



**CITY OF KILLEEN**  
**NEIGHBORHOOD TRAFFIC**  
**MANAGEMENT PROGRAM**

## **Introduction**

Neighborhood Traffic Management Program (NTMP) for neighborhood streets represents the commitment of the City of Killeen to the safety and livability of residential neighborhoods. It is a joint effort between residents, the Public Works Department, Engineering, and Killeen Police Department (KPD) to reduce the impact of traffic. The NTMP provides a process for identifying and addressing traffic concerns. Under the program, Public Works, Engineering staff and city police work with residents to evaluate the type and severity of traffic issues. Through active participation by citizens, we can identify the problem, plan the approach, implement solutions, and evaluate their effectiveness.

The city of Killeen places a high value on neighborhood livability. Although livability has no precise definition, it can be thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhoods.
- The opportunity to interact socially with neighbors without distractions or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- A balanced relationship between multiple uses and needs of a neighborhood.

Traffic management plays a vital role in the promotion these characteristics.

## **Goals**

The overall goals of the NTMP are derived from existing city policy. They are:

- Encourage and promote citizen involvement in all phases of traffic management activities.
- Improve neighborhood livability by reducing the speed and impact of vehicular traffic.
- Promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists.
- Utilize city resources efficiently by prioritizing traffic management requests.

## **Process**

The program consists of a two-phase process. Phase I focuses on passive, less-restrictive measures. This includes educational programs, enforcement, pavement markings, and signage. Should “Phase I” actions prove ineffective, more restrictive “Phase II” methods and physical devices may be considered, based on certain threshold criteria.

## **Neighborhood Traffic Management Program: Phase I** **EDUCATION, PUBLIC AWARENESS, ENFORCEMENT, AND PASSIVE MEASURES**

The first step is to identify the traffic concerns in your neighborhood and inform the city's Public Works Department. You can do this by visiting [www.killeentexas.gov](http://www.killeentexas.gov), clicking on the Transportation section under departments and fill out the Traffic-Speed Count Request or you may submit a formal letter addressed to:

**Killeen Public Works Department  
3201-A S. W.S. Young Drive  
Killeen, TX 76542-6157**

Until the formal request is submitted to the city in writing, your neighborhood will not be placed on the list to be scheduled for evaluation.

Once we receive your request, a site visit will be conducted to review current traffic control measures including pavement markings, signs, sight distance, and road conditions. Next, we will collect pertinent data (historical traffic data, volume and speed counts, etc.) for further evaluation.

From this information staff and KPD will compose a Phase 1 Traffic Plan for the location and inform you of our findings and recommendations for Phase I solutions.

Phase I solutions may include one or more of the following:

- **Neighborhood Speed Watch:** This program is a public awareness program that solicits concerned City of Killeen citizens as volunteers to participate in actively addressing and impacting the problem of numerous vehicles exceeding legal speed limits.
- **Traffic Trailer:** A portable trailer equipped with a radar unit detects and records the speed of passing vehicles and display their speed on a digital reader board. The trailer displays actual speed compared to the posted speed limit and encourages compliance.
- **Neighborhood Traffic Safety Campaign:** This program involves coordinated meetings with city staff and residents to explain and discuss traffic volumes and speeds in your area, recommended traffic calming measures, traffic laws, pedestrian safety, and other relevant information throughout the process.
- **Brush Trimming:** The trimming and removal of brush by homeowners or city staff to facilitate better sight distance.
- **Pavement Markings:** The painting of legends and markings on the pavement. These may include centerlines, fog lines, crossings, and speed limits.
- **Signage:** The posting of appropriate traffic control signs. These may include speed limit, parking, dead-end, no outlet, school signs, etc.
- **Target Enforcement:** Increased enforcement by Killeen Police Department.

Once the Phase I Traffic Plan has been formulated, staff and KPD will work with concerned citizens to implement recommended solutions. City staff will perform a speed/traffic study to gauge the effectiveness of the solutions and determine if further action is required.

