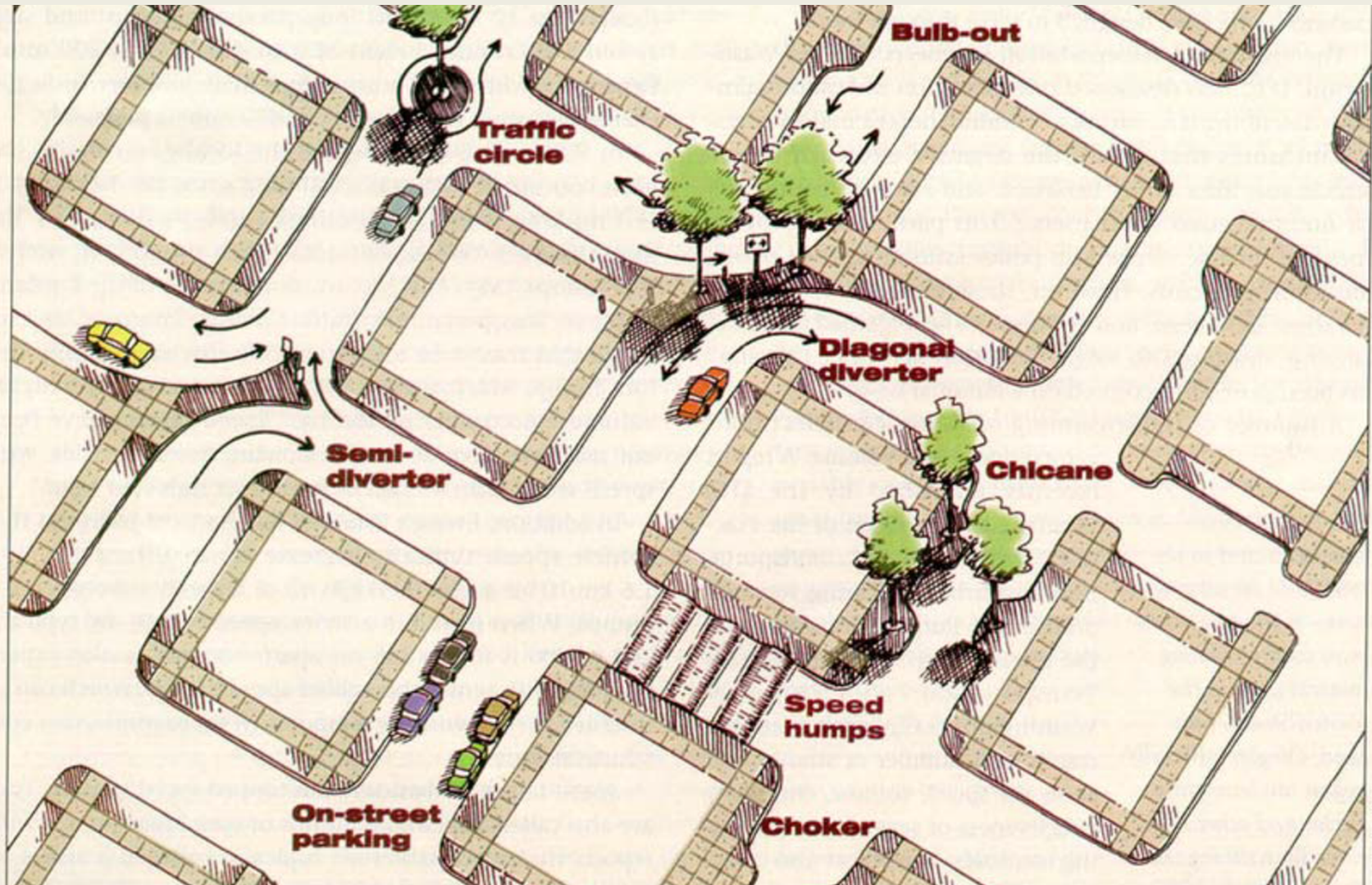


Neighborhood Traffic Calming



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

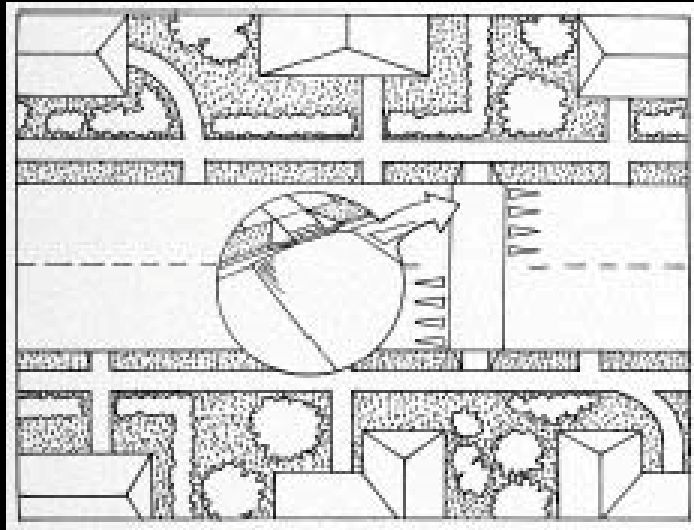
❖ Horizontal Deflections

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

❖ Physical Obstructions

- Semi-diverter
- Diagonal diverter
- Street closures
- Median island

Vertical Deflection – Speed Hump



Pros	Cons
Effective in slowing traffic on low speed / low volume roads	Inappropriate for emergency response routes and transit routes
