



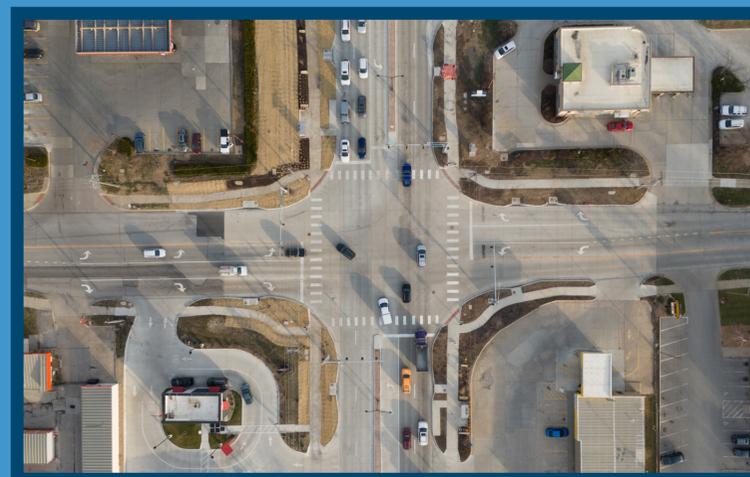
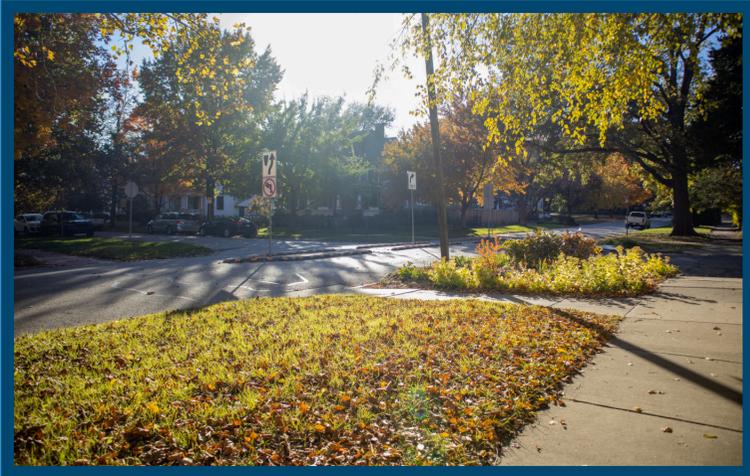
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

The City of Lawrence's Neighborhood Traffic Management Program is a comprehensive initiative that aims to maintain or improve existing neighborhood environments through the application of the 5 E's:

Education, Encouragement, Enforcement, Evaluation, and Engineering



NTMP Program Goals



- + 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.





NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

EXHIBIT C

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM STEP 1 - PROJECT IDENTIFICATION + ALL PROJECTS +

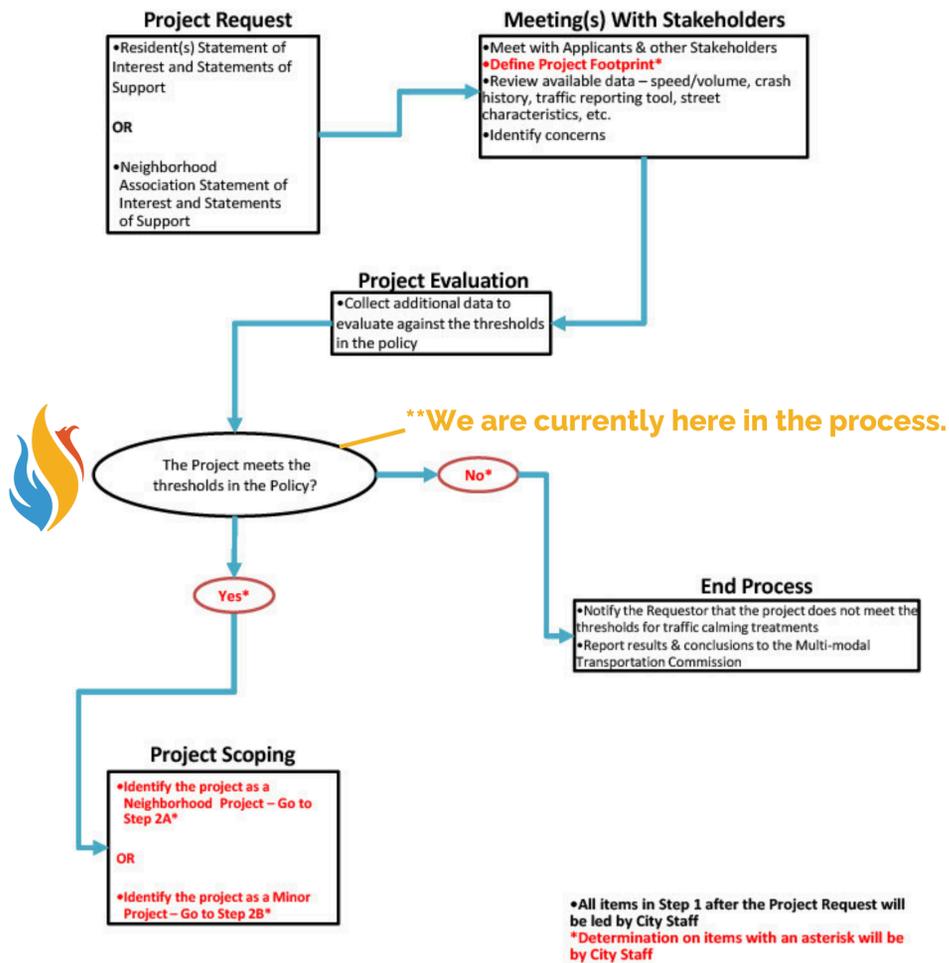


