Salem Neighborhood Traffic Calming Program

Transportation Commission Meeting
Feb 12, 2025

neighborwaysdesign

Outline

- Program Recap
- 2024 Neighborhood Traffic Calming Program Evaluation
- Feedback Period
- Next Steps + 2025 Program

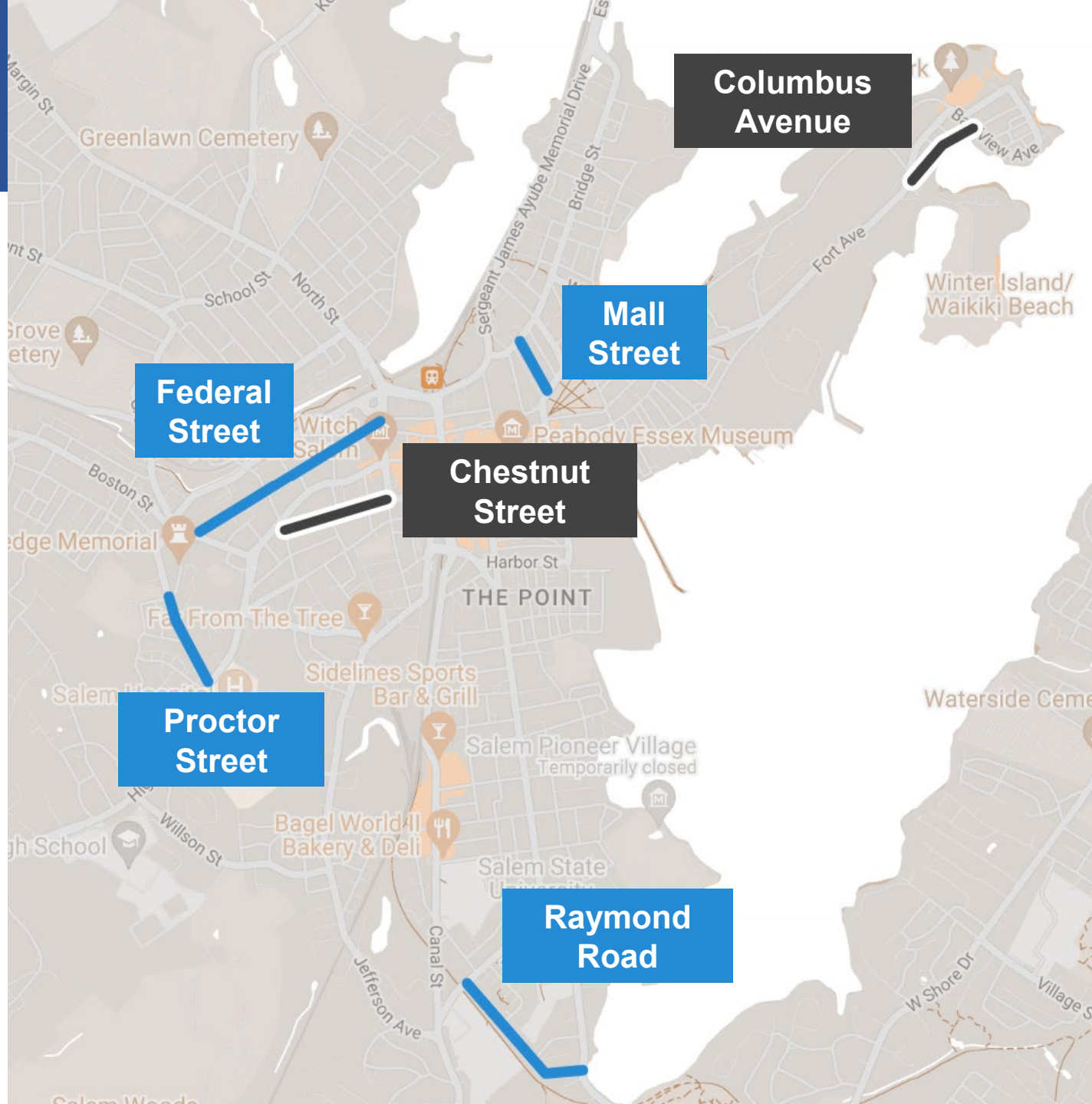
