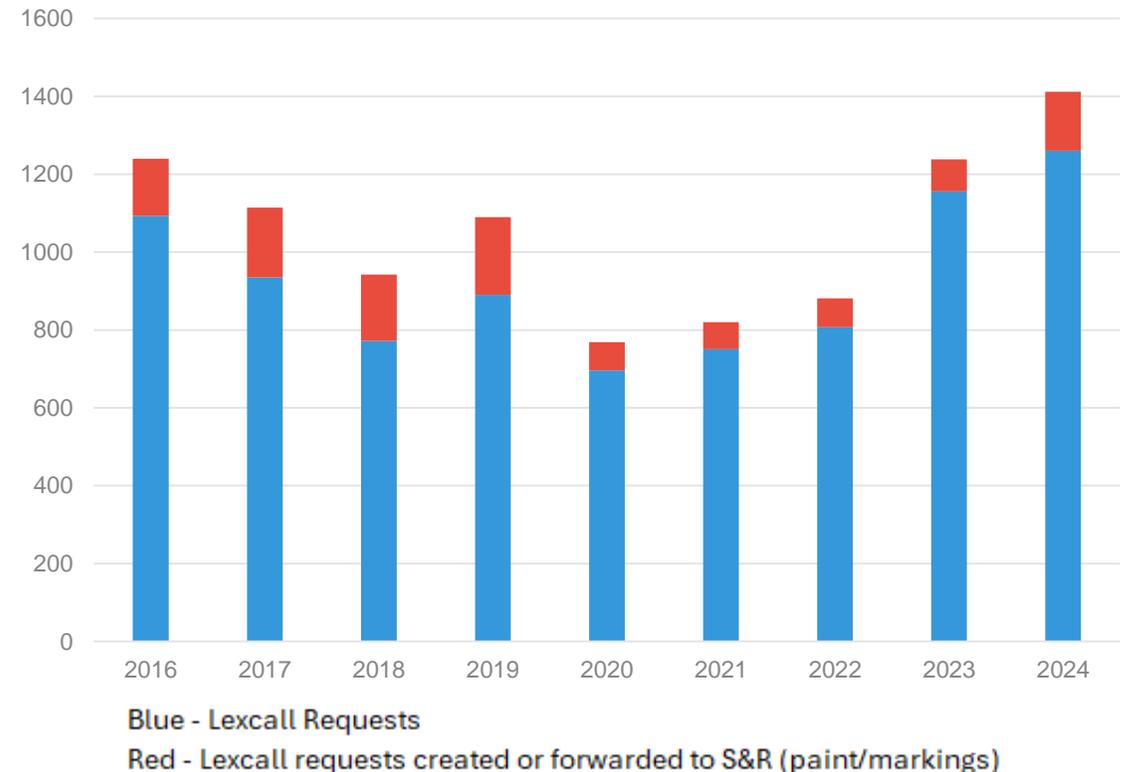




The Past and Present

- In Calendar Year 2024, the Signs and NTMP Section managed:
 - 1412 Lexcall service requests
 - Requests related to signs, parking, traffic calming, etc.
 - Some requests are forwarded or created by TE for Streets & Roads paint crew
 - Volume of requests trending upward
 - 257 traffic calming requests (some incl. as Lexcalls)
 - Approximately 110 open traffic calming requests on 1/31/2025
- Requests typically result in a field review and many requests include working with the public and/or elected officials

NTMP Section Lexcalls by Year
2016 - 2024





The Future

- We are working with a consultant to modernize how NTMP inquiry notifications are processed
 - Citizen Connect Portal
 - Better project tracking and transparency
- Sign inventory and work order system update
- Complete Street Manual and Coordination



Questions?



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