EXHIBIT C

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM STEP 2A - PROJECT IMPLEMENTATION + NEIGHBORHOOD PROJECT +

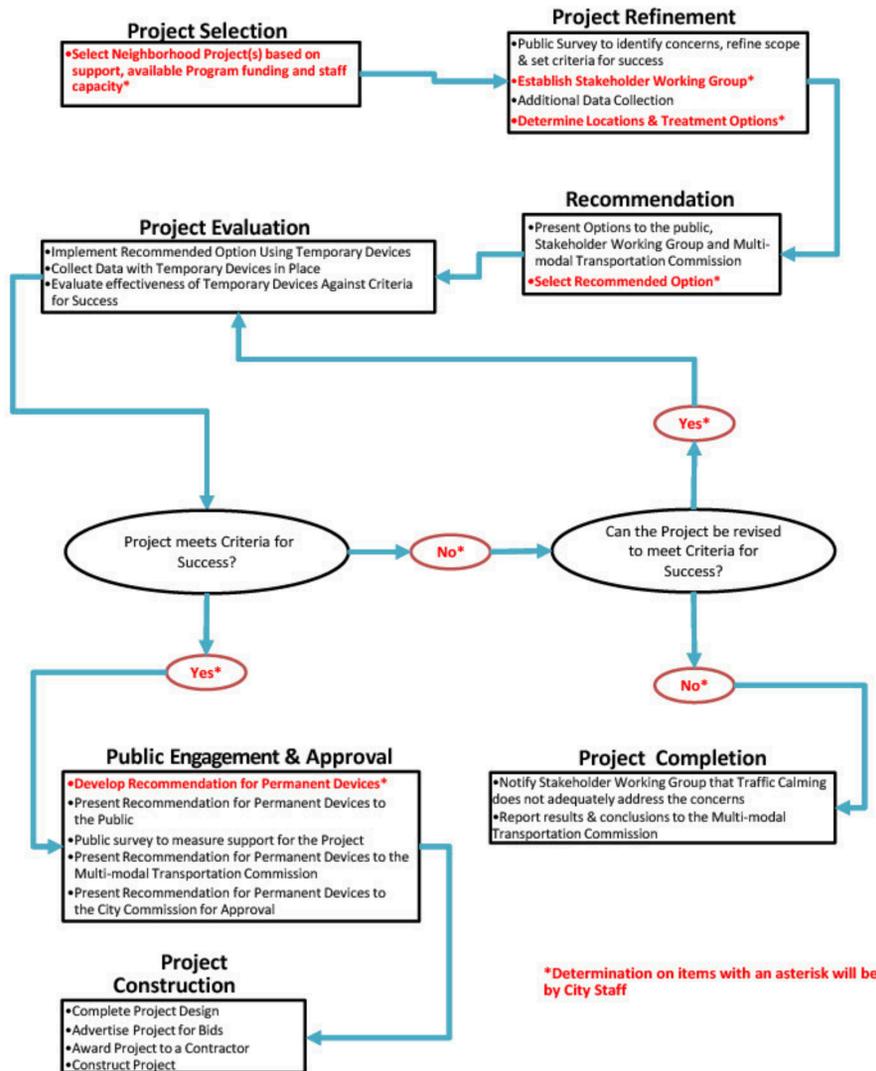
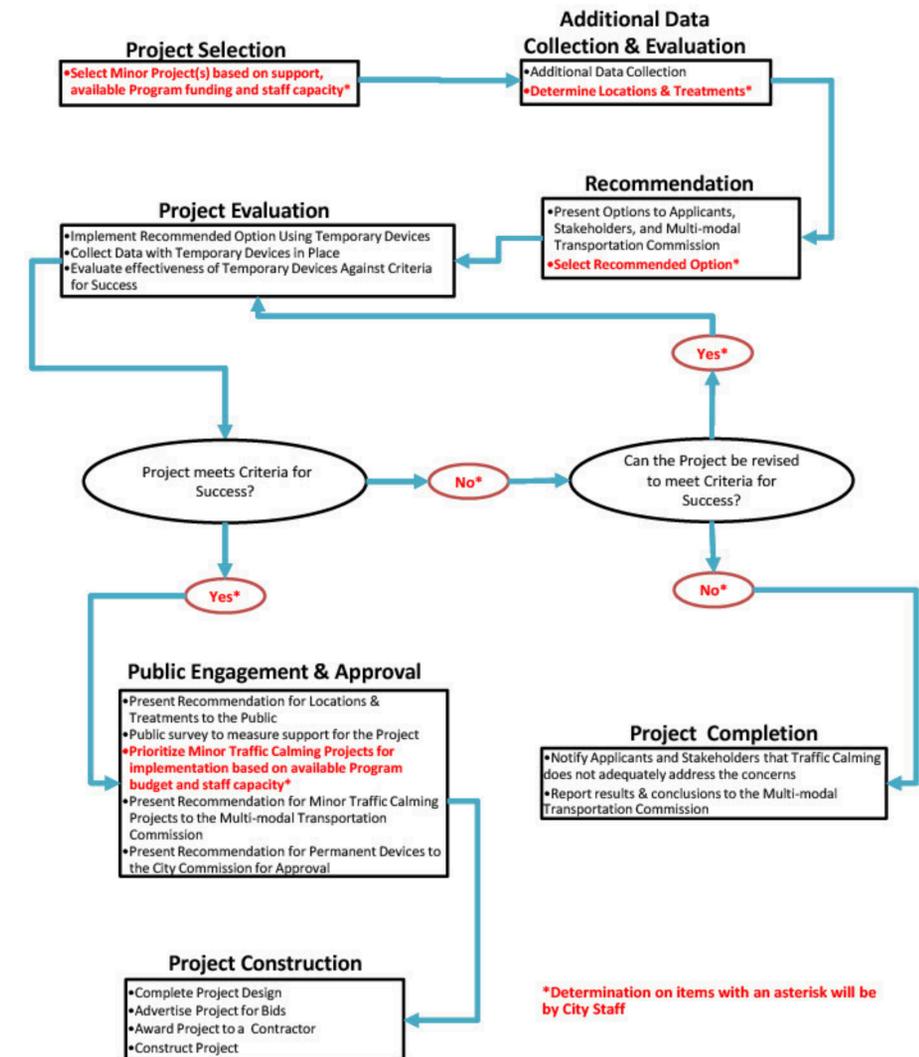