2024 Traffic Calming Program Evaluation

2024 Pilot Installations

- Raymond Road
- Proctor Street
- Federal Street
- Mall Street

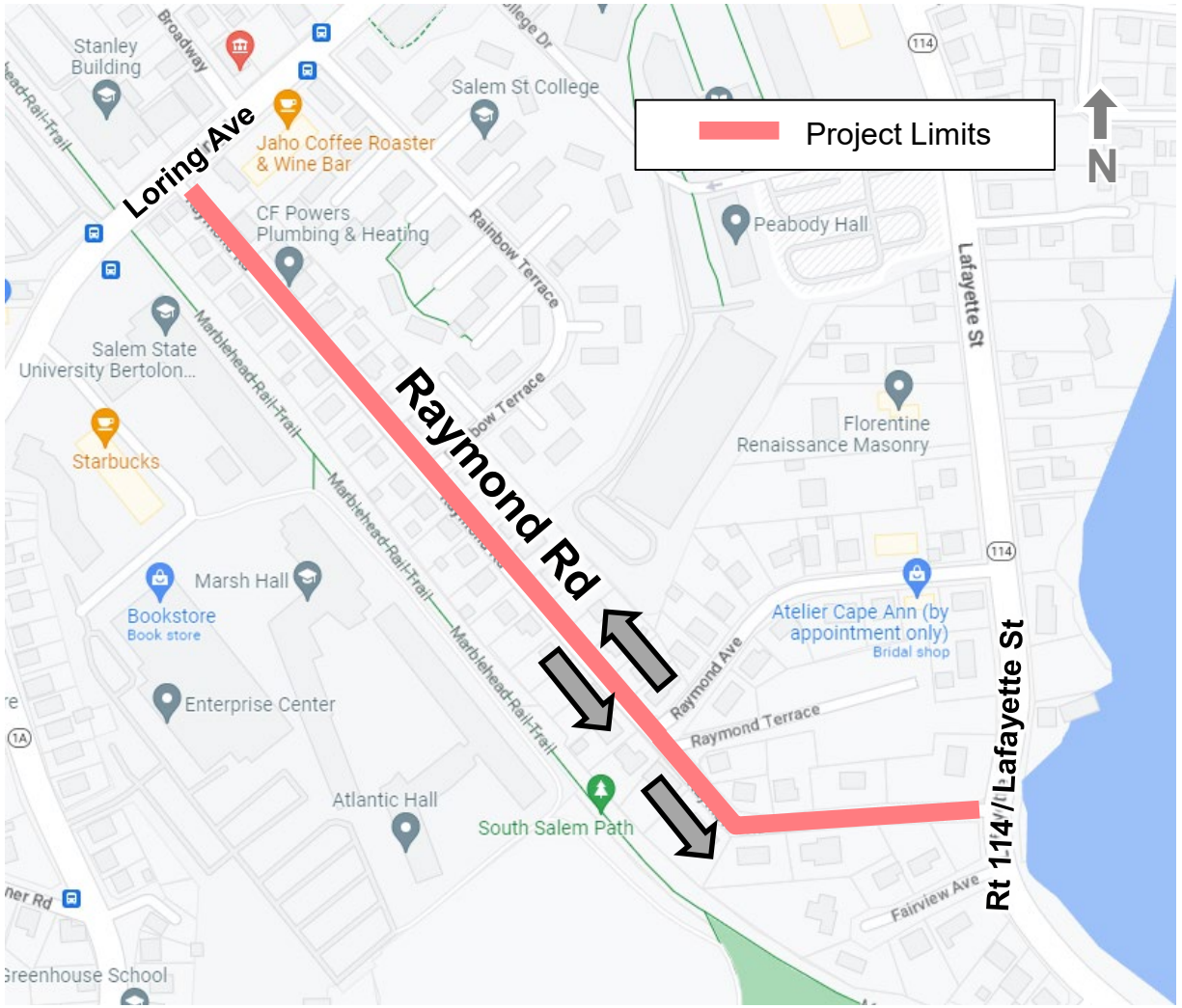
2024 Permanent Installation

- Chestnut Street
- Columbus Avenue



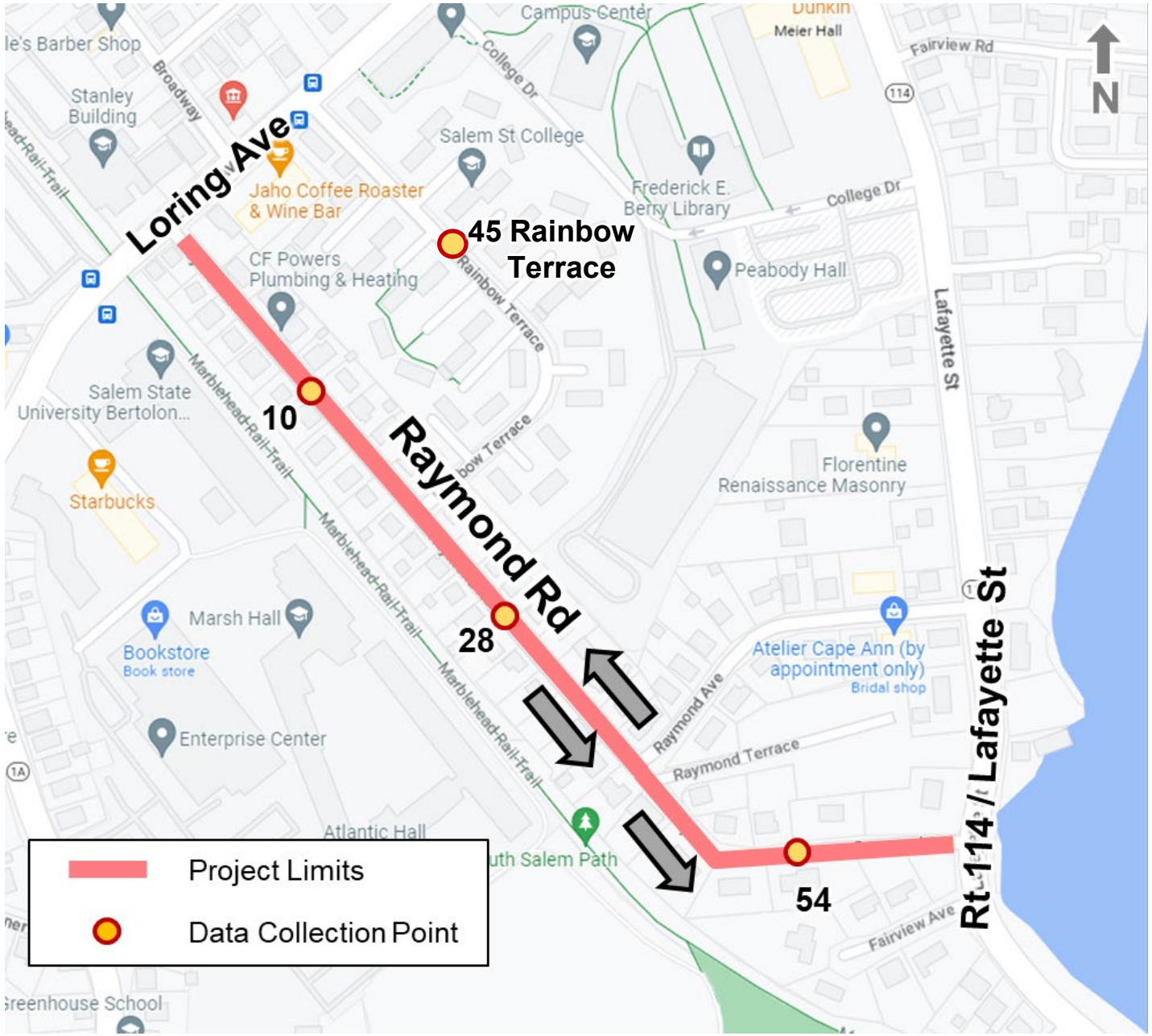
