

Traffic Calming Programs

Example Cities

Seattle - Traffic Calming

In 2015, SDOT piloted 20 mph zones in five areas City-wide. As part of that pilot program, we completed numerous traffic studies. We found that most people traveled under the speed limit when the street is 25 feet wide and there is parking on both sides of the street. As a result, we are focusing our limited traffic calming dollars on streets where speeds are highest, and this is typically on streets where there are no curbs. As there are many neighborhoods without curbs, other considerations in our prioritization include streets near schools, parks, or other pedestrian generators.

If you are interested in traffic calming solutions for your neighborhood, consider the options we've summarized below. You might want to think about applying to the **Your Voice Your Choice (YVYC)** program or **Neighborhood Matching Fund (NMF)** program to fund these solutions.

- **Yard Signs:** Yard signs are intended to inform drivers that they are travelling on a neighborhood street and remind drivers to slow down.
- **Parking Management:** Parking on both sides of the street can be an effective traffic calming tool. On wide open streets, some drivers can feel comfortable traveling at higher speeds. Narrower streets encourage drivers to slow down.
- **Radar Speed Sign:** The speed signs detect and display the speed of oncoming vehicles. The displayed speed reminds drivers to drive responsibly.
- **Speed humps, cushions, and tables:** speed humps reduce drivers' speeds.
- **Traffic Circles:** Traffic circles guide vehicles through an intersection around a central island, forcing vehicles to slow down. These slower speeds help reduce the number and severity of collisions. Landscaping in and around the traffic circle further improves neighborhood livability.

Seattle – Home Zone

Launched in 2019, the Home Zone Program developed a methodology for prioritizing neighborhoods for a home zone as well as a process for developing a home zone plan. Solutions can include traffic circles, speed humps, and cost-effective walkways coupled with neighborhood activation and beautification. The program focuses on streets without curbs and sidewalks (26% of all city streets), where drivers travel 6% faster than they do on streets with curbs and parked cars.

GOALS

- Create safe and walkable neighborhoods for people of all ages and abilities
- Slow down traffic in a neighborhood while maintaining local access
- Improve residents' quality of life and strengthen community

Because resources are limited, a home zone focuses on creating a backbone of improvements for the neighborhood and prioritizes those improvements where there is the highest need.

MEASURES OF SUCCESS

- Reduce traffic speeds within the Home Zone boundary
- Increase pedestrian and cyclist activity within the Home Zone boundary
- Community satisfaction, measured through a survey
- Development of enhancement projects supplementing Home Zone priorities
- Broad community support for the Home Zone Program

Seattle – Home Zone

1. DESIGN

The design process for each Home Zone begins with a conceptual plan developed by SDOT. SDOT allocates approximately \$200,000 for improvements in priority locations that serve as the backbone for the rest of the plan. The conceptual plan prioritizes improvements based on:

- Known speeding concerns
- Streets used as cut-through routes
- High pedestrian use
- Lack of infrastructure
- Future infrastructure projects
- Other known community concerns

2. COMMUNITY FEEDBACK

After SDOT drafts the conceptual plan, we share it with the neighborhood. SDOT generally contracts out the community involvement process so there is a third party coordinating between the community and SDOT. This ensures that the community always has a strong voice that influences the plan development. The consultant organizes a community gathering to review the plan in collaboration with SDOT. The facilitators ask the community:

1. Do these elements make sense?
2. Are there other elements that should be included?
3. How should we prioritize improvements within the existing funding constraints?

3. REVISE

After meeting with the community, SDOT and the community's consultant revise the Home Zone conceptual plan to reflect community input. This is often a back-and-forth process that can involve smaller focus group meetings to review spot locations. Because SDOT funds are limited and the needs are much greater than what can be improved, the consultant takes the community desires and creates a Home Zone Enhancement Plan.

Seattle – Neighborhood Greenways

Neighborhood greenways meet the following goals:

- Reduce vehicle cut-through traffic – For example, median islands can be installed to keep drivers from trying to avoid main streets and cutting through on neighborhood streets.
- Provide safer bicycling and pedestrian connections – Pavement markings not only direct bicyclists along the greenway, but alert drivers to expect people bicycling. Improved crossings and curb ramps make walking easier and safer.
- Prioritize for non-motorized travel – Stop signs can be installed for drivers crossing greenways at residential intersections.
- Help people across our busier streets - Improved crossings at main streets help people walking and bicycling to cross more easily, for example flashing beacons can announce to drivers someone is crossing.
- Guide people along the route and help get them where they are going - Markings on the pavement and new signs let people know where the greenways is going and what's nearby.
- Provide more "eyes on the street" – Greenways encourage local residents to walk and ride a bike. Having more people on the street helps to make them safer.

