



# **NEIGHBORHOOD TRAFFIC CALMING PROGRAM UPDATE**

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**MARCH 25, 2025**



# Background

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



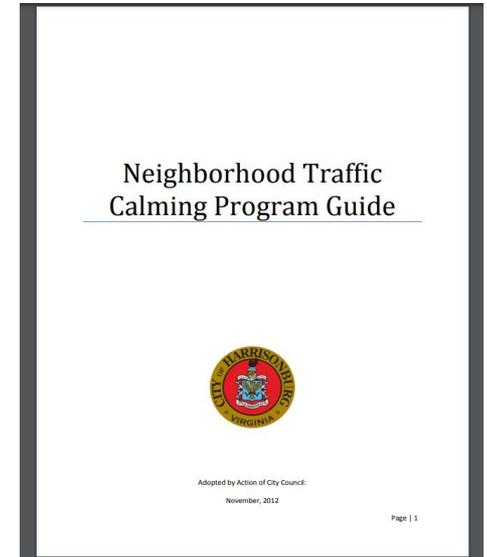
# Existing NTCP Background

- 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



# Areas to Update

- Process
- Resident effort
- Thresholds and criteria
- Frequency of neighborhood traffic calming
- Equity considerations
- Clarity on what warrants traffic calming
- Data reliability





# Point-based Prioritization System

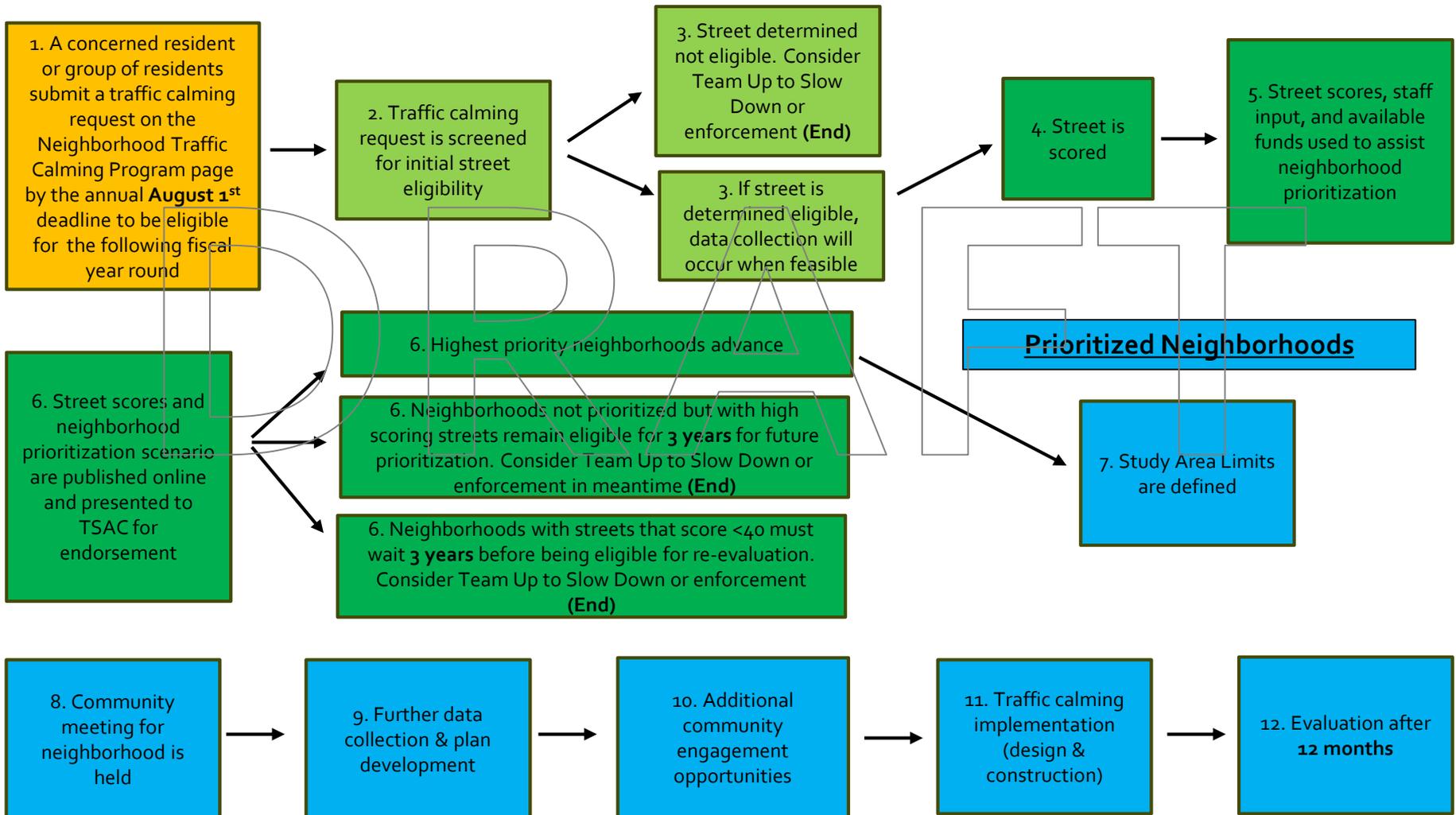
- Considers a larger number of factors/criteria
- Streamlined and transparent traffic calming process that scores streets
- Allows for residents to see how their street compares to streets throughout the city
- Large number of localities are utilizing this approach for traffic calming (70%<)