Raymond Road

Raymond Road



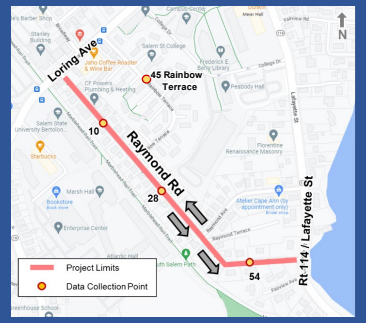
No Calming – Mar ‘23

Pilot Speed Humps ‘23 –’24



Raymond Road Data Collection

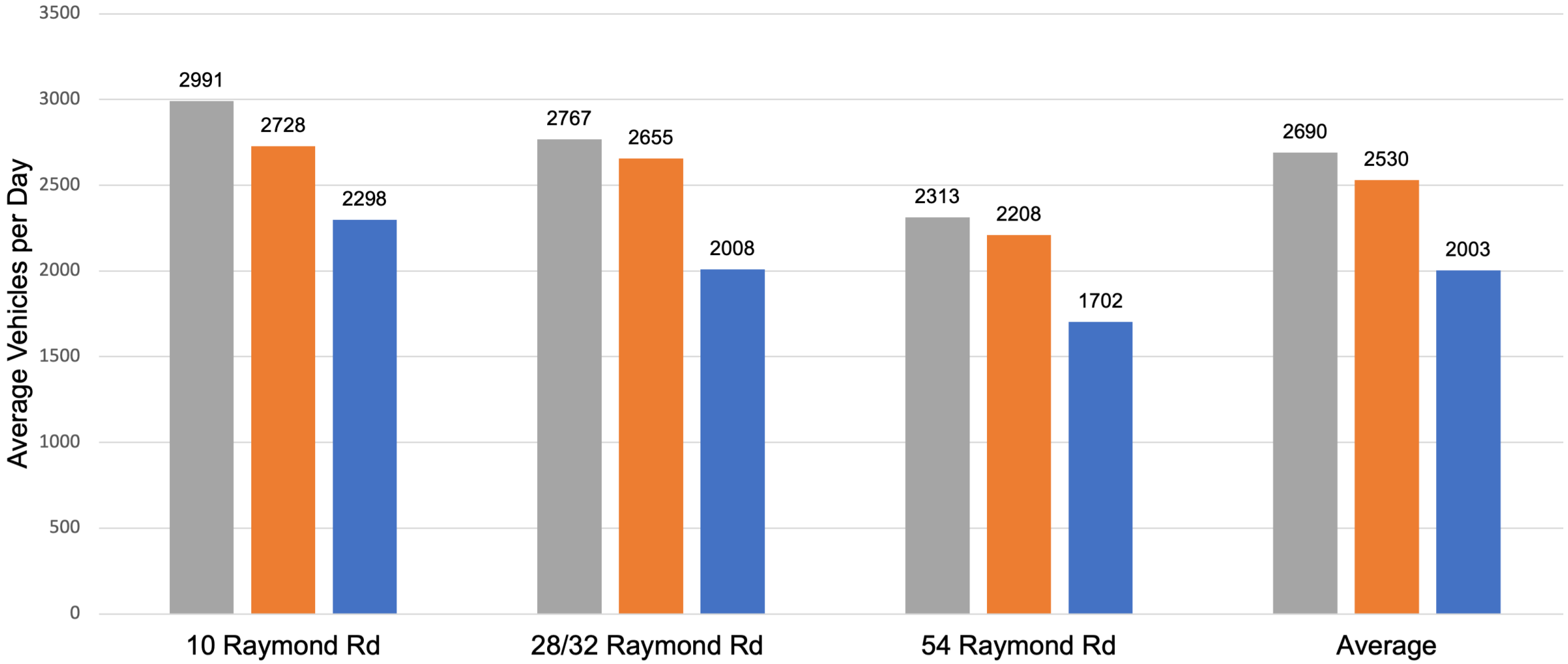
Raymond Road
Traffic Volume Analysis



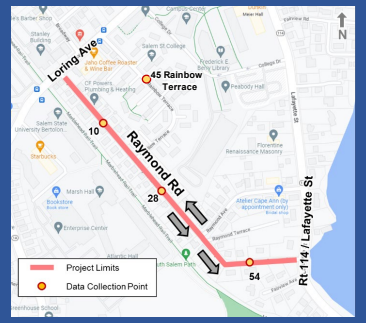
Mar '23