Seattle – Neighborhood Greenways

What makes a good greenway?

The most important component of a good greenway is how comfortable, safe and accessible the street is for people who walk or bike along greenways. Greenways should be designed for all ages and abilities, so those from eight to eighty will be comfortable.

Neighborhood greenway streets should have relatively low traffic speeds and volumes. Typically neighborhood greenways have fewer than 1,000 cars per day and speed limits of 25 miles per hour. They should be relatively flat and comfortable to walk or ride a bike on (no small feat in a city like Seattle). Greenways should provide attractive connections between neighborhoods and to destinations such as schools, parks, transit, business districts and multiuse trails.

Seattle – Neighborhood Greenways

The 2019-2024 implementation plan includes a set of proposed infrastructure projects. The project list in this plan was developed using the prioritization process established in the BMP, which includes both a quantitative and a qualitative process.

QUANTITATIVE PRIORITIZATION

Quantitatively, all bicycle projects are assigned scores based on five factors, in order of highest weight to lowest:

- Safety
- Connectivity
- Equity
- Ridership
- Livability

The sum of these scores is assigned to individual project segments, which are then divided into five different priority tiers of projects. Tier 1 is the highest scoring 20% of the projects, Tier 2 is the next highest 20%, and so on.

QUALITATIVE PRIORITIZATION

The next step of our prioritization process considers qualitative factors including policy directives, community interest, and geographic balance. In collaboration with the Seattle Bicycle Advisory Board these factors were considered along with the quantitative data to select projects that helped to connect and extend Seattle's all ages and abilities network.

LEVERAGING OPPORTUNITIES

Leveraging the benefits of other SDOT projects was another high priority in this year's project selection process. SDOT and SBAB prioritized BMP projects if they could be completed at the same time as other projects involving major work on a street, including bus rapid transit, paving, or safety projects.¹ The complete streets approach helps to reduce construction impacts and provides benefits to multiple SDOT and partner agency programs. We also look for opportunities to partner with private development to support HALA through BMP investments.

Throughout the next five years, we will also be looking to leverage funding opportunities outside SDOT and the City, including those available through Sound Transit Station Access Improvement funding. SDOT will also leverage opportunities presented by WSDOT's replacement of the SR 520 bridge in improving bike connections.








Seattle – Safe Routes to School Mini Grant

Who Can Apply?

All public and private K-12 schools and PTAs within the City of Seattle and other nonprofit groups can apply.

What We Fund

Funds can be used for a variety of programs, including (but not limited to):

- [Walk and Bike to School Day events](#) 
- [Walking School Bus program](#) 
- [Bike Train program](#) 
- [Bike Rodeo](#) 
- [Student safety patrol](#) 
- [Pedestrian crossing flags](#)
- [Intersection painting](#) 
- [Traffic circulation changes on school property](#)
- [School library books on biking for elementary kids](#) 

Seattle – Safe Routes to School Mini Grant

Funding Cycle	Spring	Fall
Award	Up to \$1,000	Up to \$1,000
Application Period	April 1st - 30th	October 1st - 31st
Notice of Decision	First week of June	First week of December
Funds Distributed	July	January
Summary Report Deadline	June 30th of following year	December 31st of following year

Philadelphia – Traffic Calming & Safety Initiative

Objectives

- Slow down vehicular traffic in residential neighborhoods of the City close to 25 mph, the standard posted speed limit in such areas.
- Discourage cut through traffic.
- Make City truly multimodal by making it more walkable and pedestrian/bicycle friendly & safe. Enhance the quality of life for our citizens.
- Provide universal accessibility for all able and disabled pedestrians.
- Comply with the “Complete Streets” Guidelines.
- Achieve Vision Zero goals by 2030.

Philadelphia – Traffic Calming & Safety Initiative

Procedure

Requests for any traffic calming measure shall follow the below stated procedure:

- Residents must request a traffic calming & safety study through the Streets Department to see if a block qualifies for speed cushions. In order to qualify for this particular treatment, it must meet the following conditions:
 - The block must not be a State Highway or an Arterial route.
 - The block must be at least 1000 feet long, typically 2 City blocks, between traffic controls (stop sign or signal).
 - Two-way streets must be at least 26 feet wide
 - One-way streets must be at least 20 feet wide
 - The block must not be on a very steep hill with sharp grade & downgrade.
 - The results of the study must show a demonstrated speeding problem. Speeding is currently defined as 85% speeds of more than 10 mph over the posted speed limit. Residential streets are posted 25 mph which is the lowest posting allowed under Penn DOT guidelines for an urban Street.

