

## Neighborhood Speed Management Program: Frequently Asked Questions (FAQ)

- **What is the Neighborhood Speed Management Program (NSMP)? Why is it needed?**

*The NSMP is the City of Boulder's approach to slowing speeding traffic on residential streets. This approach includes four components, education, engineering, enforcement, and evaluation. The education component includes tools to help residents encourage safer driving on their streets, like yard signs, speed trailers, radar gun loan, and neighborhood speed pledges.*

*The engineering component includes physical devices (known as traffic calming) in the roadway that cause drivers to slow down, like speed humps. To qualify for engineering, a street must have an 85<sup>th</sup> percentile of vehicles traveling 3mph over the posted speed limit for at least one of the three days of data collection. For example, if the speed limit is 25mph, the speed data collected over three days would have to show that for at least one of those days, 85% of the vehicles on the street were traveling 28mph or more.*

*The NSMP also works with the Boulder Police Department (BPD) to enforce speed limits on residential streets. This is done primarily using Photo Radar Vans, which can issue tickets for speeding 10mph over the posted speed limit.*

*The program evaluates if collected data supports concerns residents have about speeding, and if data supports a reduction in speed based on actions taken by the city and residents). The NSMP assesses before and after conditions to determine project impacts so that the city can gauge the success of the program. The NSMP's primary goal is to slow speeding traffic on residential streets so that residents feel comfortable in their neighborhoods.*

*The NSMP emphasizes a quality of life in neighborhoods that is comfortable enough that residents feel they can walk the dog, go for a bike ride, and let their kids play outside without worry and generally enjoy the street on which they live.*

- **What streets are eligible for the NSMP?**

*For traffic calming (engineering) projects, only local and collector streets owned and maintained by the City of Boulder are eligible for the NSMP (the black and blue streets on [this map](#)). Education and enforcement tools may be used on residential streets that fall outside of these classifications.*

- **What is traffic calming? Is it part of the NSMP?**

*The Institute of Transportation Engineers (ITE) defines traffic calming as*

*“changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut through volumes, in the interest of street safety, livability, and other public purposes.”*

*The NSMP is a traffic calming program and includes physical engineering to reduce traffic speeds. Examples of physical traffic calming devices in Boulder include traffic circles on Spruce and Pine Streets, chicanes and speed tables on Norwood Avenue, and speed humps in various locations throughout the city. The NSMP also includes educational and enforcement tools to influence driving behavior. The program is intended to comprehensively raise awareness of and cause safe speeds in neighborhoods.*

- **Do multiple adult (over 18) signatures count per household, or is only one signature permitted per household?**

*Only one signature per household will count toward the signature requirement. For apartments, one signature per unit counts, so an apartment building may have many signatures.*

- **Do petitioners and signers need to be property owners, or can they be**

*Only one signature per household will count toward the signature requirement. For apartments, one signature per unit counts, so an apartment building may have many signatures.*

- **The street I want traffic calmed is a City of Boulder street, but houses on or next to it are in the county. Are residents in the county that live on or next to a city street eligible to sign the petition?**

*Yes, county residents that live on or next to a city street are eligible to sign the petition, even if their residences are in the county. The purpose of the petition is to build support for an NSMP project, so we want support from the residents the project will most impact.*

- **Do I have to limit the signatures to the immediate area of the project, or can I gather signatures from other parts of the neighborhood?**

*As long as 20 neighbors OR 30% of the households on the street where traffic calming is desired sign the petition (between the cross streets), additional residents can sign the petition. No additional points or priority will be assigned by staff for signatures above and beyond the petition requirements.*

- **Are stops signs or traffic signals available through the NSMP?**

*Stop signs and traffic signals are traffic control devices and are not speed control devices, and so they are not typically included in traffic calming projects associated with the NSMP. Requests for stop signs and traffic signals will be determined separately from the NSMP process. If you are interested in a stop sign or a traffic signal, please contact City of Boulder Transportation Planner Ryan Noles at 720-564-2396.*

- **How is my speed limit set?**

*Speed limits are set on a variety of factors. Residential roadways are set at a standard 25 MPH, school zones at 20 MPH, and alleyways at 15 MPH. Roadways that carry more volume than residential roadways are set based off a variety of factors including roadway classification, number of lanes, width of lanes, curvature, slope, adjacent land use, and the prevailing speed (speed under which most people travel). The purpose of the NSMP is to cause vehicular traffic to slow down to meet the existing speed limits in residential areas. Requests to evaluate the existing speed limit will be evaluated separately from the NSMP process. If you are interested in a change to an existing speed limit, please contact the City of Boulder's Transportation Operations Engineer Michelle Melonakis at 303-441-4264.*

- **Can I have speed limit signs posted through the NSMP?**

*Speed limit signs can be posted through the NSMP, but as a traffic calming measure they work best as a supplement to a physical device. Research has shown that speed limit signs have very little effect on how fast people drive. Both simple and complex engineering projects will consider the need for posted speed limit signs if they are absent on the street prior to the project.*