No Calming

Oct '23
Pilot Humps

Nov '24
Pilot Humps



Raymond Road
Traffic Volume Analysis

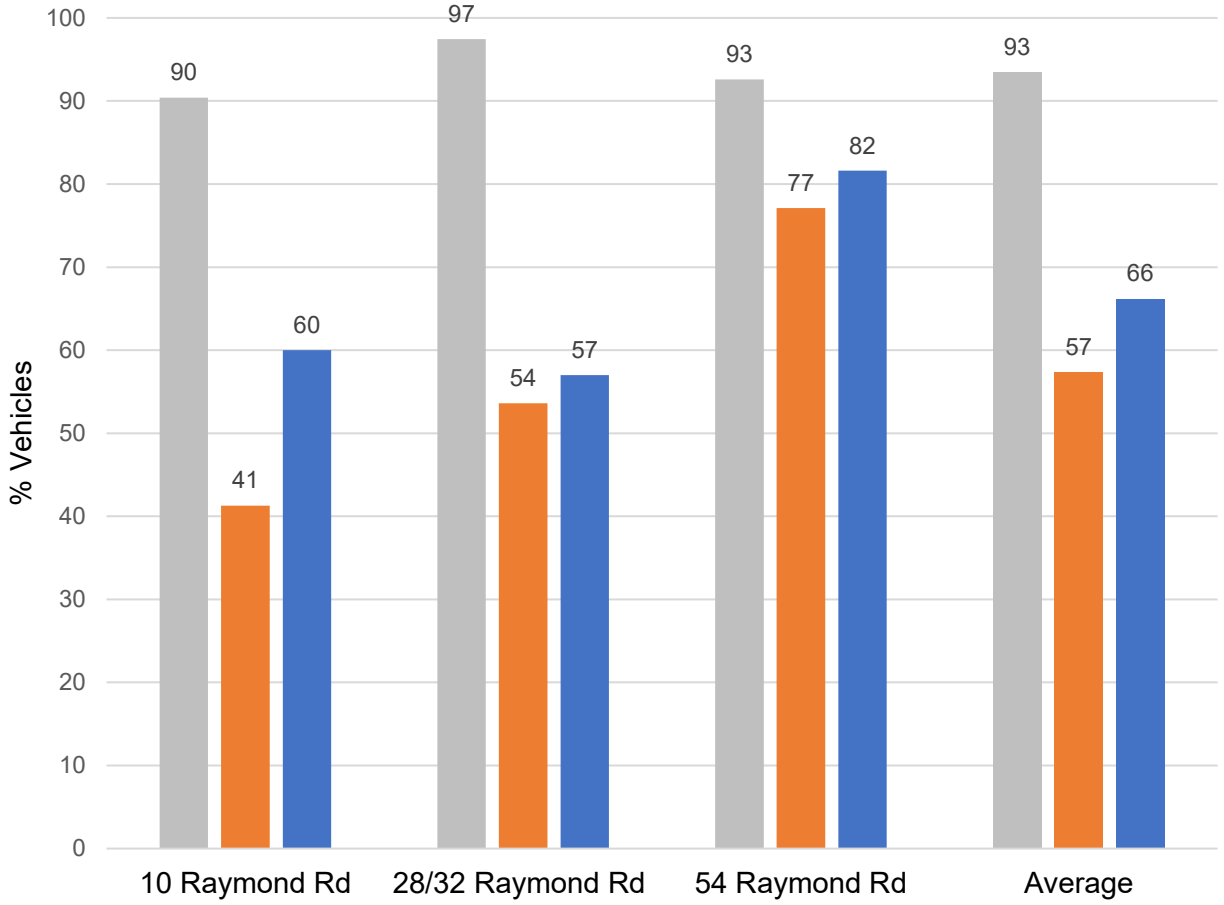


Mar '23
No Calming

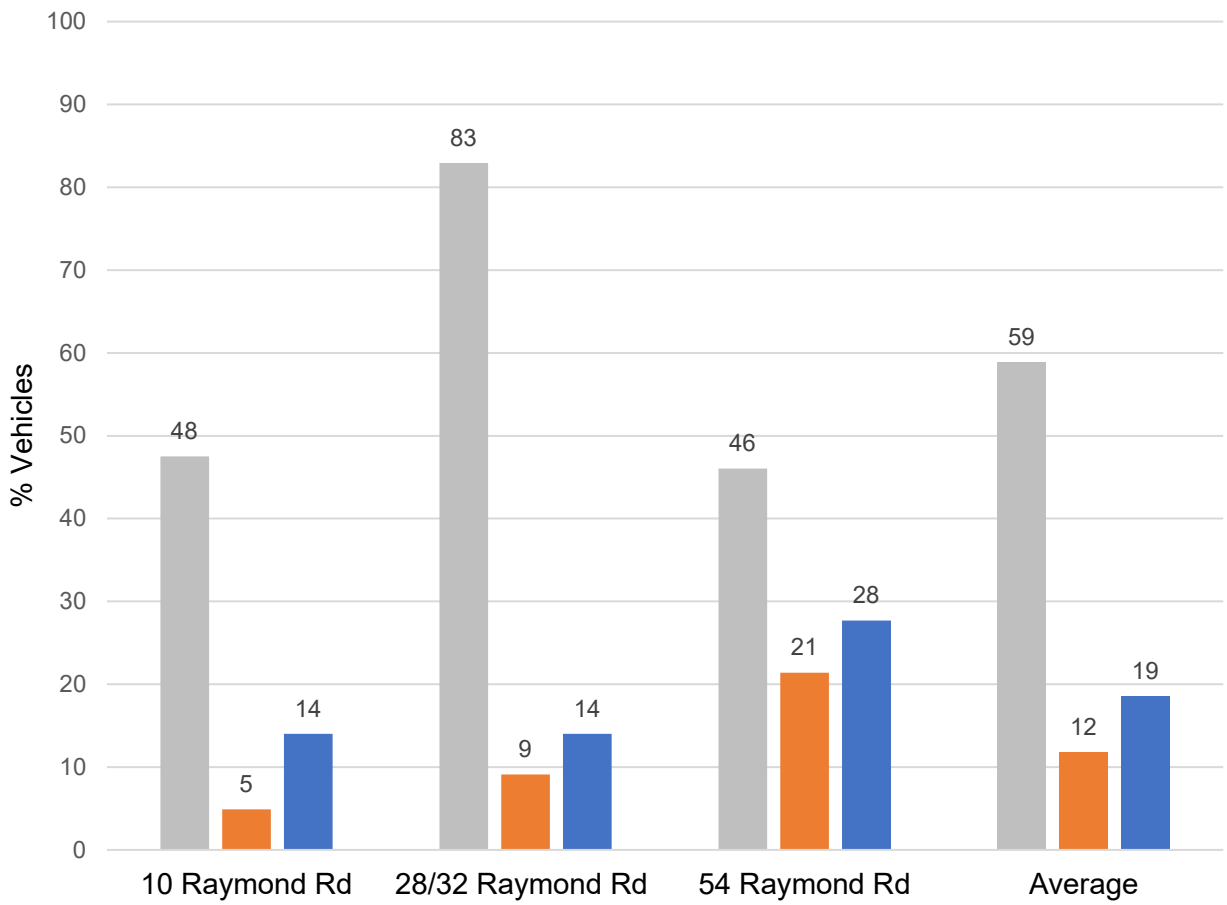
Oct '23
Pilot Humps

Nov '24
Pilot Humps

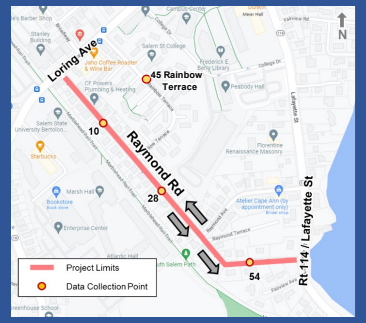