Moderate cost for installation and maintenance	Additional training required for snow removal operators
Minimal impact on bicyclists and motorcyclists, except at high speeds	May impact road drainage

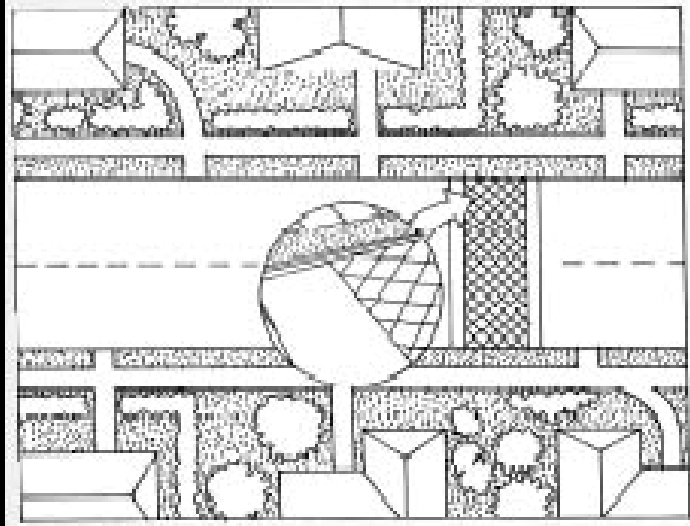
Vertical Deflection – Speed Cushion



Pros	Cons
Effective in reducing traffic speeds and volumes on local streets	Presents challenge for snow removal operations
Minimal impact on emergency response times	
Low cost to implement	