EXHIBIT C

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM STEP 2B - PROJECT IMPLEMENTATION + MINOR PROJECT +





NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

In 2024, the City put out a call for potential traffic calming projects. The following projects shown on **Board #4** were requested from residents. The scoring of each project based on the policy is shown on **Board #5**.

PROJECT LOCATION SCORING CRITERIA

+ 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 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.

+ 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)

THRESHOLDS FOR TRAFFIC CALMING DEVICE IMPLEMENTATION & EVALUATION

+ FOR LOCAL STREETS

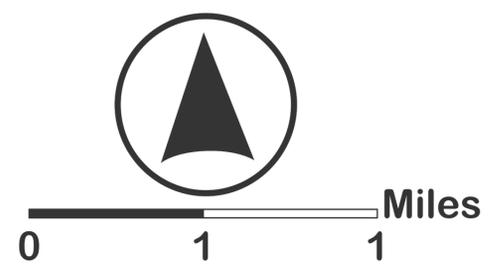
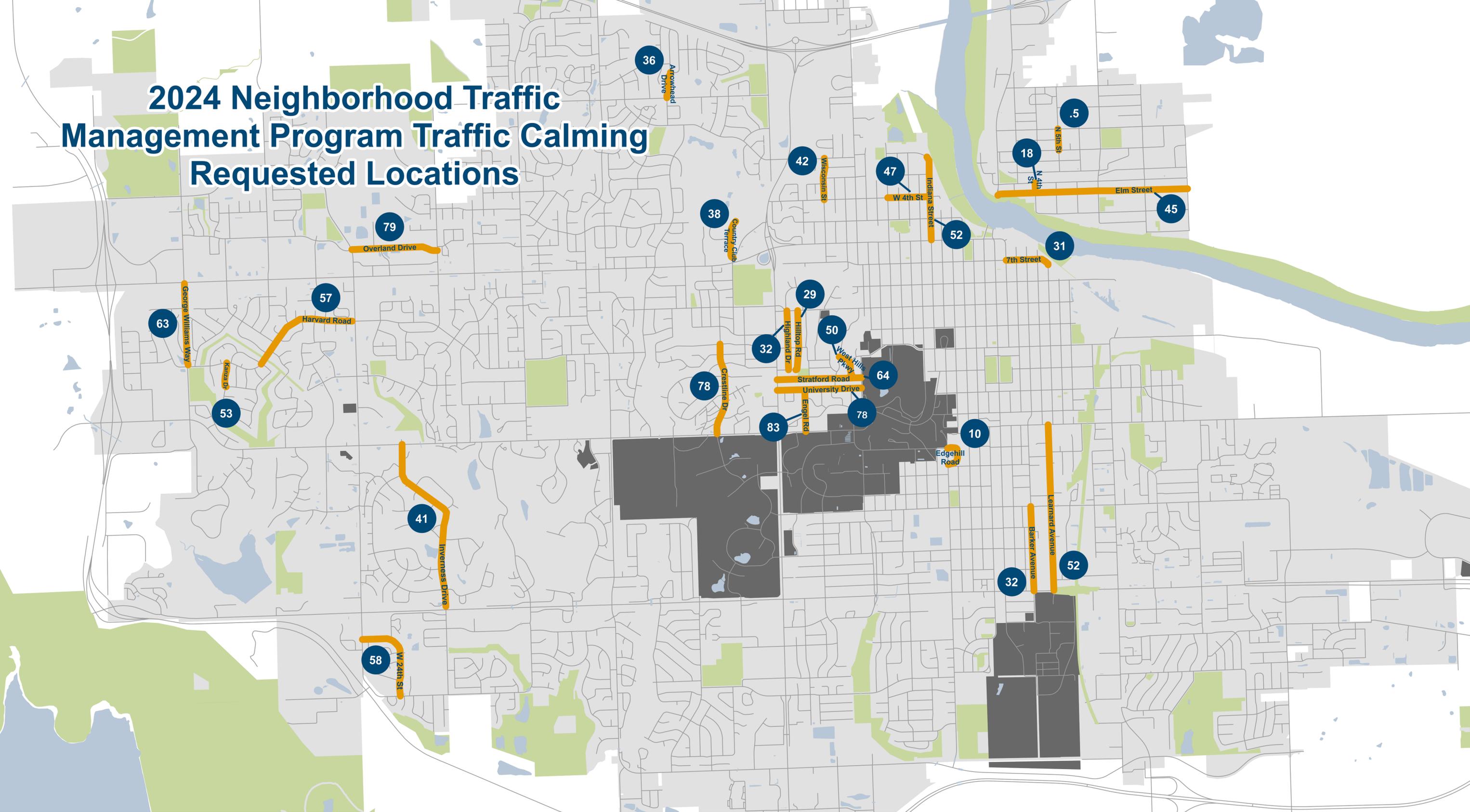
The 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 1000, or if two conditions are satisfied to 80% of the stated values.

+ FOR COLLECTOR STREETS

The 85th percentile speed is 5 mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 3000, or if two of the conditions are satisfied to 80% of the stated values.



2024 Neighborhood Traffic Management Program Traffic Calming Requested Locations



- Resident Requests
- NTMP Points
- Parks
- Water Bodies
- University
- City Limits

DISCLAIMER NOTICE

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City of Lawrence Traffic Calming Project Evaluation

