

City of Raleigh
Department of Transportation

Neighborhood Traffic Management Program (NTMP)

Traffic Calming 101



Raleigh



Agenda

- Neighborhood Traffic Management Program (NTMP)
 - Traffic Calming Overview
 - Traffic Calming Process & Project Eligibility
 - Traffic Calming Treatments
 - Project Areas
 - Questions & Contact Information

Traffic Calming Overview

•What is traffic calming?

- Combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users (USDOT)

•What is Raleigh's response to address the traffic calming need?

- The City of Raleigh adopted the Neighborhood Traffic Management Program (NTMP) and gave it three tools
 1. Multiway Stop Conversions – specifically used for intersection safety
 2. Speed Limit Reductions – to better set more appropriate speed limits in residential settings
 3. Traffic Calming Projects – to encourage speed compliant behavior when signage is not enough

•What is the vision of the NTMP?

- To improve safety, improve speed compliance, and enhance the quality of life along residential streets in Raleigh's neighborhoods

Traffic Calming Process



Traffic Calming Project Process

•Step 1

- Teach about Traffic Calming as a concept
- Present staff's best practice layout/design
- Paint layout on street to help visualize project footprint
- Receive resident design feedback
- Answer resident Questions

•Step 2

- Present updated layout/design based on feedback
- Receive resident design feedback
- Answer resident Questions

•Step 3

- Ballot Neighborhood asking "Do you want this Project Constructed?"
 - On-street: 60% approval rating
 - Neighborhood: 50% approval rating



Traffic Calming Treatment Selection

•Why are certain treatments used on one street and not the other?

- Traffic calming projects work to stay 100% within the existing street footprint. For that reason, existing street widths are a major factor in device selection
 - Streets that are $\leq 31'$ wide can only support vertical treatment options. The street is not wide enough to allow for effective horizontal measures
 - Streets that are $> 31'$ wide can support both vertical and horizontal traffic calming treatments options and staff works to propose the best treatment for each unique situation
 - Proximity to Fire Stations and designated emergency routes are subject to additional restrictions on treatment choice and potentially result in a street being not eligible for any traffic calming project

•What is the design process?

- The design and treatment choice is heavily influenced by neighborhood feedback and suggestions. If a certain device is approvable from an engineering perspective and generally desired by the neighborhood, it is incorporated into the design

Traffic Calming Treatments

Vertical Treatment Types



Speed Humps

Speed Cushion



Speed Table

Traffic Calming Treatments

Horizontal Treatment Types



Neighborhood
Traffic Circle



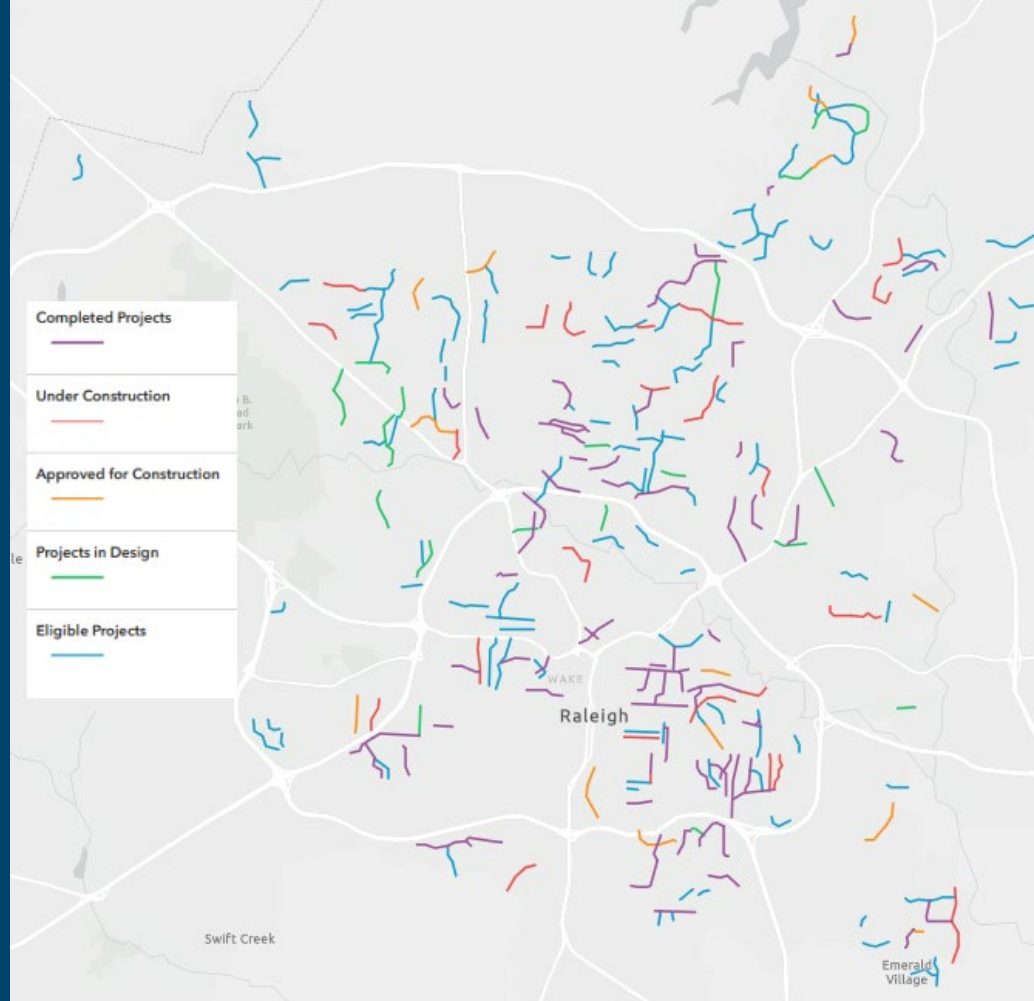
Curb Bump Out



Chicane

Raleigh Traffic Calming Projects

- **Completed Projects - 68**
 - Average Speed Diff: -8.78 mph
 - Average After 85th Speed vs Speed Limit: +.21 mph
 - Average Volume Diff: -576.57 vehicles per day
 - Average Change in Vol: -24.56%
 - Average Change in Crashes: -74.17%
- **Projects in Construction - 32**
- **Approved for Construction - 15**
 - 15 expected construction: 2026
- **Projects in Engagement/Design - 20**
 - Neighborhood Vote: Oct/Nov 2025
- **Eligible Future Projects - 101**
 - Goal of up to 20 project offerings each year



Questions?

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