If the results of the study indicate a block does qualify, the requesting party must then prepare a petition requesting traffic calming measures on their block, signed by 75% or more of the properties whose address falls on the block. The petition must be signed by residents who are in favor & actually live on the block. They must state their full name, address and telephone numbers, on the petition and follow the procedure listed below:

- Residents shall forward this petition to their locally elected City Councilperson.
- If the petition is verified and acceptable to the local City Councilperson, he or she will then send an official letter to the Chief Traffic Engineer, formally requesting speed cushions for traffic calming, at the following address:

Philadelphia – Traffic Calming & Safety Initiative

Scoring Rubric

CRITERIA	POINTS	BASIS FOR POINT ASSIGNMENT
Speed	0 – 30	Extent by which 85th percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph
Volume	0 – 20	Average daily traffic volumes (1 point assigned for every 120 vehicles)
Crashes	0 – 10	1 point for every crash reported within past 3 years
Elementary or Middle Schools	0 – 10	5 points assigned for each designated school crossing guard location on the block
Pedestrians Generators	0 – 15	5 points assigned for each public facility like parks, rec centers, playfield, high schools, business, strip mall, etc. generating a significant number of pedestrians, abutting the block
Pedestrian Access	0 – 5	5 points assigned if there is no continuous sidewalk on either side of the street
High Injury Network (Vision Zero)	0 – 10	10 points assigned if the block falls within High Injury Network (HIN) as developed under Mayor’s Vision Zero initiative

Philadelphia – Slow Zone

Neighborhood Slow Zone Program invites neighbors to apply for traffic calming in an entire zone of residential streets. The City will work hand-in-hand with successful applicants to bring traffic calming to an entire “Slow Zone.” Within selected Slow Zones, the Neighborhood Slow Zone Program will:

- Work with the neighbors to develop a plan for traffic calming that responds to critical safety issues;
- Lower speed limits to 20MPH;
- Install traffic calming (speed cushions and more).

Philadelphia – Slow Zone

SCORING

The maximum possible application score was 100 points, broken down as follows:

Score category	Maximum score
Crash history	50
Vulnerable user	45
Community places	5
<i>Total maximum score</i>	<i>100</i>

SCORE CATEGORIES

CRASH HISTORY: UP TO 50 POINTS

Our commitment to Vision Zero means prioritizing traffic safety projects on streets with demonstrated crash histories. The Neighborhood Slow Zone Program prioritizes traffic safety improvements to residential streets with crash histories.

- People killed or seriously injured in traffic crashes on Slow Zone streets (PennDOT, 2013 - 2017)
- People injured in traffic crashes on Slow Zone streets (PennDOT, 2013 - 2017)

VULNERABLE USERS: UP TO 45 POINTS

Children and older adults are more likely to rely on walking to make trips in their neighborhoods—and they are more vulnerable if involved in a traffic crash. Vision Zero prioritizes safety of people who are most vulnerable while using the street. Additionally, households living below the poverty line are more likely to be transit-dependent and need to walk to transportation options.

- Households with children under 18
- Households with people aged 60 and over
- Households with incomes below poverty line