% Vehicles Over 20 mph



% Vehicles Over 25mph



Raymond Road
Traffic Volume Analysis



Mar '23
No Calming

Oct '23
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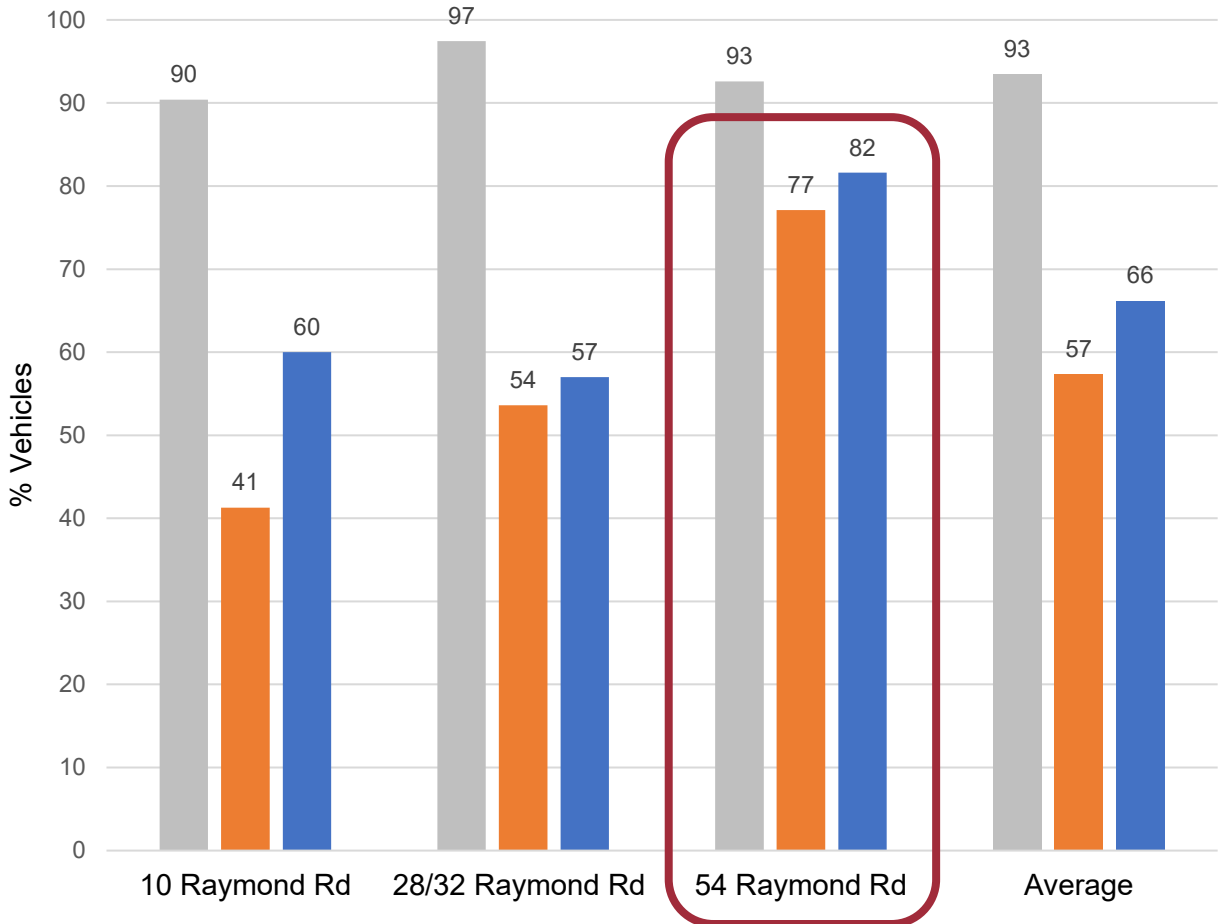
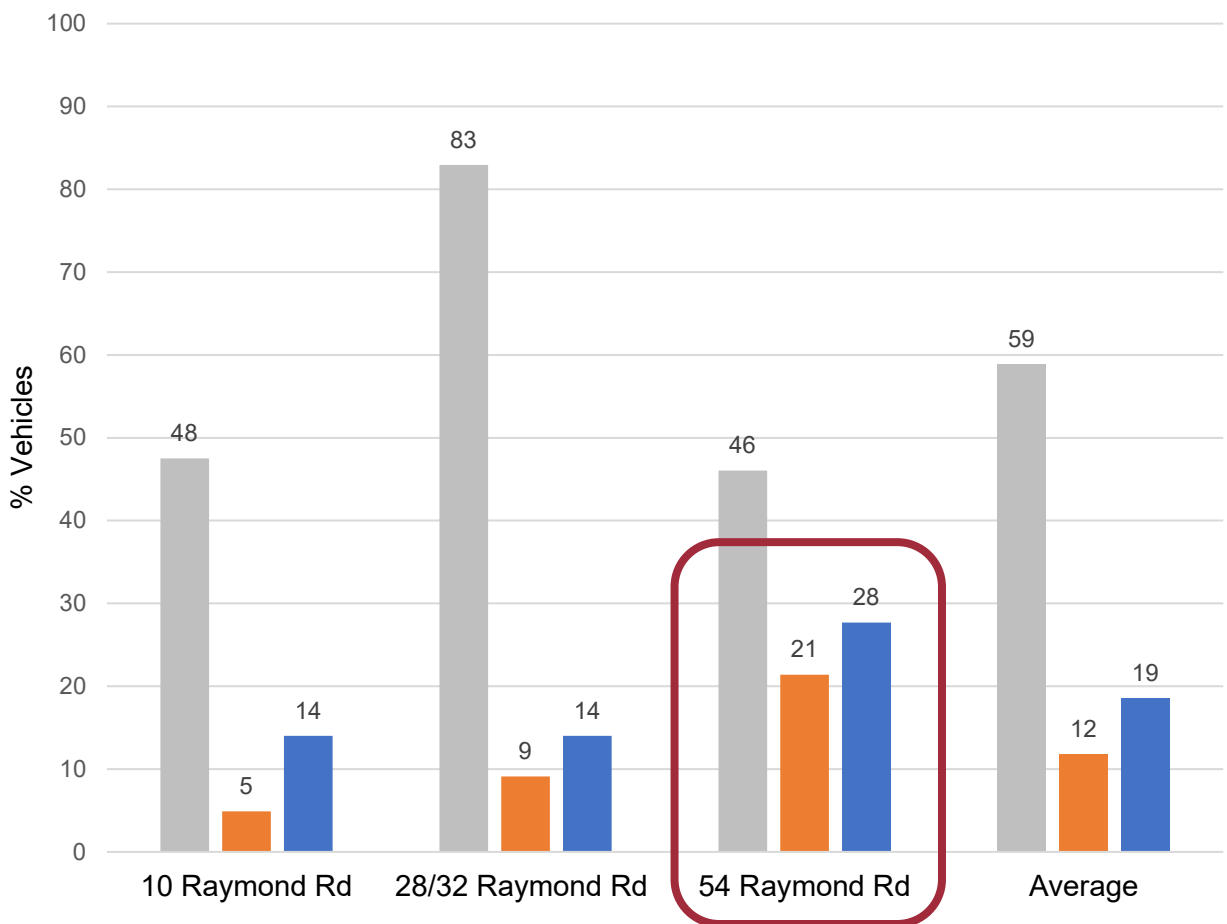
% Vehicles Over 20 mph

