Tara H. Jackson
Acting County Executive

Michael D. Johnson, P.E.
Director

Neighborhood Traffic Management Program

CB-019-2025
Committee on Transportation, Infrastructure, Energy, and the Environment

Thursday, June 12, 2025

What is the NTMP?

The Neighborhood Traffic Management Program (NTMP) was initiated by DPW&T in 1996 to promote and encourage the safety and livability of Prince George's County's residential roads.

The NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speeding and excessive cut through traffic volumes.

NTMP Goals

- Improve livability by **reducing the speeds and impact of vehicular traffic** on residential streets.
- Make efficient use of county resources by ranking requested streets according to the **NTMP point assignment scores, engineering studies, and other geometric factors** – a fair and equitable process for all residents.
- Promote traffic calming on neighborhood streets, while **preserving access for emergency vehicles, buses, and other users.**
- Welcome and **encourage community involvement** in all aspects of the NTMP and its process.

Engineering Overview

DPW&T engineers are the driving force behind the NTMP, ensuring the County's traffic calming measures are not only effective, but also safe, compliant, and sustainable.

This is done with careful planning, data-driven analysis, and the implementation of proven traffic calming strategies designed to enhance safety for motorists and vulnerable road users.

Several engineering factors are considered in the design process for the placement of any measures impacting traffic flow, to include:

Engineering Overview

- Length and width of the roadway
- Number of travel lanes
- Pedestrian crossing points
- Curvature of the roadway (horizontal curve, downhill or uphill)
- Existing facilities (playground, school, park, etc.) and location of driveways
- Conflicts with utility lines, manholes, inlets, water valves on the road, etc.
- Driveway locations and property lines
- Existing traffic control devices/Stop conditions
- Access for Emergency Vehicles/Fire Trucks/Ambulances
- Proper Spacing of the humps and impacts on parallel streets

** Inappropriate locations or deficient design may cause vehicles to go off the road at an undesired trajectory and cause more harm than the benefits

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NTMP Process

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1. **Request made on behalf of the community by a HOA or Council Member**

2. **Traffic Data collection* (road classification, speed, volumes, sidewalks, trip generation, etc.)**

   - ***72 consecutive*** *hours of speed and volume data collection*
   - ***6-9 months from the initial date of request to complete the overall study/outcome*** *that includes, crash data evaluation and geometric conditions.*

3. **Traffic Study and output of analysis based on NTMP Point System**

4. **Identify appropriate measures**

5. **Prepare engineering design plan.**

6. **Feedback and community approval**

Center Lane Marking and Parking Lane Marking

Chicane

Speed Hump and Bike Lane

NTMP Point System

Elements or areas where points are assigned	Points
Volume (Average Week Day Traffic)	Maximum 30 points
Speed (85th percentile)	Maximum 35 points
Crash Rate (Crash per Million Vehicle Miles)	Maximum 30 points
Elementary School or Playground	10 points
Major Pedestrian Generator (School, park, Library, bus stop)	5 points
No Sidewalk	10 points
Limited Sight Distance	5 points
Majority of traffic non-local	10 points

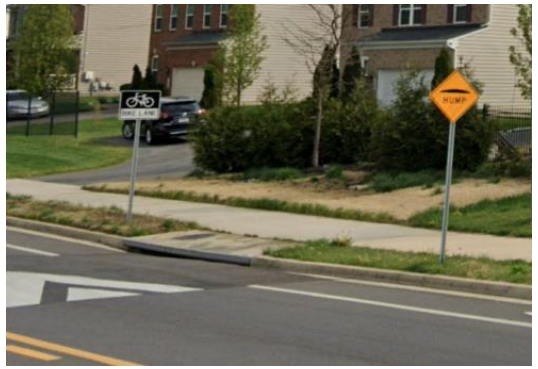
NTMP Measures

Types of Traffic Management

- Level I – passive in nature (Speed Awareness Program, Special Pavement Marking, Signs)
- Level II - (Speed Humps, Raised Crosswalks, turn prohibitions)
- Level III (Diagonal Diverters, Full Closures)

Radar Trailer – Level I

Rumble Strips – Level I



Speed Hump – Level II

Raised Crosswalk – Level II

Diagonal Diverter – Level III

Full Closure – Level III

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Process Timeline

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All Traffic Study request regarding NTMP can be emailed to **TrafficStudies@co.pg.md.us**

Share the status update on the progress with TIEE every quarter

Request

Request from Council Member or HOA

** *Interim response provided* ***within 3 weeks***

Data Collection

If the request received between January and April, or between October and December**, will take 3 calendar months** to collect the data. Any request received between May and September (schools being closed**) will take 6 months to collect the data.**

Traffic Study/Design

3 months

Outcome Sharing

Immediately following the Traffic Study and share the update every quarter

Community Approval

Community driven Timeline- community meeting organized by the HOA/CM

Conclusion

Work begins within the current construction season.*

** If the street is due for resurfacing, it is often deferred to the next construction season. ** Interim response is to acknowledge the receipt of the request and share a projected time frame when the results can be shared.*

Community Involvement

The NTMP approval process requires input from the Police and Fire Departments in terms of their impact on emergency response time in serving the immediate area.

If a street is deemed eligible for traffic calming measures, the next steps include a meeting with residents and DPW&T staff organized by the HOA/CM's Office. This meeting provides a detailed overview of the following:

- Various NTMP educational measures
- Installation of physical traffic management devices
- Implementation of traffic diversion measures
- Required neighborhood approval process
  - 60% of residents in the impacted area must agree to the traffic calming measures via petition

Q&A

Thank you