COMMUNITY PLACES: UP TO 5 POINTS

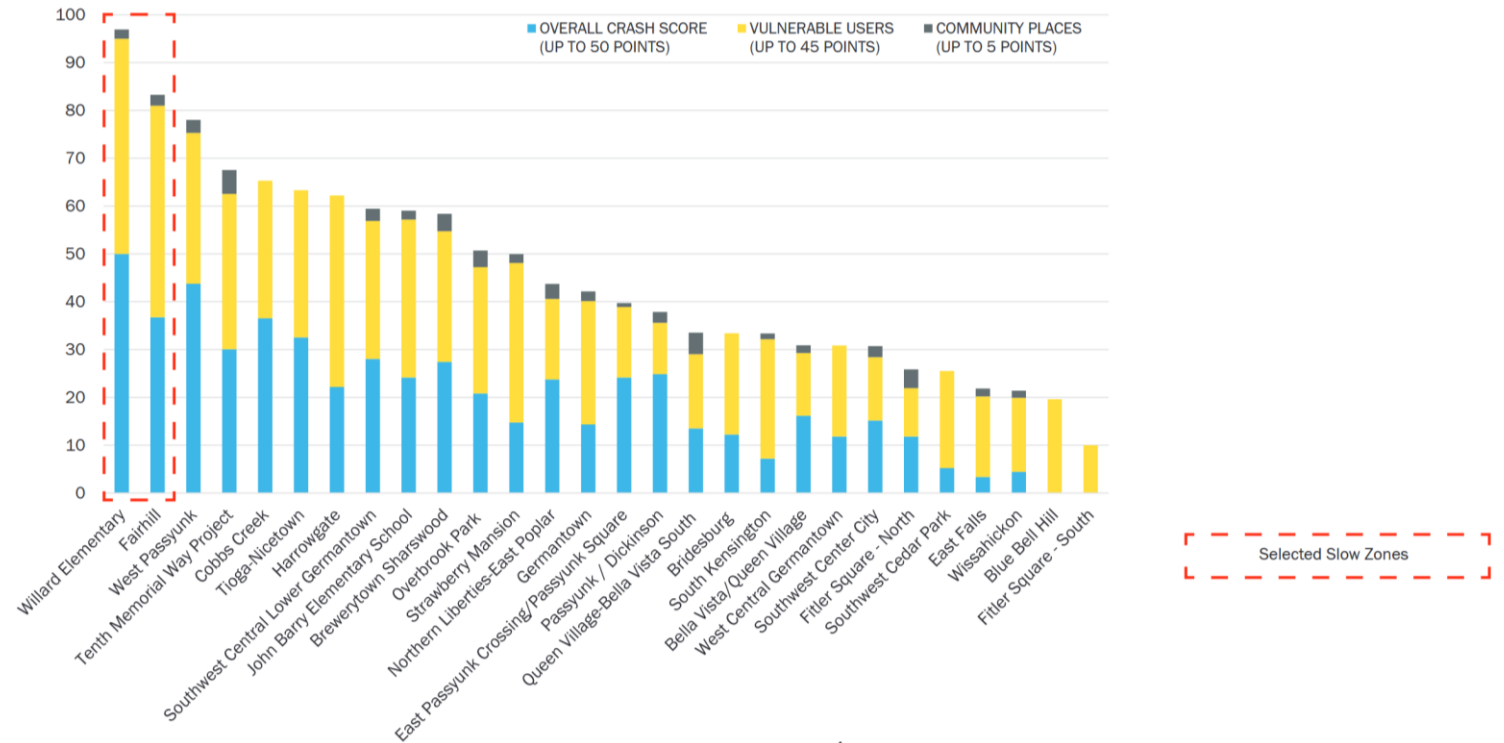
Neighborhood Slow Zone Program supports walkability in neighborhoods. Community places generate walking activity.

- Free Library locations
- Schools
- City Health Centers
- Philadelphia Housing Authority communities

Philadelphia – Slow Zone

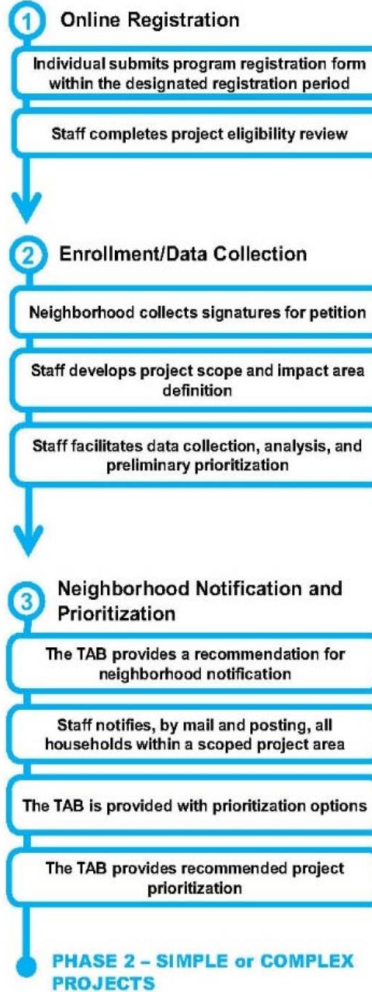
- 28 neighborhoods applied
- 2 selected
- \$1 million budget

PROPOSED SLOW ZONES SCORES



Boulder, CO Neighborhood Speed Management Program

PHASE 1 - ALL APPLICATIONS



PHASE 2 - SIMPLE PROJECTS



PHASE 2 - COMPLEX PROJECTS



Boulder – Vision Zero Innovation Program

Innovation Program Treatment Types

Safety treatments being considered through the Innovation Program are:

- **Curb extensions**

Primary Goal: Shorten the distance pedestrians/cyclists cross through the paths of vehicles by physically narrowing the roadway (such as with flexible delineators) and/or visually narrowing the roadway (such as with artistic treatments).

- **Pedestrian and bicyclist crossing treatments**

Primary Goal: Provide protection for pedestrians/cyclists by ensuring crossing areas are visible to drivers.

- **Traffic calming elements**

Primary Goal: Reduce vehicle speeds to encourage safer interactions between all road users.