## **Neighborhood Traffic Management Program: Phase II**

### **TRAFFIC CALMING PROJECTS**

Phase II of the program, if needed, begins approximately 16 weeks from the implementation of Phase I. The city again collects data and compares it to Phase I information. Should the traffic concerns still exist and there is sufficient data to support this, then the location will be reviewed for the construction of physical devices.

Possible Phase II solutions may include, but are not limited to, the following physical devices:

- Choker and Curb extensions
- Traffic circles
- Partial closures
- Chicanes
- Entry treatments
- Raised intersections
- Medians
- Speed Cushions

#### **Step 1: Project Consideration and Preliminary Review**

Staff reviews and gathers additional data from Phase I Traffic Program implementation. The potential project is rated using "Point Assignment for NTMP Projects" (Attachment A). The numerical score helps determine placement on a priority list.

#### **Step 2: Petition for Design and Construction**

The project plan is modified if necessary and placed on a funding priority list. The requestor is then responsible to circulate a petition for permanent device construction. A verification statement from the requestor that signatures collected are valid and represent at least two-thirds of the households/businesses adjacent to the project street. (Refer to Petition Information in Glossary). Final design and construction will be contingent of funding.

#### **Step 3: Reporting of Design and Construction**

Staff generates report of final design and construction schedule and distributes it to study area, preferably through an active HOA or neighborhood point of contact.

#### **Step 4: Landscaping**

Initial installation costs associated with landscaping will be covered by the city's construction project. If landscaping of NTMP devices is feasible and desired by the neighborhood maintenance will be negotiated with the neighborhood and/or adjacent property owners. If the neighborhood fails to fulfill the assigned responsibility and the landscaping obstructs the view of traffic or becomes unsightly the city reserves the authority to remove the landscaping.

#### **Step 5: Follow Up Evaluation**

Within three to five years after construction of an NTMP project, the Engineering and Public Works Department will conduct a follow-up evaluation to determine if the project's goals and objectives continue to be met.

## **Attachment A**

### **POINT ASSIGNMENT FOR NTMP PROJECTS**

The following information is used to develop a numerical score for each NTMP project request. Scores are used to rank requests on a citywide basis. A high-ranking, available budget, and other factors are used to determine which projects will precede to the petition-to-study stage.

1. Traffic Volume: Average daily volume (on the segment of the project street having the highest volume) divided by 100. Thirty points maximum score.
2. Speed: Percent of vehicles over the speed limit (on the segment of the project street having the highest percentage over the limit) divided by 3. Thirty points maximum score.
3. Accidents: Ten (10) points per correctable accident in the most recent three-year period. Thirty points maximum score.
4. Schools: Five points for each private or public school in the affected neighborhood. Ten points maximum score.
5. Other Pedestrian Areas: Five points for each individual pedestrian-oriented facility, such as churches, daycare facilities, elderly housing, or a park in the affected neighborhood. Ten points maximum score.
6. Pathways: Five points for a subject street that is not bordered by a sidewalk or pathway. Five points maximum score.
7. Designated Bicycle Routes: Five points for a subject street or cross street designated as a bicycle route in the city of Killeen's arterial streets classifications and policies. Ten points maximum score.

## **Glossary**

### **TRAFFIC MANAGEMENT DEVICES**

This section provides a brief description of some commonly used traffic management devices.

Traffic circles are raised islands placed in an intersection. The primary purpose of a traffic circle is to slow high-speed traffic. Traffic circles are most effective when constructed in a series on a local service street.

Chokers or curb extensions narrow the street by widening the sidewalk or the landscaped parking strip. These devices are employed to make pedestrian crossings easier and to narrow the roadway.

Chicanes are similar to chokers or curb extensions by narrowing the existing street with an alternating pattern. These devices require the driver to shift his line of travel from one side of the street to the other. Installed correctly, chicanes may make the street appear to have a restricted or limited access.

Speed Cushions are a series of small speed humps installed across the width of the road. Designed to be wide enough to slow vehicles while narrow enough to emergency vehicles to straddle. Custom made to ensure complete coverage across road with high visibility highway tape embedded.