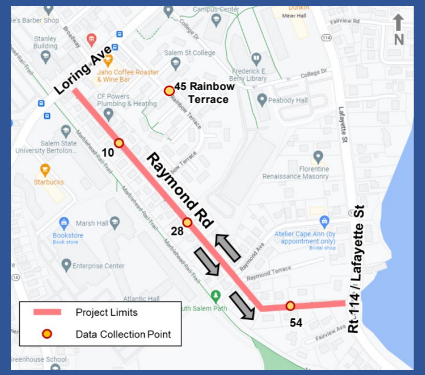


% Vehicles Over 25mph



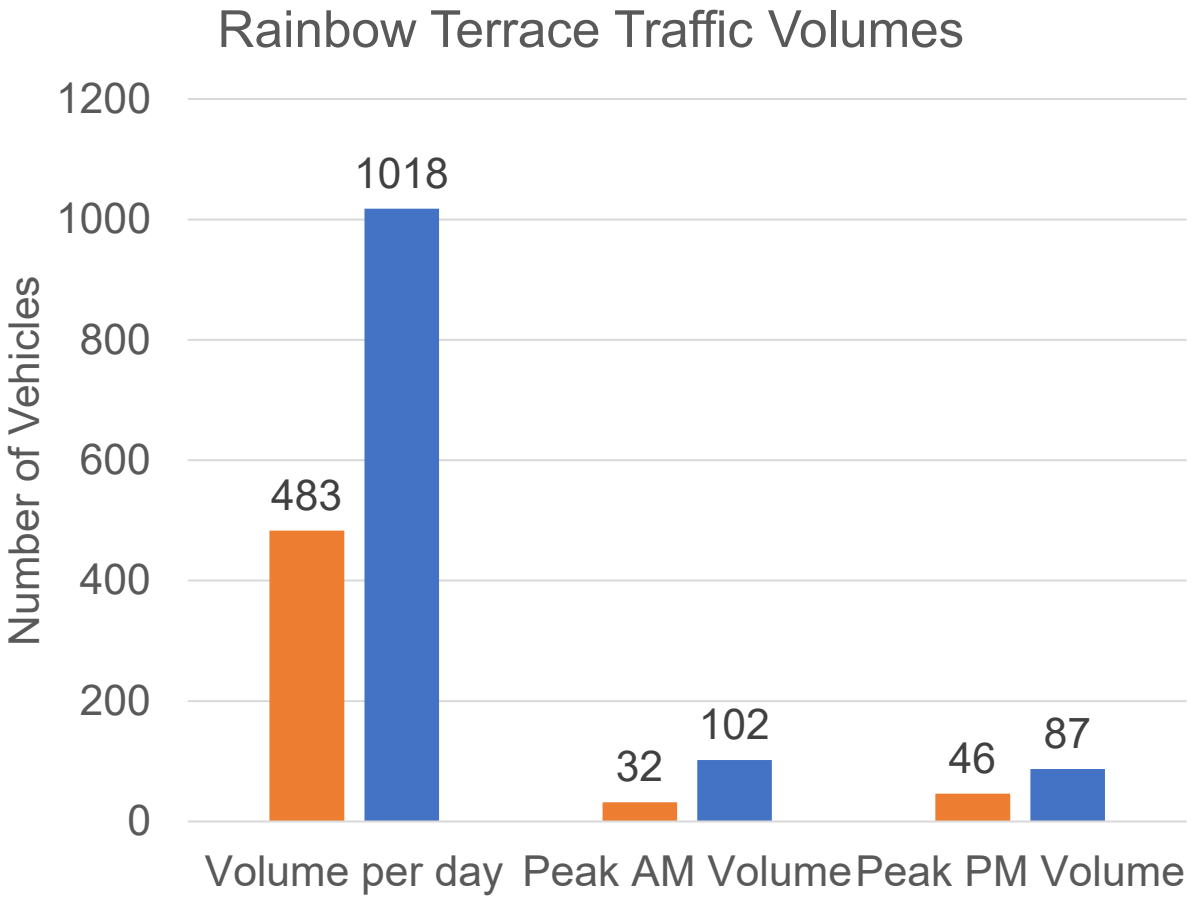
Rainbow Terrace Volume and Speed Analysis