Treatment Locations

Locations for the Innovation Program improvements will be determined through a combination of community feedback, data evaluation and findings from the [2019 Safe Streets Report](#) and the [2019 Low-Stress Walk and Bike Network Plan](#), which identified high-risk locations for walking and bicycling in Boulder.

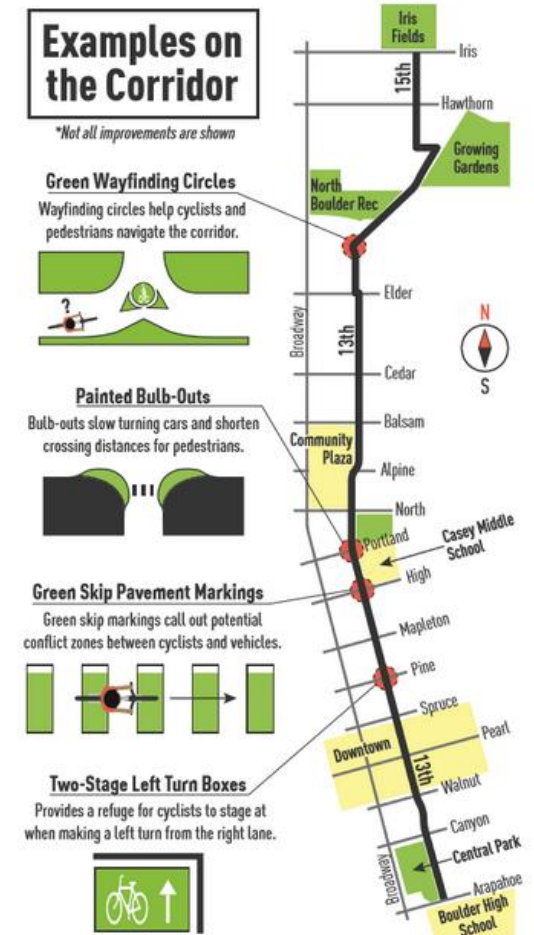
Boulder – Neighborhood Green Streets

NEIGHBORHOOD GREENSTREETS

Neighborhood GreenStreets are low-traffic streets prioritized for walking and biking, where people of all ages and abilities feel safe and comfortable. The city installs safety signage, crossings, paint markings and other treatments to these streets to improve pedestrian and bicyclist safety. Creating GreenStreets is part of our [Vision Zero](#) goals to improve safety and comfort for walking and bicycling.

Why did 13th Street become a Neighborhood GreenStreet?

Sections of 13th Street were identified through the [Low-Stress Walk and Bike Network Plan](#) as area where engineering treatments and other improvements would significantly enhance the comfort and safety of pedestrians and bicyclists. This finding along with the street's low level of vehicle traffic, low speed and existing signal timing for bicycles makes 13th Street a great fit for becoming a Neighborhood GreenStreet. 13th Street is also an already well-known corridor that many pedestrians and bicyclists choose to travel and has a central location, connecting people of all ages and abilities to key destinations including the North Boulder Recreation Center, Community Plaza Shopping Center, Casey Middle School and Downtown Boulder.



Spokane – Traffic Calming Program

All traffic issues will be subject to review by City of Spokane staff and are subject to engineering standards.

Each neighborhood council may submit up to two priorities and any other identified issues (including school-related) in ONE form.

Objectives of Traffic Calming

- Slow vehicular travel speeds
- Reduce frequency and severity of collisions
- Reduce the need for police enforcement
- Enhance the street environment
- Reduce cut-through motor vehicle travel patterns
- Increase safety for non-motorized street users
- Increase access for all modes

Type of Traffic Calming Measures

Speed/Safety Control Measures:

- Traffic Island/Median
- Neckdown Bulb Out/Curb Extension
- Traffic Circle
- On-Street Parking
- Narrowed Lanes
- Signage
- Landscaping/Street Trees
- Pavement Markings
- In-fill sidewalks
- Bike lanes
- Crosswalks

Nashville – Traffic Calming Program

Traffic calming is generally applicable on local, residential streets with lower traffic volumes. Although speeding may be a problem on larger collector and arterial streets, these streets are designed to function differently and may not be applicable for certain treatments. Likewise, very small streets (like cul-de-sacs) or streets not having larger connectivity may not be eligible.