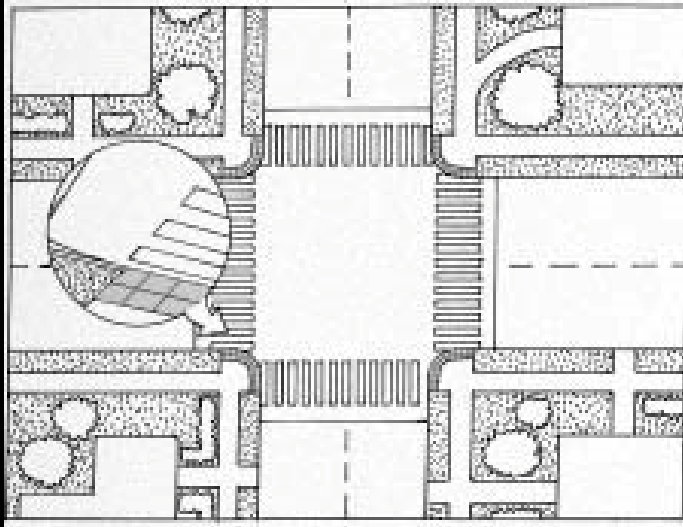
Vertical Deflection – Speed Table

Speed Table / Raised Crosswalk



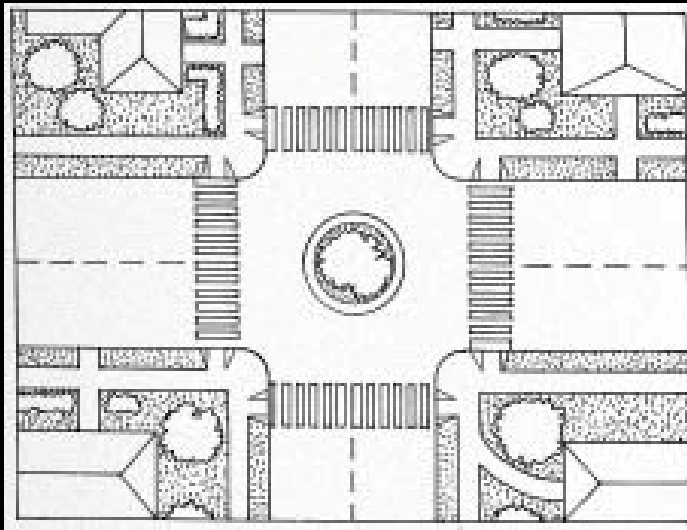
Pros	Cons
Effective in slowing traffic speeds on local and collector roads	Not ideal for major emergency response routes and transit routes
Moderate cost for installation and maintenance	Additional training required for snow removal operators
Minimal impact on bicyclists and motorcyclists, except at high speeds	May impact road drainage

Vertical Deflection – Raised Intersection



Pros	Cons
Reduce vehicle-ped conflicts by improving visibility for pedestrians	Higher cost to construct and maintain
Minor reduction in travel speeds from all approaches	May delay emergency response
Suitable for local streets with high pedestrian volumes	

Horizontal Deflection Neighborhood Traffic Circle

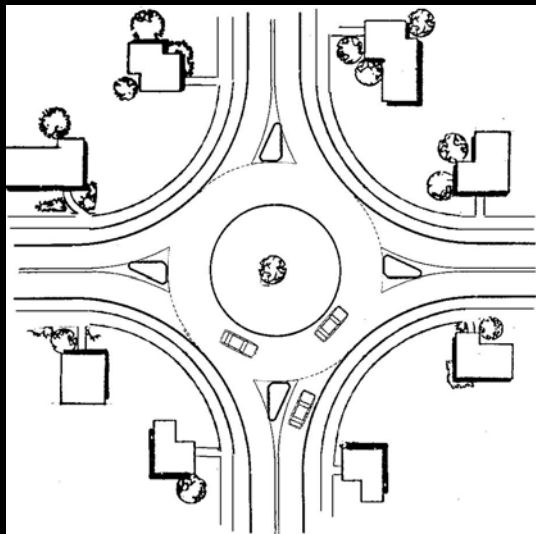


Pros	Cons
Reduces speeds	May be challenging for emergency vehicles and large trucks turning left
Reduces the number of conflict points at an intersection	May require removal of on-street parking in vicinity of intersection
Can enhance the neighborhood	Moderate cost to construct and maintain