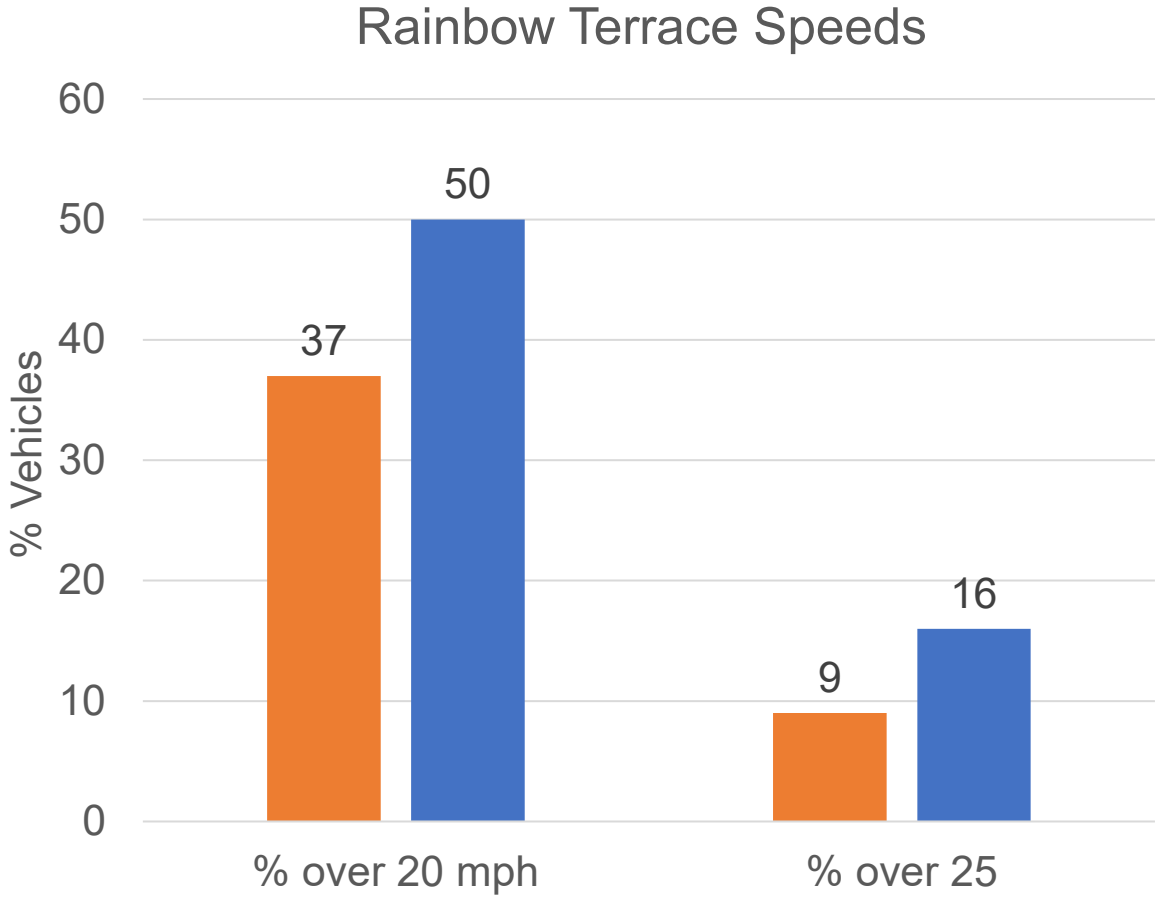
(No Calming During Raymond Pilot)



Oct '23

Nov '24





Raymond Road Evaluation Summary

From ’23 to ‘24 pilot

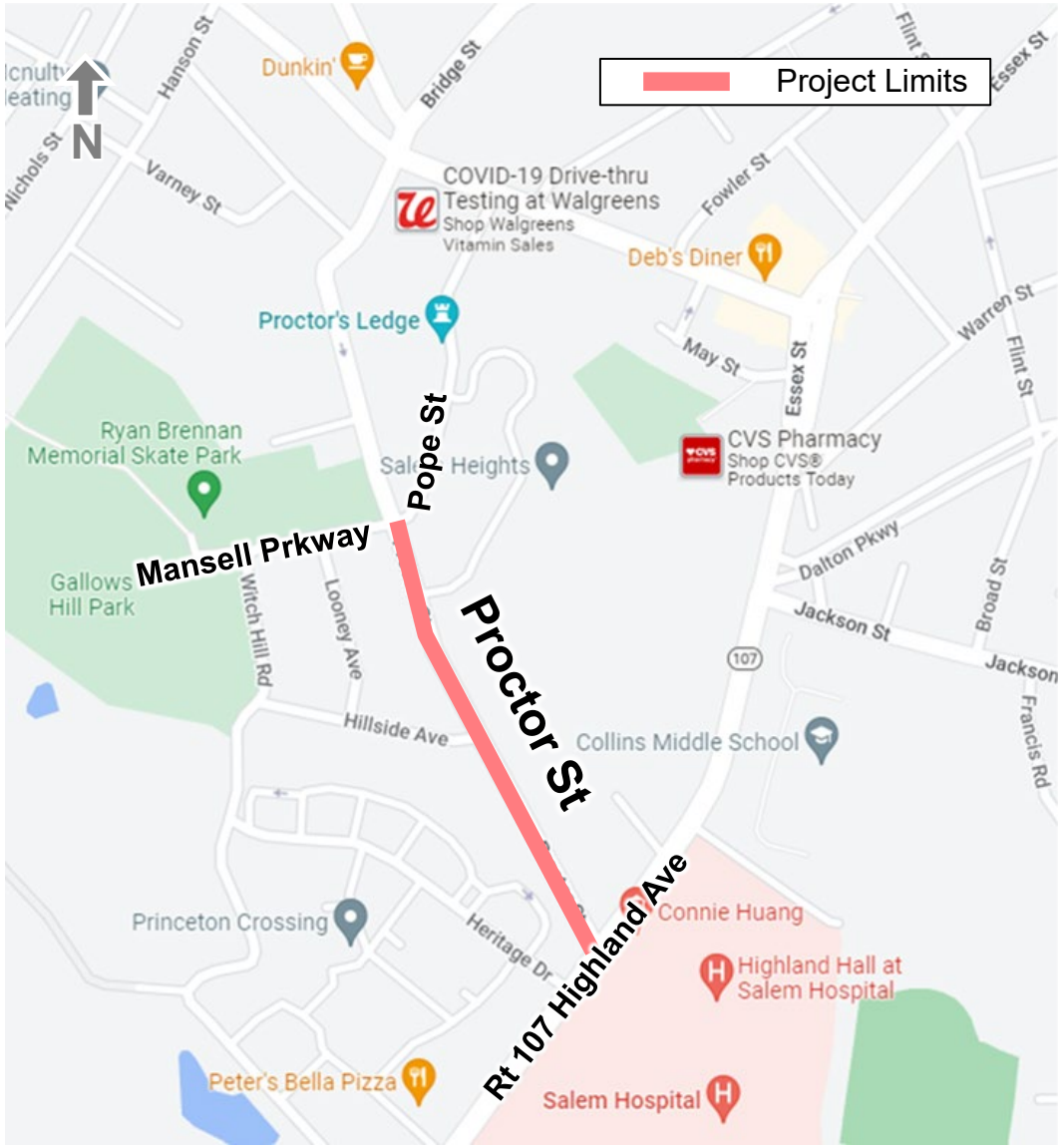
- **Raymond Road traffic decreased** on average by 530 vehicles / day
- **Rainbow Terrace traffic increased** by 535 vehicles / day and speeds increased
- **Next Steps**
  - Collect data in spring on Rainbow Terrace before Raymond Rd reinstallation of Pilot speed humps
  - Reevaluate design and consider calming on Rainbow Terrace