Objective data are used to determine a prioritized list of neighborhoods for which to develop treatments. Our prioritization is based on the following data:

- **Safety experience (40%):** Our most pressing obligation is to prioritize safe streets. Neighborhoods already exhibiting a high number of crashes (as documented by Metro Nashville Police Department) will be prioritized.
- **Measurable speeding problem (30%):** Speed data will be collected in applicant neighborhoods to determine prevailing speeds. The degree to which existing speeds exceed posted speed limits on various streets will be used in the prioritization.
- **Impacts on Non-Drivers (30%):** Traffic speeds often discourage safe use by pedestrians and cyclists. We evaluate the presence of likely nearby trip destinations (schools, parks, etc.) as well as non-driver accommodations (bus routes, lack of sidewalks, etc.) as prioritization data in this category.

Other relevant considerations not captured by these metrics may be considered as well and can be included in the application.

Nashville – Traffic Calming Program

PROGRAM UNDERSTANDING

We understand that the City has many neighborhoods and requests for traffic calming, and limited funding requires the City to prioritize neighborhoods based on data results and demonstrated need for the Traffic Calming Program. Because of this, we understand that making a request for traffic calming and completing this application may not result in immediate action in our neighborhood.

We also understand that if selected, proposed physical changes to the street and/or traffic calming plan may require a 70% majority approval of households within the affected area. We understand that it is our responsibility to solicit petition signatures, and the City will assist by providing petition forms and exhibits of the traffic calming plans/data as well as present the plan and answer questions at neighborhood meetings.

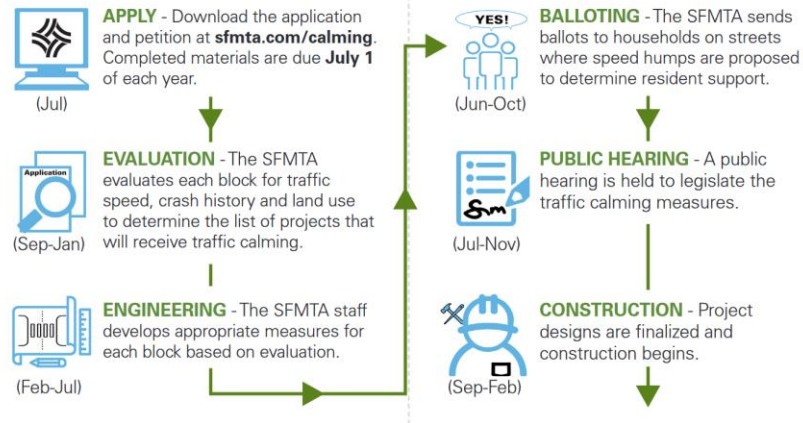
We understand that our neighbors have the right to be informed of any public meetings held with City officials in connection with this application for the Metro Traffic Calming Program. We promise to listen to the concerns of all of our neighbors and City representatives when meeting or discussing traffic in our neighborhood.

San Francisco – Traffic Calming Program

HOW TO BRING TRAFFIC CALMING TO YOUR BLOCK PROCESS

If you feel that speeding is a concern on your residential street, consider applying to the city's Traffic Calming Program! You will need to submit an application and petition signed by at least 20 residents from separate households on your street to get the process started.

Here's how the SFMTA's process works:



Why is traffic calming only implemented now on a block-by-block basis?

Previously, the SFMTA used to consider traffic calming from an “area-wide” perspective. The area-wide process was developed as a way to look at multiple locations in the same neighborhood together, to consider traffic calming from a community perspective. The boundaries of area-wide projects were drawn to incorporate all residential streets between arterials, major collectors, and/or commercial streets. However, the process was viewed by SFMTA staff and residents as being time-consuming and resulting in unpredictable construction timelines. Often times, the more complex and expensive measures recommended through an area-wide planning process were not constructed, and the long timeline often resulted in changing community priorities that weren't reflected in the area-wide traffic calming plan. Finally, due to the fact that the area-wide approach to traffic calming tended to involve only the most dedicated members of a community, many believed that the area-wide process did not necessarily reflect the views and concerns of all neighbors.