RANK	REQUESTED LOCATION	LIMITS	SPEED			TRAFFIC VOLUME			CRASHES				SIDEWALKS		SCHOOL CROSSINGS		PEDESTRIAN GENERATORS		TOTAL POINTS	Meets 100% of Speed Threshold?	Meets 100% of Volume Threshold?	Meets 80% of Speed Threshold?	Meets 80% of Volume Threshold?
			Speed Limit	Measured Speed	Points	Street Designation	Volume Measured	Points	Property Damage Only	Injury	Fatal	Points	0 - none 1- 1 side 2 - 2 side	Points	No. of Unprotected Crossings	Points	No. of Generators	Points					
1	Engel Rd	University Dr to 15th St	25	35.8	53.9	Local	1712	17.1	2	0	0	2	1	5	0	0	1	5	83.0	YES	YES	YES	YES
2	Overland Dr	Folks Rd to Wakarusa Dr	30	35.7	28.5	Collector	4772	15.9	4	3	0	10	2	0	2	20	1	5	79.4	YES	YES	YES	YES
3	Crestline Dr	Havard Rd to Bob Billings Pkwy	30	38.0	39.8	Collector	3441	11.5	7	0	0	7	2	0	0	0	4	20	78.3	YES	YES	YES	YES
4	University Dr	Iowa St to West Campus Rd	25	34.1	45.3	Local	1884	18.8	4	0	0	4	1	5	0	0	1	5	78.1	YES	YES	YES	YES
5	Stratford Rd	Iowa St to West Campus Rd	25	31.6	32.8	Local	1952	19.5	2	0	0	2	1	5	0	0	1	5	64.3	YES	YES	YES	YES
6	George Williams Way	Harvard Rd to 6th St	35	44.7	48.6	Collector	1917	6.4	1	1	0	3	2	0	0	0	1	5	63.0	YES	NO	YES	NO
7	W 24th St	Wakarusa Dr to W 27th St	25	28.0	15.2	Local	668	6.7	4	1	0	6	1	5	2	20	1	5	57.9	NO	NO	NO	NO
8	Harvard Rd	Wakarusa Dr to Plymouth Dr	30	37.1	35.5	Collector	4107	13.7	6	1	0	8	2	0	0	0	0	0	57.2	YES	YES	YES	YES
9	Kanza Dr	Harvard Rd to Wagstaff Dr	25	32.7	38.4	Local	502	5.0	0	0	0	0	1	5	0	0	1	5	53.4	YES	NO	YES	NO
10	Learnard Ave	23rd St to 15th St	25	30.9	29.6	Local	443	4.4	3	0	0	3	0	10	0	0	1	5	52.0	YES	NO	YES	NO
11	Indiana St	6th St to Burcham Park	20	28.1	40.6	Local	429	4.3	2	0	0	2	2	0	0	0	1	5	51.9	YES	NO	YES	NO
12	West Hills Pkwy	Emery Rd to Stratford Rd	25	31.4	31.9	Local	354	3.5	0	0	0	0	0	10	0	0	1	5	50.4	YES	NO	YES	NO
13	West 4th St	Indiana St to Maine St	25	31.2	31.2	Local	316	3.2	1	1	0	3	1	5	0	0	1	5	47.4	YES	NO	YES	NO
14	Elm St	N 2nd St to N 9th St	25	28.8	18.8	Local	840	8.4	8	0	0	8	1	5	0	0	1	5	45.2	NO	NO	NO	YES
15	Wisconsin St	2nd St to 4th St	25	29.7	23.6	Local	491	4.9	3	0	0	3	1	5	0	0	1	5	41.5	NO	NO	YES	NO
16	Inverness Dr	Clinton Pkwy to Bob Billings Pkwy	30	32.5	12.5	Collector	3960	13.2	5	0	0	5	1	5	0	0	1	5	40.7	NO	YES	NO	YES
17	Country Club Terrace	North of Rockledge	25	30.5	27.7	Local	405	4.1	1	0	0	1	1	5	0	0	0	0	37.8	YES	NO	YES	NO
18	Arrowhead Dr	Brentwood Dr to Peterson Rd	25	28.8	18.8	Local	866	8.7	3	0	0	3	1	5	0	0	0	0	35.5	NO	NO	NO	YES
19	Barker Ave	19th St to 23rd St	30	31.9	9.5	Collector	657	2.2	10	0	0	10	1	5	0	0	1	5	31.7	NO	NO	NO	NO
20	East 7th St	New Hampshire St to New Jersey St	30	31.5	7.7	Collector	3695	12.3	6	0	0	6	2	0	0	0	1	5	31.0	NO	YES	NO	YES
21	Highland Dr	W 9th St to Oxford Rd	25	29.2	20.9	Local	569	5.7	0	0	0	0	2	0	0	0	1	5	31.6	NO	NO	YES	NO
22	Hilltop Dr	W 9th St to Oxford Rd	25	27.4	12.0	Local	433	4.3	3	0	0	3	1	5	0	0	1	5	29.3	NO	NO	NO	NO
23	North 4th St	Locust St to Elm St	25	27.3	11.3	Local	213	2.1	0	0	0	0	1	5	0	0	0	0	18.4	NO	NO	NO	NO
24	Edgehill Rd	Sunnyside Ave to Louisiana St	25	21.0	-20.0	Local	829	8.3	7	0	0	7	0	10	0	0	1	5	10.3	NO	NO	NO	YES
25	North 5th St	Lyon St to Lincoln St	25	22.7	-11.7	Local	199	2.0	0	0	0	0	0	10	0	0	0	0	0.3	NO	NO	NO	NO

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 during the previous 3 years; 2 points for injury; 5 points for fatal

SIDEWALKS: 5 point will be assigned for there is not a continuous sidewalk along both sides of the project corridor; 10 points if not on either side

SCHOOLS: 10 points will be assigned for each unprotected official school crosswalk that crosses the project corridor

PEDESTRIAN GENERATORS: 5 points will be assigned for each pedestrian generator such as a park, school or recreation center adjacent to the project corridor

Thresholds for implementation and evaluation of temporary traffic calming devices:

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, or if two of the conditions are satisfied to 80% of the stated values.