# Neighborhood Traffic Calming Program Overview

## Process Initiation

## Determining Eligibility (Fall)

## Scoring (Winter)



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

Criteria	Max Points/Weight	Details
Speed	30 points	<b>3 points</b> assigned for every 1mph the 85 <sup>th</sup> percentile exceeds the speed limit
Volume	20 points	<b>1 point</b> assigned for every 50 vehicles up to 500 AADT <b>1 point</b> assigned for every 100 vehicles over 500 AADT
Pedestrian Generators	10 points	<b>1 point</b> for each activity center (private schools, parks, rec center, central business district, and the Lucy F. Simms Continuing Education Center ) within ¼ of a mile from street (GIS buffer) <b>3 points</b> assigned if within ¼ of mile from a HCPS school <b>3 points</b> assigned if within ¼ mile of a university campus <b>1 point</b> assigned if within ¼ mile of a greenway or shared-use path (including gravel paths) <b>1 point</b> assigned for each bus stop on street
Roadway Typology	10 points (Streets can only receive one set of points for red points regarding sidewalk presence)	<b>5 points</b> assigned if no sidewalks for entirety of segment <b>3 points</b> assigned if sidewalks are discontinuous or only one side of segment <b>0 points</b> assigned if sidewalks are on both sides of street for entirety of segment <b>3 points</b> assigned for street not being VDOT standards (minimum 28' width for parking on both sides) <b>1 point</b> assigned for each roadway pedestrian crossing (mid or intersection, not counting end points)
Street Density	10 points	<b>1 point</b> assigned for every housing unit per acre that has either an entrance on or fronts street
Additional Considerations	20 points	<b>5 points</b> assigned if neighborhood is considered disadvantaged (LMI or EJ Tool) <b>5 points</b> assigned if street contains a hill (5%-10% grade over 250 feet) <b>5 points</b> assigned if street has no existing traffic calming (physical measures) <b>2 points</b> assigned for 1000 feet between or without existing physical traffic calming measures, stop control devices, or speed impeding curve <b>1 point</b> assigned for every additional 500 feet over 1000 between or without existing physical traffic calming measures, stop control devices, or speed impeding curve
Total	100 points	



# Next Steps

- Spring 2025
  - Open house/Public Meeting
  - Updates/Adjustments based on public comment
- May 2025 - Bike/Ped Subcommittee
- June 2025 - Transportation Safety Advisory Commission
- July 2025 - Council Consideration