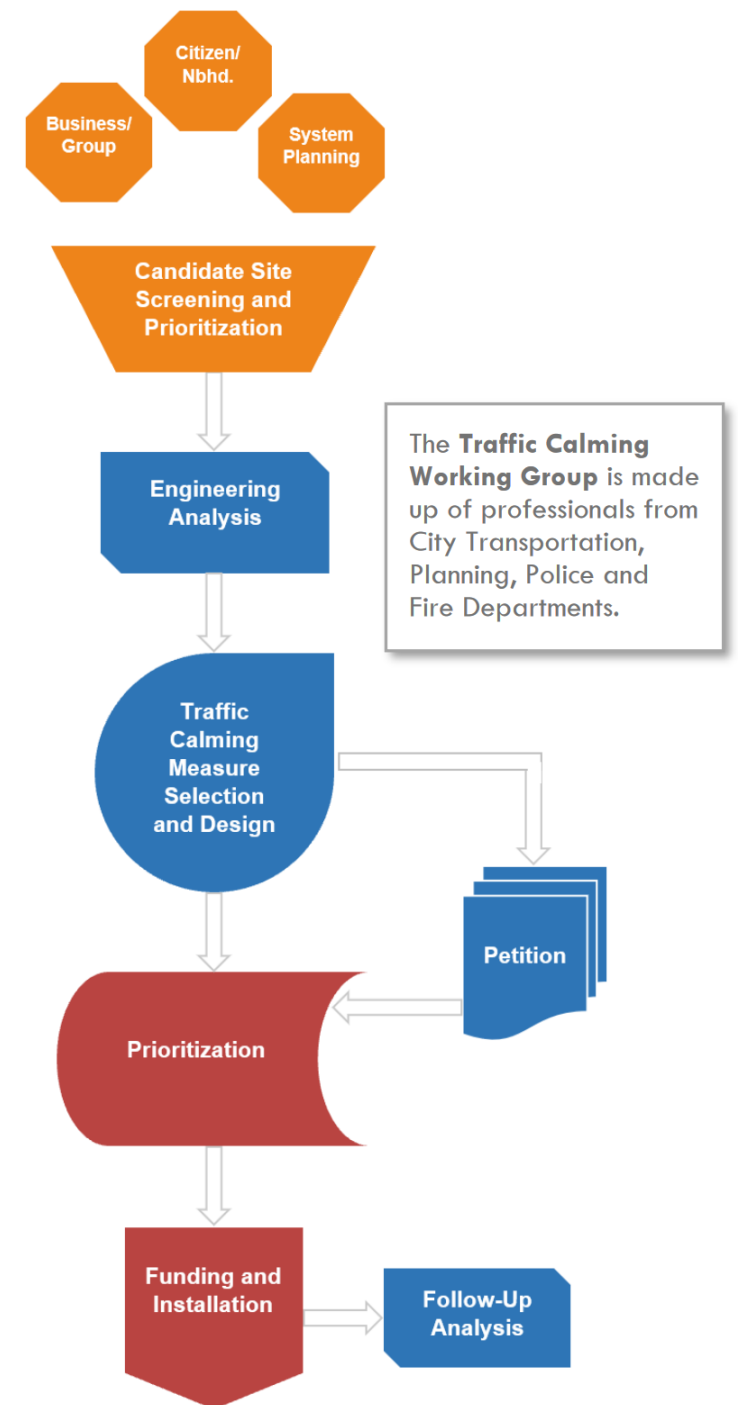
A resident-driven, block-by-block approach to traffic calming that relies on a data-driven approach ensures that resources are allocated to those streets in which demonstrated speeding and traffic-related concerns exist, and where there is broad resident acceptance for traffic calming.

Birmingham – Traffic Calming Program

The **Traffic Calming Working Group** evaluates and prioritizes the candidate sites according to these criteria:

- Vehicle Speed
- Crash Statistics
- Traffic Volume
- Project Cost
- Vulnerable Users
- Context
- Equity
- Ped/Bike Volume
- Street Type
- Economic Development
- Cost Share/Grant Funds

There is currently a preexisting list of known problem areas, so time frames for analysis, design and prioritization will vary.



Saskatoon, Canada – Traffic Calming

TRAFFIC CALMING REQUEST

Implementation of the Neighbourhood Traffic Calming Policy and actions associated with the Process and Guidelines may be initiated by two different methods, Neighbourhood-Driven or City-Driven.

Neighbourhood-Driven

A neighbourhood-driven traffic calming process is ideally suited to:

- Residential streets within existing, established neighbourhoods
- Local and collector roads within a residential neighbourhood

In neighbourhood-driven initiatives, property owners are encouraged to contact the City to initiate a review of their road(s) for eligibility within the City's Traffic Calming Program.

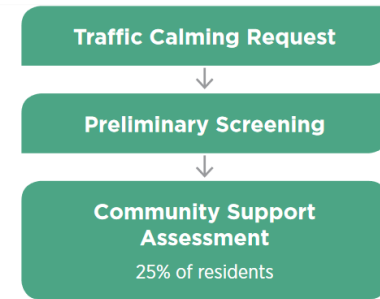
City-Driven

A city-driven traffic calming process is ideally suited to:

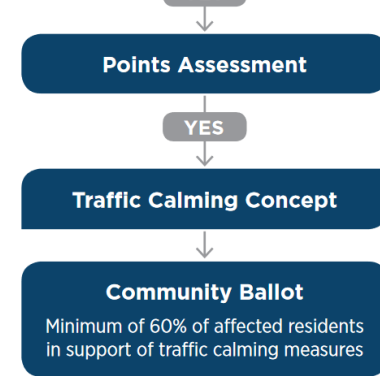
- Local and collector roads where there may be concerns identified via traffic data analysis (such as motor vehicle collision information or annual traffic count/speed assessment data).
- Local and collector roads that may be impacted by proposed new development.