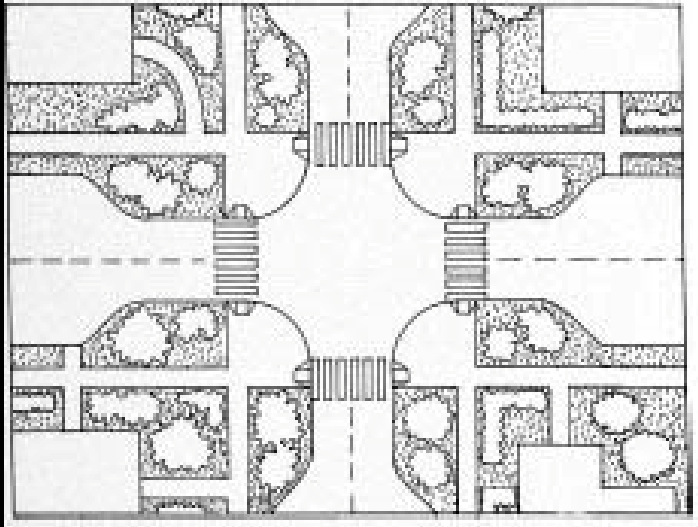
Neighborhood Traffic Circle



Roundabout



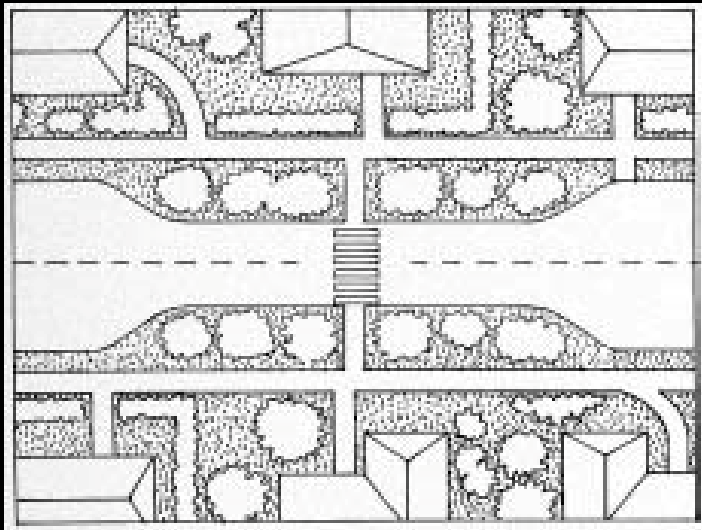
Horizontal Deflection Curb Extension / Bulb Out



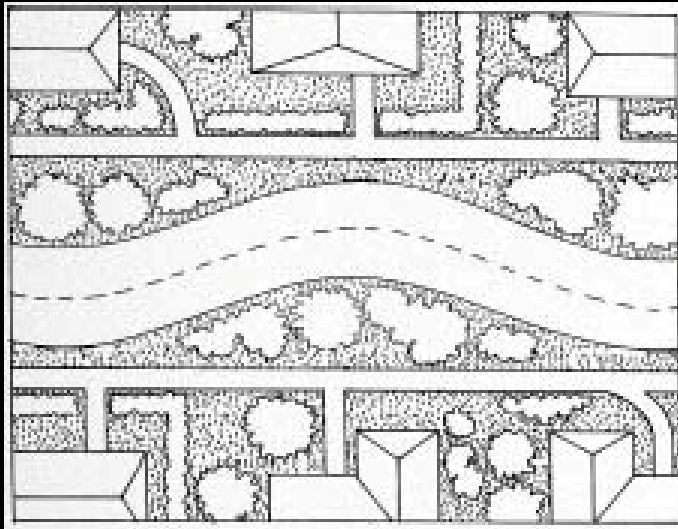
Pros	Cons
Improves pedestrian visibility and reduces crossing distance	Additional training required for snow removal operators
May reduce travel speeds	May require removal of on-street parking in vicinity of intersection
Slows right-turning vehicles	Difficult to accommodate bicycle lanes
Moderate costs to implement and maintain	