Other Considerations - High Injury Network, Vulnerable Road User High Injury Network, Safe Routes to School, Minimum Sidewalk Width, Sidewalk Buffer Width





SPEED BUMPS & SPEED CUSHIONS

Speed Bumps and speed cushions are designed to reduce vehicle speeds and improve safety in residential areas.



Arkansas St. near 8th St

Speed Bumps/ Speed Humps

+ What Are Speed Bumps?

Speed bumps are a rounded raised area of pavement (typically 3 to 4 inches high) and are sometimes referred to as speed bumps.

+ Device Placement & Location

Speed bumps are often placed in series (typically spaced 300 to 600 feet apart). They are not commonly used on major roads, bus routes, or primary emergency response routes.

Speed bumps are placed at mid-block locations, not at intersections, and are often accompanied with signage and pavement markings for advanced warning.

+ Traffic Impacts

Speed bumps can reduce traffic speed and enhance the safety of pedestrians in the area.

+ Typical Costs for Device

Costs between \$4,000 and \$10,000.



Winona Ave. near Massachusetts St.

Speed Cushions

+ What Are Speed Cushions?

Speed cushions are rounded, raised areas of pavement similar to speed humps or speed tables, however, speed cushions include wheel cutouts to allow large emergency response vehicles to pass unaffected, while reducing passenger car speeds.

+ Device Placement & Location

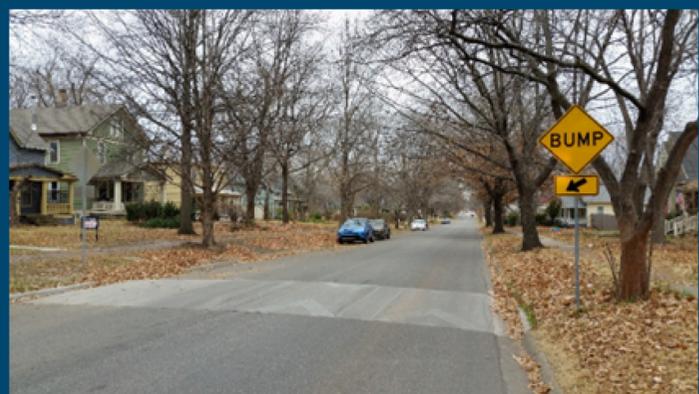
Speed cushions are used on bus routes or primary emergency response routes.

+ Impacts & Considerations

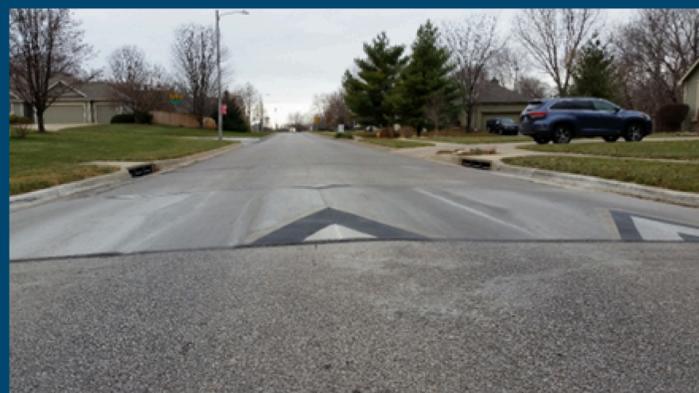
Speed cushions can reduce traffic speeds and crash rates in the area.

+ Typical Costs for Device

Costs between \$4,000 and \$10,000.



800 Block of Maine St.



Trail Rd. east of Terri Ct.



CHICANES & MEDIAN ISLANDS

By creating gentle curves or narrowing lanes, these measures encourage drivers to slow down while maintaining smooth traffic flow.

Chicanes

+ What Are Chicanes?

Chicanes are a series of curb extensions and/or pavement markings that alternate from one side of the street to the other forming S-shaped curves used to slow traffic.