In city-driven initiatives, Council or Administration may initiate a review of the road(s) for eligibility within the City's Traffic Calming Program. All steps following the initiation phases of the program shall be followed.

Phase 1 Application and Data Collection



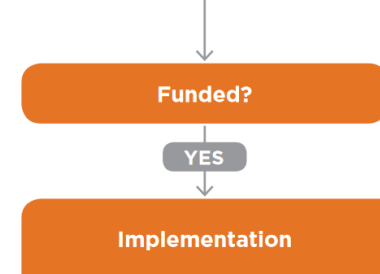
Phase 2 Traffic Calming Plan



Phase 3 Final Design and Approval



Phase 4 Implementation and Evaluation



**Notify Initiator
and Ward
Councillor**

Request Denied
Applicant informed that
the location is not eligible
for additional review for 24
months

Saskatoon, Canada –

Traffic Calming

PRELIMINARY SCREENING

Investigation into received public concerns or requests shall take into account preliminary screening information, inclusive of the following criteria:

- Issues are located on a defined local or collector road within the City.
- Traffic patterns are stable, and are not under potential temporary impacts such as adjacent construction or special events.
- Traffic concerns are related to one or more of the following:
 - ▶ Vehicle speeds are exceeding a specified threshold above the posted speed limit;
 - ▶ Vehicles are short-cutting on residential streets in lieu of using the existing collector or arterial system, where a viable alternate route exists;
 - ▶ Vehicle volumes on a residential local or collector street are exceeding expected thresholds for this type of road; and
 - ▶ Pedestrian crossing safety (for both pedestrian recognition of vehicles and driver's recognition of pedestrians).

Saskatoon, Canada – Traffic Calming

Safety Warrant Requirements		
ALL of the following criteria must be met		
Grade	Traffic calming measures may be considered at or near locations where the road grade is less than 8%.	Yes/No
Sidewalks	On streets where traffic calming is proposed, there must be continuous sidewalks on at least one side of the street. OR On streets where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.	Yes/No
WARRANT MET?		Yes/No

Table 3-2 - Technical Warrant Requirements for Local Roads

Technical Warrant Requirements for Local Roads		
ONE of the following criteria must be met		
Volume	> 1,000 vehicles per day	Yes/No
Speed	≥ posted speed limit + 5 km/h	Yes/No
Non-Local Traffic	≥ 20%	Yes/No
WARRANT MET?		Yes/No

Table 3-3 - Technical Warrant Requirements for Collector Roads

Technical Warrant Requirements for Collector Roads		
ALL of the following criteria must be met		
Volume	> 2,500 vehicles per day for minor collector > 5,000 vehicles per day for major collector	Yes/No
Speed	≥ posted speed limit + 5 km/h	Yes/No
WARRANT MET?		Yes/No

Points Allocation for Assessment for Roadway Operations Factors			
Roadway Operations Factors	Measure Used	Point Criteria	Maximum Points
Collision History	Collision frequency over 3 years	1 point per collision occurrence resulting in property damage only.	10
	Severity of collisions that occurred	2 points for each collision in the past three years involving vulnerable road users.	
Traffic Volumes	Average Daily Traffic (ADT)	Local Roads: 1 points for every 100 vehicles over 1,000 ADT. Collector Roads: 1 point for every 200 vehicles above 5,000 ADT.	25
Traffic Speeds	85 th Percentile Speed	1 point for every km/h above posted speed. Additional 5 points if speed is > 15 km/h above the posted speed.	20
Short-Cutting Traffic	% of Total Vehicles	2 points for every 10% or more of short-cutting vehicles in excess of ADT.	10

Table 3-5 - Points Allocation for Assessment for Neighbourhood Factors

Points Allocation for Assessment for Neighbourhood Factors			
Neighbourhood Factors	Measure Used	Point Criteria	Maximum Points
Sidewalks	Presence of sidewalks	10 points for no sidewalks with evidence of pedestrian activity, 5 points for sidewalks on only one side.	10
Pedestrian Generators	Pedestrian Generators	5 points for each nearby pedestrian generator such as a school, playground, community centre, libraries, retail centres, etc.	15
Cycling Concerns	Presence of All Ages and Abilities (AAA) cycling route	5 points if the road is an existing or planned cycling route.	5