

Traffic Calming Program & Other Related Program Examples

Seattle – Traffic Calming	Focuses on streets where speeds are highest (typically on streets where there are no curbs). As there are many neighborhoods without curbs, other considerations in prioritization includes streets near schools, parks, or other pedestrian generators.
Seattle – Home Zone	Involves the entire neighborhood working together to prioritize improvements that calm traffic, improve pedestrian mobility and improve neighborhood livability. Home Zone Program Background explains more about home zones in general and how the program was started in Seattle.
Seattle – Neighborhood Greenways	<p>Neighborhood greenways can include:</p> <ul style="list-style-type: none"> • easier crossings of busy streets with crosswalks, flashing beacons, or crossing signals • speed humps to calm traffic • stop signs for side streets crossing the greenway • signs and pavement markings to help people find their way • 20 mph speed limit signs
Cambridge, MA – Traffic Calming	The goal of traffic calming projects is to improve the quality of life in neighborhoods and allow cars to peacefully coexist with other modes of transportation. Traffic calming involves the creation of physical and visual cues, such as speed tables, sidewalk neck downs, and roadway markings which slow the speed of traffic and increase safety. The City generally considers implementing these streetscape changes at the request of community members, with construction often taking place in the course of other projects, such as street repaving and sewer reconstruction.
Fort Collins – Neighborhood Traffic Mitigation Program	Any two-lane, local, or collector street may be considered through this program; arterial roadways are not considered. Neighborhood livability is given precedence over marginal motor vehicle efficiencies.
Boulder – Neighborhood Speed Management Program	The Neighborhood Speed Management Program (NSMP) program is part of the City of Boulder’s prioritization of safe transportation. NSMP implements engineering, education and enforcement to slow speeding traffic on residential streets. The NSMP accepts applications from community members year-round.
Ann Arbor – Traffic Calming Program	Through the City of Ann Arbor Traffic Calming Program, residents have a formal process for engaging the city in a

	partnership to perform technical analysis of traffic concerns on local streets and explore options for effective solutions.
San Antonio – Traffic Calming	The program goal is to improve mobility safety across all modes of travel in a way that fits in a given neighborhood environment. Traffic calming refers to improving street features to reduce the negative effects of speeding and cut-through traffic while enhancing safety for pedestrians and bicyclists. These efforts are typically aimed at reducing vehicle speeds and/or the volume of non-local traffic in residential areas.
Eugene – Traffic Calming	Traffic calming is the combination of mainly physical measures that address concerns about speeding and cut-through traffic. Residents interested in pursuing traffic calming projects on their street are encouraged to participate in the Community Radar Watch Program.
Portland – Neighborhood Greenway	Portland’s neighborhood greenways (formerly known as “bicycle boulevards”) are residential streets designed to prioritize bicycling and enhance conditions for walking.
Charlotte – Neighborhood Traffic Management Program	Program to address resident concerns regarding traffic speeds, pedestrian safety and other concerns in residential neighborhoods. The program is a joint effort between the residents and the City to improve traffic safety in their neighborhoods.
Milwaukee – Neighborhood Traffic Management Program	This program offers help to residents who are dealing with traffic safety problems on residential side streets. This program is only for the local side street network, and excludes major arterials and collector streets.
Toronto – Traffic Calming Program	Traffic calming measures are considered only on streets classified as local or collector streets. City Council has an approved policy with warrants and technical criteria that must be met.
Vancouver – Traffic Calming	There are three ways the City implements traffic calming measures in residential neighborhoods: <ul style="list-style-type: none"> • Residents request the City pay for speed humps on roads near schools and City parks • Residents request the City install traffic circles, sidewalk, and curb bulges, or laneway speed humps, which the residents agree to pay for either in full, or in part • The City implements traffic diverters, separated lanes, and curb bulges as part of a community plan