



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

*Program Overview
& Procedures*



*Engineering Safer
Neighborhood Streets*

www.gsoNTMP.org

Program Overview and Procedures

PURPOSE

The City of Greensboro Department of Transportation (GDOT) Neighborhood Traffic Management Program (NTMP) works proactively with residents and provides a “toolbox” of temporary and permanent improvements to address safety, vehicular volumes and speeding concerns on neighborhood streets.

OBJECTIVES

- Improve safety and quality of life on neighborhood streets;
- Achieve compliance with the posted speed limit;
- Engage residents in the development of traffic calming strategies;
- Reduce non-local vehicular traffic within residential neighborhoods;
- Improve pedestrian and bicycle safety;
- Minimize the diversion of traffic from one residential street to another;
- Avoid significant and adverse impacts on emergency response vehicles and public transit vehicles that may result from the implementation of traffic calming strategies; and
- Use data-driven analysis to prioritize projects.

GDOT SPEED REDUCTION STRATEGIES

- *Speed Limit Reductions*
North Carolina General Statute 20-141 specifies that it will be unlawful to operate a vehicle in excess of 35 miles per hour inside municipal corporate limits. However, local authorities in the jurisdiction may authorize higher or lower speeds. GDOT established the Speed Zone Policy and Guidelines to set the speed limit for local and collector streets appropriately. It allows speeds to be lower than 35 miles per hour where needed.
- *Driver Awareness: “Slow Your Roll” Campaign*
The campaign consists of yard signs asking drivers to slow down in neighborhoods. The signs show that neighbors care about traffic safety and serve as a warning to drivers. GDOT will have a limited number of signs available for distribution on a first-come first-served basis and will always make the graphic available free for residents to print their own signs. [Learn more online.](#)
- *Traffic Calming Projects*
Traffic calming treatments are physical measures placed within the public right-of-way to address speeding and traffic volume concerns in neighborhood streets. Traffic calming devices can be vertical deflection, horizontal deflection or a combination of both. Examples of vertical deflection include speed humps, speed tables, and raised crosswalks. Examples of horizontal deflection include chicanes, bulb-outs and mini-roundabouts. Streets that qualify for the installation of traffic calming devices will require a review from emergency services.

NTMP Application Process

CALL FOR PROJECTS

For the initial phase of this program, GDOT will request applications for projects from June 24 through August 31, 2024. The application is available online at gsontmp.org.

ELIGIBILITY

Applicants

Requests may be submitted by a representative of a homeowners' association, neighborhood association or neighborhood representative. This program is for GREENSBORO residents only, not for business or nonprofit organizations.

Qualified Streets

Not all streets within the city limits qualify for this program. To qualify to be evaluated under the NTMP, a street must:

- Be a City of Greensboro maintained public street; no private streets or North Carolina Department of Transportation (NCDOT) maintained streets are eligible.
- Have a maximum of two lanes.
- Be a minimum of a ¼ mile (1,320 feet) in length.
- Have a posted 25 miles per hour speed limit for a street classified as "local" by the City.
- Have a posted 30 miles per hour, maximum speed limit for a street classified as a "collector street" AND have 70 percent or more of the street-fronting properties be zoned as "residential."
- Have a minimum vehicular volume of 500 vehicles per day but not greater than 7,000 vehicles per day.

EVALUATION PHASE

Once an applicant and street are determined to have met the initial eligibility listed above, the project enters the evaluation phase as follows.

Data Collection

GDOT staff will collect and evaluate data that will establish the roadway's existing conditions. Data will include a speed study, traffic volume counts, and a three-year collision history. The study area will include the adjacent two blocks on both sides of the project street with the exception being if one or more of those streets is a classified major or minor thoroughfare.

Project Scoring

Each application will be scored will be based on the collected data and points will be awarded as shown in *Table 1 – Project Scorecard* below. Streets that score a minimum of 40 point will be considered for a traffic calming project. Streets that score below the minimum would be considered for traditional neighborhood traffic enforcement, including the Slow Your Roll campaign.