Horizontal Deflection Curb Extension/Bulb Out

Choker

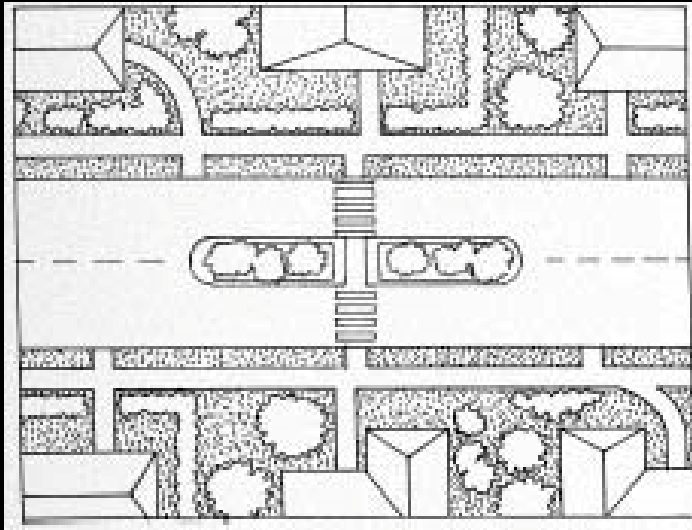


Horizontal Deflection -- Chicane



Pros	Cons
Reduce vehicle speeds and may reduce traffic volumes	Will result in loss of on-street parking
Provide opportunities for streetscaping	Additional training required for snow removal operators
	Not suited for high truck traffic routes

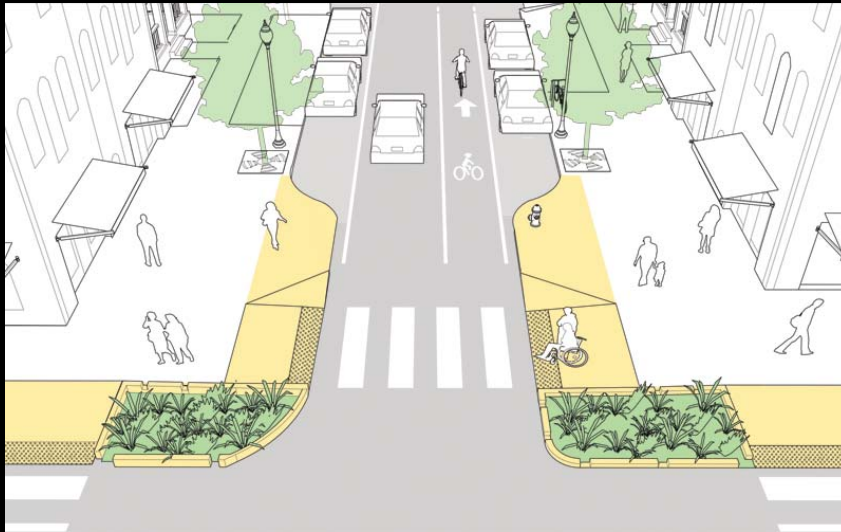
Horizontal Deflection – Median Islands



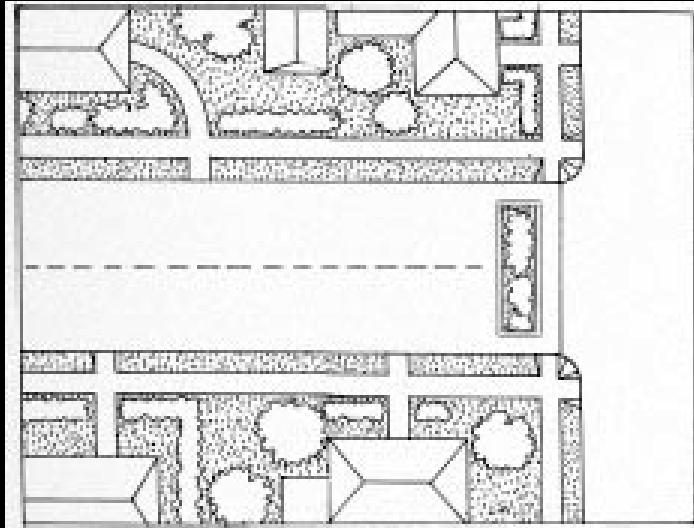
Pros	Cons
May reduce vehicle speeds if lanes are narrowed	May result in loss of on-street parking in vicinity of island
Provide opportunities for streetscaping	
Can reduce pedestrian crossing distance for wider roads	