+ Device Placement & Location

Chicanes are placed at mid-block locations, not at intersections.

+ Impacts & Considerations

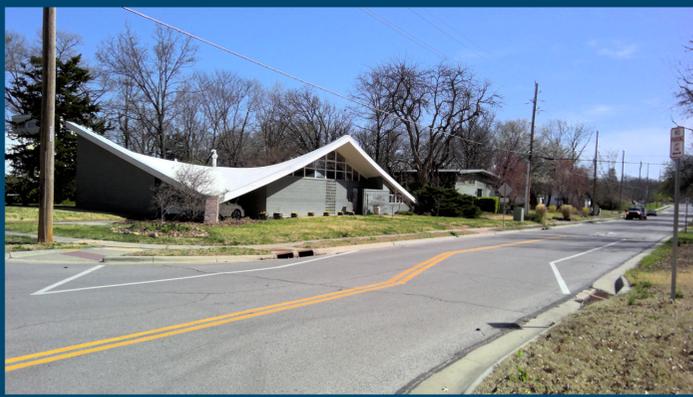
Chicanes slow traffic by creating gentle curves in the roadway, encouraging safer speeds. They can also enhance streetscapes with landscaping, benches, and bike parking. While they don't impact street access, they may affect parking, driveway access, and require additional maintenance for sweeping and plowing.

+ Typical Costs for Device

\$5,000 - \$18,000* per chicane, depending on size and material of raised deflection pavement. Additional landscaping maintenance costs should be considered as well.



18th and Main St



Bike Boulevard at 21st and Alabama St.

Median Islands/Channelizers

+ What Are Median Islands?

Median channelizers are raised median islands located along the centerline of a street which narrows the travel lanes, creating a pinch-point or chokingpoint which is a feature that often reduces speeds on a street.

If designed wide enough these islands make great refuge areas for pedestrians when trying to cross a busy street.

+ Device Placement & Location

Median islands are installed along the centerline of neighborhood and collector streets.

+ Impacts & Considerations

Median islands narrow lanes to reduce the speed of traffic and provide opportunities for landscaping, but large buses and trucks may not be able to navigate it.

+ Typical Costs for Device

Cost between \$6,000 and \$24,000*, depending on length and width of island.



Barker Ave. North of 16th St.

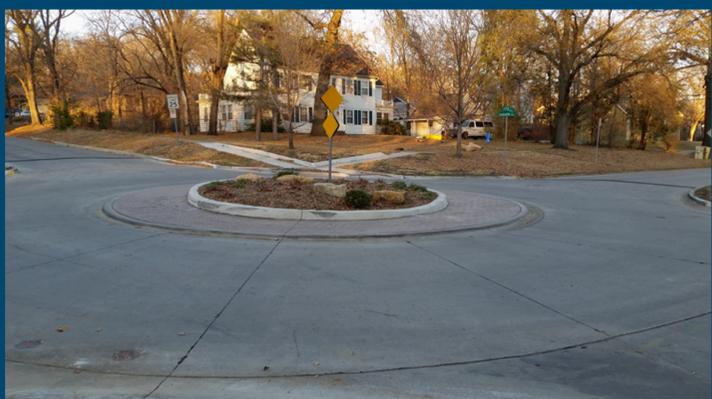


Congressional Dr. North of Congressional Pl.





TRAFFIC CIRCLES & TEMPORARY DEVICES



17th Street & Illinois Street Intersection

Traffic Circles/ Mini Roundabouts

+ What Are Speed Bumps?

Traffic circles and mini-roundabouts use raised islands or other markings in the middle of intersections to circulate traffic. Motorists yield to pedestrians or vehicles in the intersection. They are used as a traffic calming measure as they require drivers to slow to a speed that allows them to comfortably maneuver around them. The smaller footprint makes traffic circles and mini-roundabouts ideal for neighborhood streets.

+ Device Placement & Location

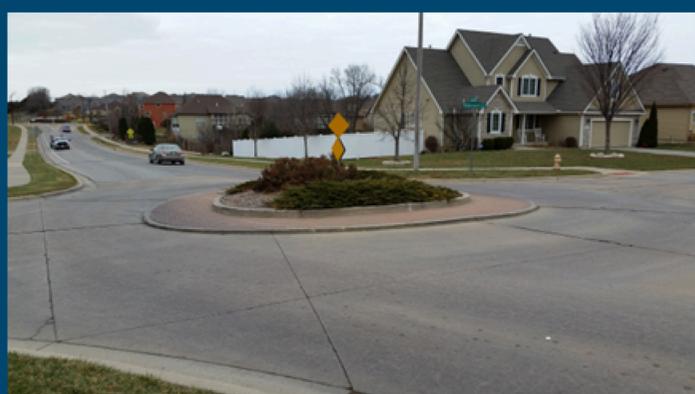
Traffic circles are used in intersections of minor streets.