Table 1 - PROJECT SCORECARD

CRITERIA	POINTS	BASIS FOR SCORING
Speed	0 to 40	Extent by which 85th percentile speeds exceed posted speed limit; 3 points assigned for every 1 mile per hour.
Volume	0 to 20	Average daily traffic volumes; 1 point assigned for every 200 vehicles
Crashes	0 to 10	1 point for every reported injury-related crash within the most recent 3 years of data
Pedestrian Generators	0 to 10	5 points assigned for each public facility (parks, community centers, high schools) or commercial use that generates a significant number of pedestrians
Pedestrian Facilities	0 to 10	5 points if there is no continuous sidewalk on one side of the street; 10 points if missing on both sides
Bicycle Facilities	0 to 5	5 points if a marked and signed bike lane or sharrows exist
Elementary or Middle Schools	0 to 5	5 points assigned for each school crossing on the project street (max 1 per school)
Longevity*	0 to 6	2 points will be added to the total score for each year a street has been eligible for a project since the first qualifying evaluation, but has not been funded
TOTAL POINTS POSSIBLE	100+	

* Note: Longevity points will only be awarded in NTMP program year two and beyond.

Project Prioritization

GDOT expects high community interest in the NTMP. To make the best use of the available NTMP project funds and to ensure that traffic-calming efforts are deployed to the areas of highest need first, all initial projects will be ranked based on their scores.

Beginning with the highest scored street, GDOT will proceed with the installation of projects until funding for that fiscal year has been depleted. Eligible projects that are not funded in the first year will be considered in subsequent years and receive additional longevity points on their scorecard.

If after 3 years, the project has not been funded the project will be removed from the project list and would need to start the process over if the neighborhood requests another evaluation.

Project Deployment Phase

Community Engagement

GDOT will notify the homeowners association, neighborhood association or neighborhood representative of final evaluation score. Staff will work with the residents to schedule a meeting to discuss the results of their street. Based on the scorecard and community conversations, the project street can stay as is, GDOT can deploy traditional neighborhood speed enforcement (i.e. digital speed boards) and/or a “pop-up” event can be discussed. The pro and cons of these options will be shared and discussed further for neighborhood consideration.

Project Development

Based on the conversations and input from the neighborhood, staff will initiate the development of concept plans. Once these drawings are complete, a second neighborhood meeting will be held to share and discuss the proposed improvements. In order to help envision or test the improvements, a “pop-up” event can be considered.

Project After Study

After a minimum of six months, GDOT will conduct additional speed/volume studies to determine the effectiveness of installed infrastructure. The results shall be part of a yearly program report.

Glossary

TERM	DEFINITION
85th Percentile Speed Limit	The speed at which 85 percent of the drivers travel on a road segment
Chicanes	A horizontal diversion of traffic by diverting or shifting a travel lane
COG	City of Greensboro
Collector Street	A low- to moderate-capacity road that moves traffic from local streets to thoroughfare roads
Curb Bulb-outs/Extensions	Extends the curb line out into the parking lane/roadway to reduce the effective street width
Diverter	An island built across an intersection that prevents certain through and/or turning movements
Emergency Response Route	The fastest most efficient routes for emergency response vehicles
Factor	A number that is multiplied to another number to indicate a difference in measurement
GDOT	Greensboro Department of Transportation
Horizontal Traffic Calming Measures	These include chicanes, curb bulb-outs and various diverters
Local Street	A street that is primarily used to gain access to the property bordering it
Minor/Major Thoroughfare Street	A multi-lane roadway that moves traffic in and around an area
MUTCD	Manual on Uniform Control Devices for Streets and Highways
NCDOT	North Carolina Department of Transportation
NTMP	Neighborhood Traffic Management Program; a program for traffic calming
Private Street	Those streets that are maintained at the expense of individuals, HOAs, etc; primarily benefits those who reside or work on property that abuts the street
Public Street	A street under the jurisdiction of and maintained by a public authority and open to the public
Raised Crosswalk	A speed table marked and signed for pedestrian crossing
Speed Cushion	A speed hump that includes wheel cutouts to allow large vehicles to pass unaffected
Speed Hump	An asphalt or rubber parabolic vertical traffic calming device installed the full width of a roadway
Speed Table	A speed hump with a flat top that raises the entire wheelbase of a vehicle
Traffic Calming	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users
Vertical Traffic Calming Measures	These include speed humps, raised crosswalks and speed cushions