Neighborhood Traffic Calming

Parking & Traffic Safety Committee
Proposed Neighborhood Traffic Calming Process

- Phase 1 -- Preliminary assessment
  - Speed monitoring
  - Traffic Counts
  - Traffic study
Proposed Neighborhood Traffic Calming Process

- Phase 2
  - Physical Traffic Calming Measures
    - Short-term / interim – “pilot”
    - Long-term – Capital Improvement Program
  - Non-infrastructure Traffic Calming Measures
Types of Non-Infrastructure Traffic Calming Measures

- Street Signs / Pavement Markings (MUTCD compliance required)
- Speed Trailer
- Enforcement
- Parking Management
Types of Physical Neighborhood Traffic Calming Measures

- **Vertical Deflections**
  - Speed hump
  - Speed table
  - Speed cushion
  - Raised crosswalk
  - Raised intersection

- **Horizontal Deflections**
  - Neighborhood Traffic circle
  - Curb extension / bulb out
  - Chicane
  - Median Island

- **Physical Obstructions**
  - Semi-diverter
  - Diagonal diverter
  - Street closures
  - Median island
# Vertical Deflection – Speed Hump

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective in slowing traffic on low speed / low volume roads</td>
<td>Inappropriate for emergency response routes and transit routes</td>
</tr>
<tr>
<td>Moderate cost for installation and maintenance</td>
<td>Additional training required for snow removal operators</td>
</tr>
<tr>
<td>Minimal impact on bicyclists and motorcyclists, except at high speeds</td>
<td>May impact road drainage</td>
</tr>
</tbody>
</table>
Vertical Deflection – Speed Cushion

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective in reducing traffic speeds and volumes on local streets</td>
<td>Presents challenge for snow removal operations</td>
</tr>
<tr>
<td>Minimal impact on emergency response times</td>
<td></td>
</tr>
<tr>
<td>Low cost to implement</td>
<td></td>
</tr>
</tbody>
</table>
### Vertical Deflection – Speed Table

**Speed Table / Raised Crosswalk**

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective in slowing traffic speeds on local and collector roads</td>
<td>Not ideal for major emergency response routes and transit routes</td>
</tr>
<tr>
<td>Moderate cost for installation and maintenance</td>
<td>Additional training required for snow removal operators</td>
</tr>
<tr>
<td>Minimal impact on bicyclists and motorcyclists, except at high speeds</td>
<td>May impact road drainage</td>
</tr>
</tbody>
</table>
Vertical Deflection – Raised Intersection

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce vehicle-ped conflicts by improving visibility for pedestrians</td>
<td>Higher cost to construct and maintain</td>
</tr>
<tr>
<td>Minor reduction in travel speeds from all approaches</td>
<td>May delay emergency response</td>
</tr>
<tr>
<td>Suitable for local streets with high pedestrian volumes</td>
<td></td>
</tr>
</tbody>
</table>
## Horizontal Deflection Neighborhood Traffic Circle

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduces speeds</td>
<td>May be challenging for emergency vehicles and large trucks turning left</td>
</tr>
<tr>
<td>Reduces the number of conflict points at an intersection</td>
<td>May require removal of on-street parking in vicinity of intersection</td>
</tr>
<tr>
<td>Can enhance the neighborhood</td>
<td>Moderate cost to construct and maintain</td>
</tr>
</tbody>
</table>
Neighborhood Traffic Circle

Roundabout
## Horizontal Deflection

### Curb Extension / Bulb Out

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improves pedestrian visibility and reduces crossing distance</td>
<td>Additional training required for snow removal operators</td>
</tr>
<tr>
<td>May reduce travel speeds</td>
<td>May require removal of on-street parking in vicinity of intersection</td>
</tr>
<tr>
<td>Slows right-turning vehicles</td>
<td>Difficult to accommodate bicycle lanes</td>
</tr>
<tr>
<td>Moderate costs to implement and maintain</td>
<td></td>
</tr>
</tbody>
</table>
Horizontal Deflection
Curb Extension/Bulb Out

Choker
## Horizontal Deflection -- Chicane

### Pros
- Reduce vehicle speeds and may reduce traffic volumes
- Provide opportunities for streetscaping

### Cons
- Will result in loss of on-street parking
- Additional training required for snow removal operators
- Not suited for high truck traffic routes
## Horizontal Deflection – Median Islands

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>May reduce vehicle speeds if lanes are narrowed</td>
<td>May result in loss of on-street parking in vicinity of island</td>
</tr>
<tr>
<td>Provide opportunities for streetscaping</td>
<td></td>
</tr>
<tr>
<td>Can reduce pedestrian crossing distance for wider roads</td>
<td></td>
</tr>
</tbody>
</table>
Horizontal Deflection

Gateway
Physical Obstructions -- Full Closure

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce cut-through traffic without impacting bike and ped access</td>
<td>Obstructs emergency access, unless designed with mountable barriers</td>
</tr>
<tr>
<td>May reduce speeds</td>
<td>Restricts access for residents</td>
</tr>
<tr>
<td>Provide opportunities for streetscaping</td>
<td>May shift traffic to other nearby streets</td>
</tr>
</tbody>
</table>
Physical Obstructions – Half Closure

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce cut-through traffic without impacting bike and ped access</td>
<td>Can be difficult to control violations</td>
</tr>
<tr>
<td>May lower travel speeds</td>
<td>May require loss of on-street parking in vicinity of closure</td>
</tr>
<tr>
<td>Provision for emergency access</td>
<td>Reduces access for neighborhood residents</td>
</tr>
<tr>
<td>Provide opportunities for streetscaping</td>
<td>May divert traffic to neighboring streets</td>
</tr>
</tbody>
</table>
Physical Obstructions – Diagonal Diverter

Pros

- Reduce traffic volumes without impacting bike and ped access
- Eliminates intersection conflict points
- Provide opportunities for streetscaping
- May reduce speeds

Cons

- May divert traffic to neighboring streets
- May inconvenience neighborhood residents
- Delays emergency access
Physical Obstructions – Median Barrier

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduces cut through traffic volumes on local streets while still allowing bike and ped access</td>
<td>May divert traffic to other neighborhood streets</td>
</tr>
<tr>
<td>Reduces number of conflict points</td>
<td>May affect emergency access</td>
</tr>
<tr>
<td>Potential to add streetscaping</td>
<td></td>
</tr>
</tbody>
</table>
Next Steps

❖ Develop a public request form

❖ Add guidance/program info on City website
Update on Related Requests

- Elwyn Road Sidewalk Request
- Aldrich Road Traffic Speeds and Volume
- Radar Speed Signs
- Eliminating Center Lines on selected roads