Adams County
Neighborhood Traffic Calming Program (NTCP)
Toolbox

The NTCP is available for residents to work with the county to implement various traffic calming elements to support safety and livability. The program is set up to be completed in a sequential approach that utilizes the least complex and least costly tools to address concerns – employing educational materials first, then Tier 1 tools, and then, if needed, Tier 2 tools. This toolbox provides basic information on typical tools in each category.

Resources

Many of these elements and a comprehensive resource for traffic calming toolbox details are maintained by the Federal Highway Administration on a webpage called Traffic Calming ePrimer. This site can be consulted for details on measures, design, issues, and anticipated outcomes.

Another source of information is the Design Guidance from the National Association of City Transportation Officials (NATCO).

Adams County may choose to employ any, all, or other tools listed below.

Educational Materials

Educational materials are the starting point for the program. These materials support educational awareness of concerns in a neighborhood.

Available Materials	Details
Web Information	Adams County maintains a comprehensive website with traffic calming information, including program details, processes, elements, etc. Visit: *adcogov.org/traffic-safety*
Yard Signs	Yard signs are available free of charge and can be picked up at the Adams County offices anytime. They should be placed on private property.
Neighborhood mailer – sample communication	Sample text is available from the county for residents to use in sending out materials via postcard, newsletter, email, or online (such as Nextdoor). The materials are friendly reminders about the role residents can play in minimizing traffic concerns.
FAQs	A list of Frequently Asked Questions (FAQs) is at *adcogov.org/traffic-safety* and provides details to frequent inquiries.

| Brochure | | A brochure providing information and an explanation of the NTCP is available at adcogov.org/traffic-safety. |

Tier 1 Engineering – Visual Elements

If concerns persist following an education campaign, a neighborhood can request use of Tier 1 – Engineering – Visual Elements to support traffic calming. These tools are relatively quick and easy to implement based on an evaluation by county staff. They do not require completion of any type of neighborhood petition process.
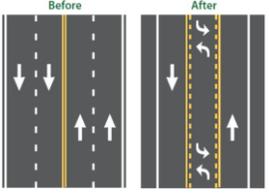
Treatment		Applicability, Considerations, and Cautions
Speed Limit Signs		The addition of speed limit signs can serve as a good reminder of the appropriate speed in a neighborhood and support enforcement efforts.
Longitudinal striping to narrow lanes, and designate bike lanes and/or parking		This countermeasure uses striping to reduce the effective width of travel lanes. Includes the addition of bike lanes, buffers, parking, etc.
Other markings or signs		The county will evaluate the area for the appropriateness of other markings such as crosswalks and stop bars or signage such as curve warning signs.
Temporary Driver Feedback Signs		These are typically pole mounted but can also be trailer mounted. Neighborhoods can request the placement of feedback signs once every six months. They will be left in place for one to two weeks.

Tier 2 Engineering – Physical Elements

Tier 2 elements are the most costly and complex countermeasures in the traffic calming program. They involve physical changes to the roadway through construction to support slower speeds.

The consideration of these tools should be undertaken after both educational and Tier 1 elements have been employed. The county will complete data collection and an evaluation to determine whether a location is a good candidate, and, if so, the neighborhood is asked to complete a petition process to ensure majority support before the project moves forward. Prioritization of various approved applications may be needed based on funding availability.

Treatment		Applicability, Considerations and Cautions	Cost
Vertical Elements			
Speed Tables		Speed tables (also called speed humps) are most appropriate on local roads. They should be tapered at the road edges to allow for drainage. Construction requires precise work, with small variations significantly impacting effectiveness.	$$
Speed Cushions		Speed cushions are like speed tables, but allow for emergency vehicles such as fire engines to traverse them at higher speeds as the wider wheelbase straddles the cushions. Rubber cushions pinned into the ground may require frequent maintenance.	$$
Delineators		Delineators can narrow the effective road width. They can be placed to allow for bike lanes on either side, at corners to reduce pedestrian crossing distance, etc. Maintenance and snow plowing are challenges.	$
Raised Crosswalk		Raised crosswalks combine a speed table with a pedestrian crossing. They should only be placed where a marked crosswalk is appropriate. Drainage should be carefully reviewed.	$$

Horizontal Elements			
Corner Extensions or Bulbouts		Can be done at intersections or mid-block to reduce road width. Can retain drainage features if needed and be landscaped or hardscaped. Helpful in reducing pedestrian crossing distances.	$$$
Traffic Circles		Much smaller than roundabouts. Consider accommodations for large vehicles – the island may need to be fully mountable. Speed limit 30 mph or less.	$$$$
Chicanes or Lateral Shift		Can be done in urban or suburban settings, best in locations with curb and gutter (not rural). Used mid-block. Can retain drainage features. Speed limits 35 mph or less. Maximum average daily traffic (ADT) of 3,500 vehicles/day.	$$$$
Medians Islands		Median islands can serve as a narrowing feature to reduce travel speeds. They can be employed where there is a center turn lane and can help create refuge islands for crossing pedestrians. Caution is needed to determine their impact on left-turning vehicles.	$$$
Re-Allocation of Road Space			
Road Diet		Typically used to go from four lanes (two in each direction) without a center turn lane to three lanes (one in each direction with a center turn lane). Can also be used to eliminate travel lanes to create comfortable bike lanes. Use for ADT up to 15,000 vehicles/day. May negatively impact traffic operations.	$
Parking Changes		Use parking to alter the nature of the street. The addition of parking can narrow effective road width and/or parking elimination can allow for the striping of bike lanes.	$

Route Restrictions			
Diagonal Diverter		This is an element detailed in the NACTO guide and is intended to limit vehicular through traffic. Bicycle and pedestrian crossings are allowed in all directions, while vehicles must make right turns.	$$$
Half Closure		Restricts entering traffic at some intersections. Bicycle and pedestrian crossings are allowed in all directions. Some vehicular traffic is rerouted.	$$$
Full Closure		Full closure of roadways can be utilized to limit vehicular traffic, especially through traffic. Bicycle and pedestrian access are typically maintained. Closures can be temporary or permanent. Caution is needed to accommodate vehicle turnarounds.	$ - $$$

Enforcement and Code Compliance

The enforcement and code compliance tools in Adams County's traffic calming program are somewhat separate from the Education, Tier 1, and Tier 2 elements since they are partnerships with other county offices and departments and are dependent on available staff. This element involves coordination between Adams County Public Works staff, Adams County Sheriff's Office, and Community Safety & Well-Being Department. Locations where there are consistent and ongoing concerns by residents can be identified and data shared with enforcement and code compliance staff such that targeted enforcement and code compliance can be completed when staff is available.