Horizontal Deflection

Gateway

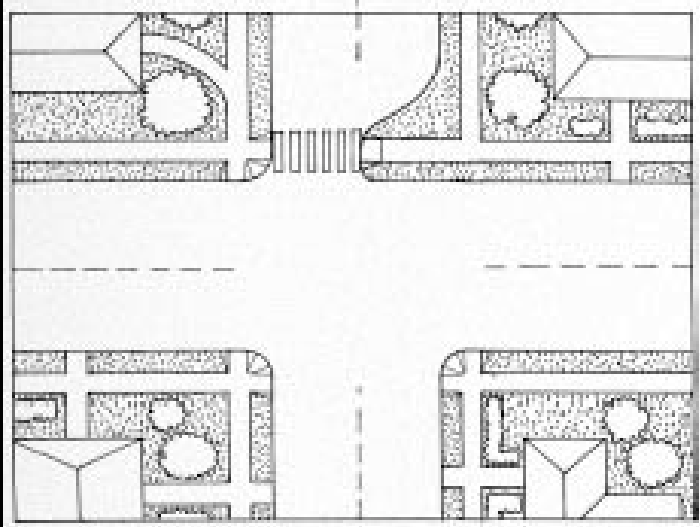


Physical Obstructions -- Full Closure



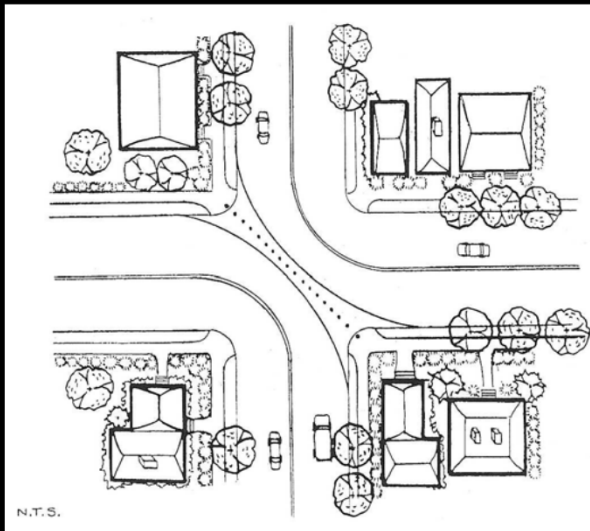
Pros	Cons
Reduce cut-through traffic without impacting bike and ped access	Obstructs emergency access, unless designed with mountable barriers
May reduce speeds	Restricts access for residents
Provide opportunities for streetscaping	May shift traffic to other nearby streets