Semi-diverters limit access to a street from one direction by blocking half the street allowing only bicycle, pedestrian, and transit access. They may also be constructed to limit certain movements (left or right turns and through movements) at an intersection.

Diagonal diverters place a barrier diagonally across an intersection, disconnecting the legs of the intersection.

Intersection channelizations are designed to limit certain movements, narrow the intersection, or otherwise direct traffic. They are unique to each intersection and can take a variety of forms. An example is a median island that restricts through movement.

## **TRAFFIC CONTROL DEVICES**

Stop Signs are used to assign right-of-way at an intersection. They are installed at intersections where an accident problem is identified or where clear right-of-way may be in doubt.

Stop signs are generally not installed to divert traffic or reduce speeding. Stop signs or multi-way stop intersections can be used in conjunction other traffic management devices.

Radar Speed Signs are interactive signs that use a built-in radar to display a vehicle's current speed which assists in redirecting a driver's attention to their speed. They are proven to be highly effective and versatile in the fact they can be placed on a trailer (temporarily) or post (permanant).

Modern Roundabouts are traffic control devices approved by the city for controlling traffic and reducing accidents. They can be utilized in place of traffic signals or stop signs or in conjunction with same. Three principal design features distinguishing the Modern Roundabout from Traffic Circles are:

- Yield-at-entry
- Deflection
- Flare

## **STREET CLASSIFICATIONS**

The streets in Killeen are classified by the city's arterial streets classifications. Those classifications designate a hierarchy of streets to serve different kinds of trips, and different volumes of traffic, traveling at different speeds. They are intended to guide future development of Killeen's transportation system. They do not mandate any specific projects or any changes in traffic movement or transit service. The arterial streets classifications and policies are not a strict guideline for current operation of Killeen's street system; thus, some streets may not now be operating in accordance with their classification.

Residential roads are general neighborhood streets that account for most of Killeen's roadways. These streets serve local circulation needs for autos, bicycles, and pedestrians and provide access to land uses located on the street. Residential streets should not carry significant volumes of through traffic. Most reported neighborhood traffic problems are concerned with the interactions of autos and residential livability on residential streets.

Minor Arterial roads are intended to be the link from one side of a neighborhood to the other. Shorter trips and access to commercial uses should also be emphasized in the design of minor arterial roads.

Collector roads are intended to take you from one neighborhood to another, except they serve larger geographical areas and/or more concentrated development.

Principal Arterial roads are designed to serve trip movements between different sections of the city and to allow access to abutting properties without disrupting traffic flow.

## **SPEED**

This may be the most often noted and discussed of neighborhood traffic problems. Residential roads, where not posted, have speed limits of 30 miles per hour. As needed/requested, the Public Works Department will conduct a speed study to review with Engineering in order to determine the appropriate speed limit on a given street. Factors considered by the Public Works Department and

Engineering include land use, accident history, type of roadway, and existing speeds driven by motorists (85<sup>th</sup> Percentile).

## **VOLUME**

Volume is another of the commonly reported local traffic problems. Volume refers to the number of vehicles that cross a given section of roadway during a specified time period. In Killeen, volumes are normally measured on weekdays for at least 72 hours. This study provides the city with the average daily traffic (ADT).

## **ACCIDENT INFORMATION HISTORY**

Is used to determine safety problems at a given location. Accidents, particularly at low-volume residential intersections, are often random. An average of less than one reported accident per year usually does not indicate a safety hazard. An average of one or more reported accidents per year can be significant, particularly if there is a pattern of several similar accidents having occurred. When a pattern is apparent, the problem can be identified, and appropriate solutions developed.

## **PETITION INFORMATION**

Each page of a petition is required to have the full text of the proposed action, valid signatures and residence addresses or other description sufficient to identify the voting precinct of electors. Each signer must sign in blue or black ink. Petitions must contain the statement of the circulator that they personally circulated the petition, that all signatures on the petition pages were made in their presence, and they believe them to be the genuine signatures of the persons whose names they purport to be.