

Meeting Date (?) 01/26/2016

Subject Matter * (?) Resolution for LATM Program
This must match rolling agenda entry

Department of Origin * ENGINEERING DEVELOPMENT

Submitted By * W. Paul Kaspar

Type of Meeting * BCD Special Regular

Classification * Public Hearing Consent Statutory Regular

Ordinance * None First Read Second Read First & Only Read

Strategic Initiative * Public Safety Service
 Economic Development Infrastructure
 Quality of Life

Agenda Item Description * Consideration of a resolution authorizing the City Manager or designee to develop and administer policies and procedures for the Local Area Traffic Management (LATM) Program.

Summary Statement * Requests for mitigation of speeding and cut-through traffic within neighborhoods is common. Historically, the City of Bryan has responded to these requests with either traditional traffic engineering or law enforcement strategies; overall neither seemed to satisfactorily meet the expectations of the requestors. However, given the success of other cities in Texas to implement “traffic calming,” staff believes adopting a similar program could be implemented successfully in Bryan. Utilizing a consultant experienced in this specialty area, staff has developed recommended policies and procedures for a new program called Local Area Traffic Management (LATM). Also known as “traffic calming”, LATM seeks to mitigate adverse levels of speeding along local streets or adverse levels of cut-through traffic within defined areas.

The objectives of LATM are:

- Improve safety and quality of life for residents along local neighborhood and residential collector streets;
- Create a safer and more comfortable environment for pedestrians and bicyclists – regardless of age or ability – to travel along and across local neighborhood and residential collector streets;
- Facilitate appropriate levels of local mobility for all roadway users and public service providers consistent with the context of the community;
- Provide acceptable levels of service along the City’s arterial streets so as to minimize diversion of vehicular traffic onto local neighborhood streets; and,
- Create opportunities for community enhancements, gateways or focal points.

LATM provides a structured response to requests for either mitigation of speeding or mitigation of cut-through traffic. The process for mitigating speeding along individual street segments is relatively straightforward and can be supported by existing staff resources on a limited basis. The process to mitigate cut-through traffic within neighborhood areas is complex and time-intensive. The process requires significant levels of community engagement and commitment of staff resources. Thus, considering mitigation of cut-through traffic is not recommended at this time.

Staff has been actively seeking input from citizens regarding the draft policies and procedures for LATM. Efforts include:

- Posting information on the City’s website (www.bryantx.gov/latm/);
- Providing information to local media;
- Sending emails to all registered neighborhood associations and other identified groups and individuals;
- Outreaching to various neighborhood groups during National Night Out on October 6, 2015;
- Presenting to City Council on October 13, 2015;

- Meeting with representatives from four neighborhood associations in the Broadmoor Drive area on October 14, 2015;
- Sharing information at the Comprehensive Plan community meeting on November 17, 2015;
- Holding a LATM Community Meeting on November 18, 2015, at Municipal Office Building with approximately 30 people in attendance;
- Presenting to the Upper Burton Creek Neighborhood Association on December 1, 2015;
- Presenting to the Planning and Zoning Commission at their workshop on December 3, 2015; and,
- Responding to individuals who have contacted staff or the City of Bryan directly.

If approved, the recommended pilot LATM program begins as soon as possible in 2016. It is anticipated the City Engineering and Traffic Operations staff will administer the program. If approved, staff will begin accepting requests for speeding mitigation along individual neighborhood street segments until April 1, 2016. Requests received after this date will be held for inclusion in future request rounds. By June 1, 2016, eligibility for inclusion in LATM will be determined. A proposed speeding mitigation plan and evidence of support petition will be developed for all eligible street segments and be provided to the requester of record for the street. Requestors for streets found ineligible will be informed in writing of the reason for ineligibility. By August 1, 2016, all evidence of support petitions are due back to staff for review and processing. By September 1, 2016, a ranking for funding list of all eligible street segments will be developed.

While the proposed LATM program is designed to administer two (2) request rounds per year, for the first year only one (1) request round will be considered during 2016. Funding for staff efforts will be from existing approved budgets. By late summer, staff will have accrued information sufficient to make a recommendation to the City Council regarding future annual funding levels to design and implement modifications to mitigate documented adverse levels of speeding, and include those recommendations in the 2016-2017 budget development process. In Fall 2016, staff will present to the City Council the outcomes of the proposed pilot LATM program, any recommended modifications to the policies and procedures, and a recommendation for next steps.

Staff Analysis & Recommendation *

Staff recommends approval of the resolution authorizing the City Manager or designee to develop and administer policies and procedures for the Local Area Traffic Management (LATM) program. Implementation of this recommended program will allow staff to better respond to requests for mitigation of adverse levels of speeding along individual street segments. The program also will provide a framework to produce analysis of eligibility and determination for ranking for funding that would be considered equitable, objective, transparent, consistent, responsive, and timely.

Options *

- (In Suggested Order of Staff Preference)
1. Approve the Resolution
 2. Do not approve the Resolution

Funding Source *

Possible funding sources include Transportation Fee, General Fund, or Bond Funds. Estimated annual cost of \$225,000, but a better estimated cost will not be known until the first round of requests are evaluated.

Attachments

LATM Attachments.pdf 3.33MB

Please detail attachments and note attachments available for viewing in City Secretary's Office:

(all attachments are in a single pdf file)

1. Proposed resolution
2. Citizen questions or comments and staff responses regarding LATM
3. Recommended LATM Policies and Procedures dated January 6, 2016

Dept. Head Signature

JAYSON E. BALFNECHT 01/08/16

Deputy City Manager Signature

Hugh R. Walker

City Manager Signature

[Handwritten Signature]

City Attorney Signature

Janis K. Hampton