+ Impacts & Considerations

Traffic circles can reduce serious crashes by reducing speeds. While they also provide opportunities for landscaping, large buses and trucks may not be able to navigate it. Emergency vehicles will need to maneuver this at slower speeds. This may also require additional street lighting.

+ Typical Costs for Device

Costs range from \$10,000 and \$28,000.



Harvard Road & Robinson Drive Intersection

Temporary Devices

+ What Are Temporary Devices?

Temporary traffic calming devices provide a low-cost opportunity to evaluate if the proposed devices adequately address concerns without causing negative impacts to the adjacent streets or blocks. Temporary materials like rubber curbs, delineator posts and rubber speed humps can be used to assess the effects of permanent devices before committing to the significant cost of permanent construction.

+ Device Placement & Location

Temporary devices will be in place for a maximum of thirty days to provide adequate time for evaluation without excessive maintenance.

+ Impacts & Considerations

Speed cushions can reduce traffic speeds and crash rates in the area.

+ Typical Costs for Device

The Neighborhood Traffic Management Program has a supply of temporary devices, but staff time is required for installation and removal.



Temporary Speed Hump at 700 block of Maine Street



Temporary Choker at 600 block of Mississippi Street





CURB EXTENSIONS & RAISED CROSSWALKS

Curb Extensions

+ What Are Curb Extensions?

Curb extensions are areas where the street curb line is extended out into the street to visually and physically narrow the roadway. This has the effect of reducing speeds on a street, as well as providing a shorter crossing for pedestrians.

+ Device Placement & Location

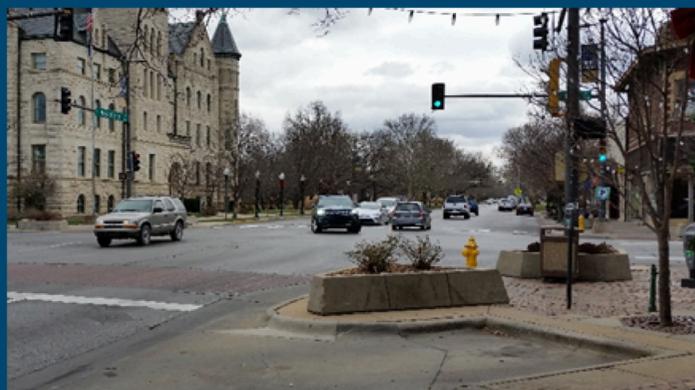
Curb extensions are common in downtown areas where there is a lot of pedestrian traffic and on-street parking. These are often areas used for landscaping, benches, or bicycle parking racks.

+ Impacts & Considerations

Curb extensions improve safety by shortening pedestrian crossings, enhancing visibility, and reducing turning speeds. They also prevent parking at corners and offer space for landscaping, creating a more welcoming and accessible street environment.

+ Typical Costs for Device

\$2,000 to \$20,000, with an average of \$16,000* each, depending on the design and site condition.



Bulb-out on Massachusetts St. & 11th St.



Bulb-out on Massachusetts St. & 9th St.

Raised Crosswalks

+ What Are Speed Cushions?

Speed cushions are rounded, raised areas of pavement similar to speed humps or speed tables.

However, speed cushions include wheel cutouts to allow large emergency response vehicles to pass unaffected, while reducing passenger car speeds.

+ Device Placement & Location

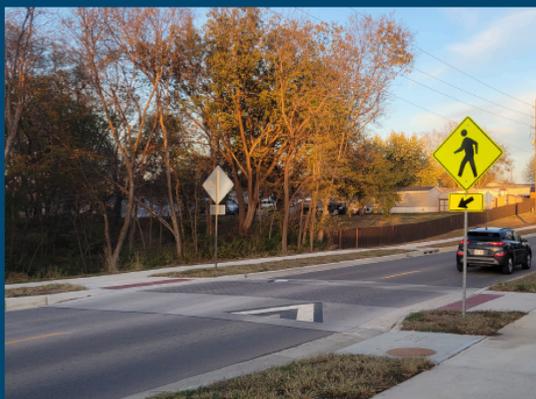
Speed cushions are used on bus routes or primary emergency response routes.

+ Impacts & Considerations

Speed cushions can reduce traffic speeds and crash rates in the area.

+ Typical Costs for Device

Costs between \$4,000 and \$10,000.



Raised crosswalk on 19th St



E 15th, Burroughs Creek Trail

