



NEIGHBORHOOD TRAFFIC CALMING PROGRAM UPDATE

JULY 8, 2025



Background

- What is Traffic Calming?
 - Multimodal Facilities
 - Encourages Appropriate Vehicle Speeds
 - Reduces the Risk of Crashes
- Numerous Requests Received Annually



Existing NTCP Background

- Neighborhood Traffic Calming Program (NTCP) created in 2001
- Last updated in 2012
- Neighborhood (Local) Streets are eligible
 - Some allowances for Collector Streets
- Neighborhoods recently implemented are Sunset Heights, Portland East, and Old Town



PROGRAM UPDATES

PROCESS

The number of steps starting from an initial traffic calming request has been significantly reduced

COMMUNITY EFFORT

A new traffic calming request form with no required community petition or neighborhood committee

THRESHOLDS & CRITERIA

Additional scoring criteria than just speed and volume. A street no longer needs to have an 85th percentile of 10mph over the speed limit to be eligible

EQUITY CONSIDERATIONS

Scoring criteria that considers Low Moderate Income and Economic Justice tools as well as whether a street has existing traffic calming

CLARITY ON WHAT WARRANTS TRAFFIC CALMING

New city definitions pertaining to safe streets as well as an under development Frequently Asked Questions (FAQs) page for traffic calming

IMPROVED PROCESSES



CONSIDERS MORE CRITERIA

More opportunities for streets to score and demonstrate traffic calming need



DATA DRIVEN PROCESS

Criteria based street scores help to determine the neighborhood(s) selected for traffic calming each year



TRANSPARENT

Residents will be able to see how various traffic calming needs compare to others in the city



EFFICIENT

Less steps = More traffic calming

Street Score

1 point assigned for every 50 vehicles up to 500 AADT

1 point assigned for every 100 vehicles over 500 AADT

5 points assigned if there are no sidewalks for entirety of segment

3 points assigned if sidewalks are discontinuous or on only one side of segment

0 points assigned if sidewalks on both sides of street for entirety of segment

3 points assigned for street not being VDOT standards (28' width for parking on both sides)

1 point assigned for each roadway pedestrian crossing/crosswalk (mid-block or intersection, not counting end points)

1 point assigned for each activity center (private schools, Lucy F. Simms Center, Cecil F. Gilkerson Community Activities Center, parks, central business district) within ¼ mile from the street (GIS buffer)

3 points assigned if ¼ of a mile from a HCPS school

3 points assigned if within ¼ mile of a university campus

1 point assigned if within ¼ mile of a greenway or shared use path

1 point assigned for each HDPT bus stop on street

Volume 20%

Roadway Features 10%

Pedestrian Generators 10%

Housing Density 10%

Speed 30%

Additional Considerations 20%

3 points for every 1mph the 85th percentile exceeds the speed limit

5 points assigned if neighborhood is considered disadvantaged (LMI or EJ Tool)

5 points assigned if the street contains a hill (5%-10% over 250 ft)

5 points assigned if the street has no existing traffic calming (physical measures)

2 points assigned for 1000 feet between or without existing traffic calming

1 point assigned for every additional 500 feet over 1000 between or without existing physical traffic calming measures

1 point assigned for every housing unit per acre that has an entrance or fronts street

Neighborhood Traffic Calming Program Overview

Process Initiation

1. A concerned resident or group of residents submit a traffic calming request on the Neighborhood Traffic Calming Program webpage by the annual **August 1st** deadline to be eligible for the following fiscal year round

Determining Eligibility (Fall)

2. Traffic calming request is screened for initial street eligibility



3. If street is determined eligible, data collection will occur when feasible

OR

3. Street determined not eligible. Consider Team Up to Slow Down or enforcement (End)

Scoring (Winter)

4. Street is scored



5. Street scores, staff input, and available funds used to assist neighborhood selection



6. Street scores and neighborhood selection scenario are published on the NTCP webpage

7. Following TSAC endorsement, selected neighborhoods advance

OR

7. Neighborhoods not selected but with high scoring streets remain eligible for **3 years** for future selection. Consider Team Up to Slow Down or enforcement in meantime (End)

OR

7. Neighborhoods with streets that score <40 must wait **3 years** before being eligible for re-evaluation. Consider Team Up to Slow Down or enforcement (End)

Selected Neighborhoods

8. Study Area Limits are defined



9. Community meeting for neighborhood is held



10. Further data collection & plan development

11. Additional community engagement opportunities



12. Traffic calming implementation (design & construction)



13. Evaluation after **12 months** post implementation

*Police enforcement and Team Up to Slow Down requests are accepted throughout the year



Next Steps

- Council Consideration and Adoption – July 2025
- Extend First Year Intake Period – October 1st
- Process and Score Streets Submitted – Fall 2025
- Publish Street Scores – Early 2026