Physical Obstructions – Half Closure



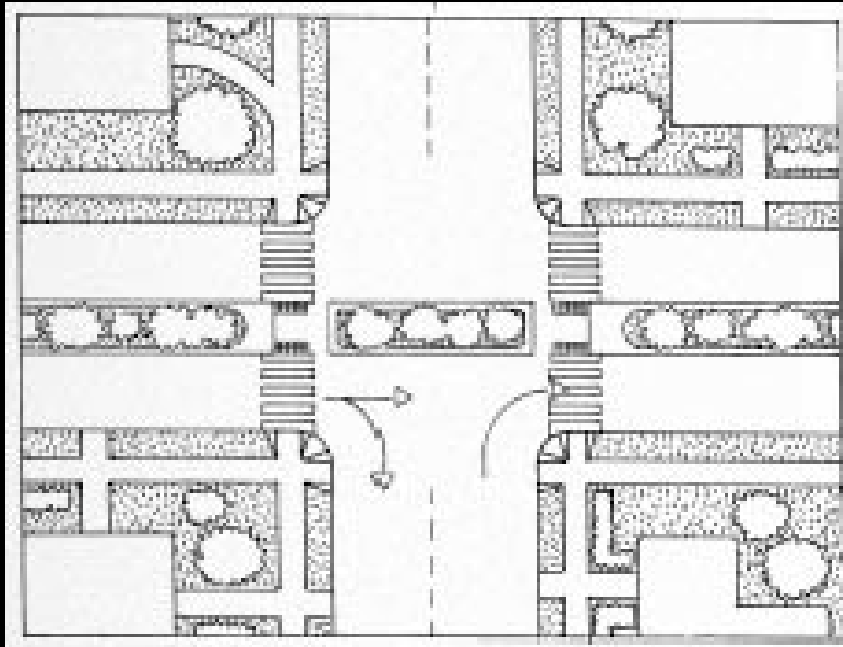
Pros	Cons
Reduce cut-through traffic without impacting bike and ped access	Can be difficult to control violations
May lower travel speeds	May require loss of on-street parking in vicinity of closure
Provision for emergency access	Reduces access for neighborhood residents
Provide opportunities for streetscaping	May divert traffic to neighboring streets

Physical Obstructions – Diagonal Diverter



Pros	Cons
Reduce traffic volumes without impacting bike and ped access	May divert traffic to neighboring streets
Eliminates intersection conflict points	May inconvenience neighborhood residents
Provide opportunities for streetscaping	Delays emergency access
May reduce speeds	

Physical Obstructions – Median Barrier



Pros	Cons
Reduces cut through traffic volumes on local streets while still allowing bike and ped access	May divert traffic to other neighborhood streets
Reduces number of conflict points	May affect emergency access
Potential to add streetscaping	

Next Steps

- ❖ Develop a public request form
- ❖ Add guidance/program info on City website

The screenshot shows the Seattle.gov website header with the Mayor's name, a search bar, and a menu. Below the header is the Department of Transportation section, including a navigation menu with categories like SERVICES, PROJECTS, PLANNING, RESOURCES, EVENTS, NEWS, and SITE INDEX. The main content area features a sidebar with links to various traffic-related pages and a main article titled "Neighborhood Traffic Operations: Traffic Calming Program". The article text describes a pilot program by SDOT in 2015, mentioning "20 MPH Zones" and the benefits of traffic calming on streets without curbs.

Traffic Calming Request Form

What is traffic calming? The goal of traffic calming is to make streets safer for people to bike, walk and drive. Making physical changes to the roadway, such as horizontal shifts (curb extensions, chicanes) and vertical shifts (raised crosswalks and intersections), helps reduce speeding and enhances the quality of life by making the street more comfortable for all users. If you would like to get a copy of our Traffic Calming Brochure for a more detailed description of traffic calming and the various tools and techniques available, please call (617) 349- 4655 or email traffic-calming@cambridgema.gov. To see pictures of completed traffic calming projects, visit our website at www.cambridgema.gov/~envirotrans/trafcalm/index/html.

Traffic Calming Request Form Directions: Please fill out this form, then mail to the City of Cambridge Community Development Department (address on back). This form can also be filled out online by going to the traffic calming section of our website (see address above). By using this form you will help us assess the type of issues or concerns you are having with a street in your neighborhood. We will then gather additional data, such as crash records and speed studies. This information, together with any related roadway work schedules, will help us prioritize your request among others we've received.

- Name** _____ **Date** _____
Address _____
Email _____ **Phone (day)** _____ **(night)** _____
Best way to be reached during the day is: phone / email (circle one)
- Please list the street(s)/ location that concerns you most:** _____

- What time of day do the concerns you have seem most noticeable?** _____

- Please check each item that applies to the street(s) listed above:**
 Speeding Difficult to cross street Lack of courtesy to cyclists
 Cars parked too close to corner Difficult to bike Drivers not yielding to pedestrians
 Other (please describe): _____

- Are you aware of others who live on the street who share your concerns?**

Update on Related Requests

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