No Calming – March '23

Pilot Speed Humps – ‘23 –’24

Proctor Street

Proctor Street



No Calming – May '22

Pilot – Nov '22 - '24

Proctor Neighborhood Data Collection

Proctor Street ADT Analysis

Apr/May '22
No Calming

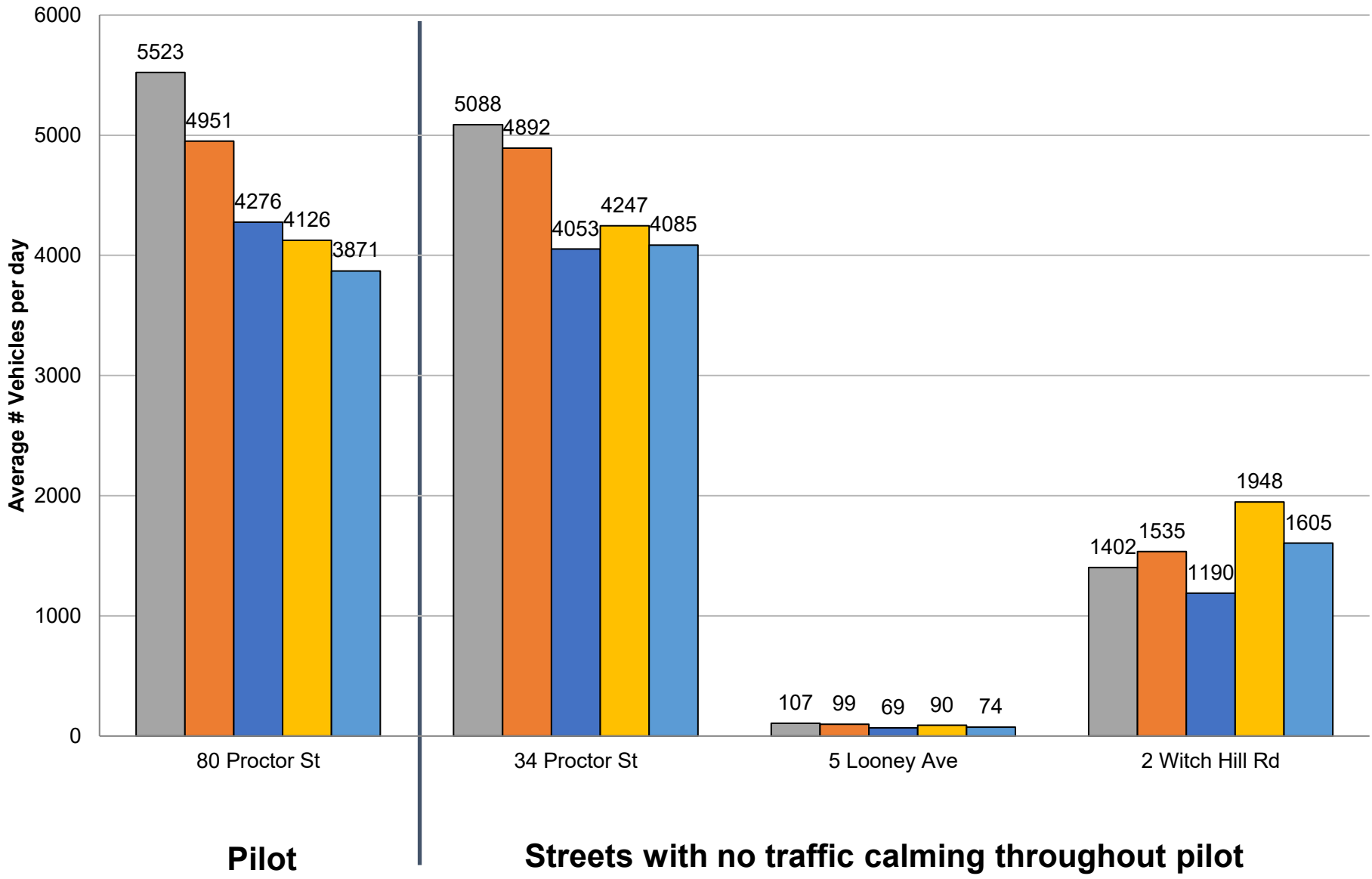
Nov '22
Speed Cushions + Striping

Jan '23
Striping Only – winter

Nov '23
Speed Cushions + Striping

Nov. '24
Speed Cushions + Striping

Average Daily Traffic (ADT)



Proctor Street Speed Analysis

Apr/May '22
No Calming

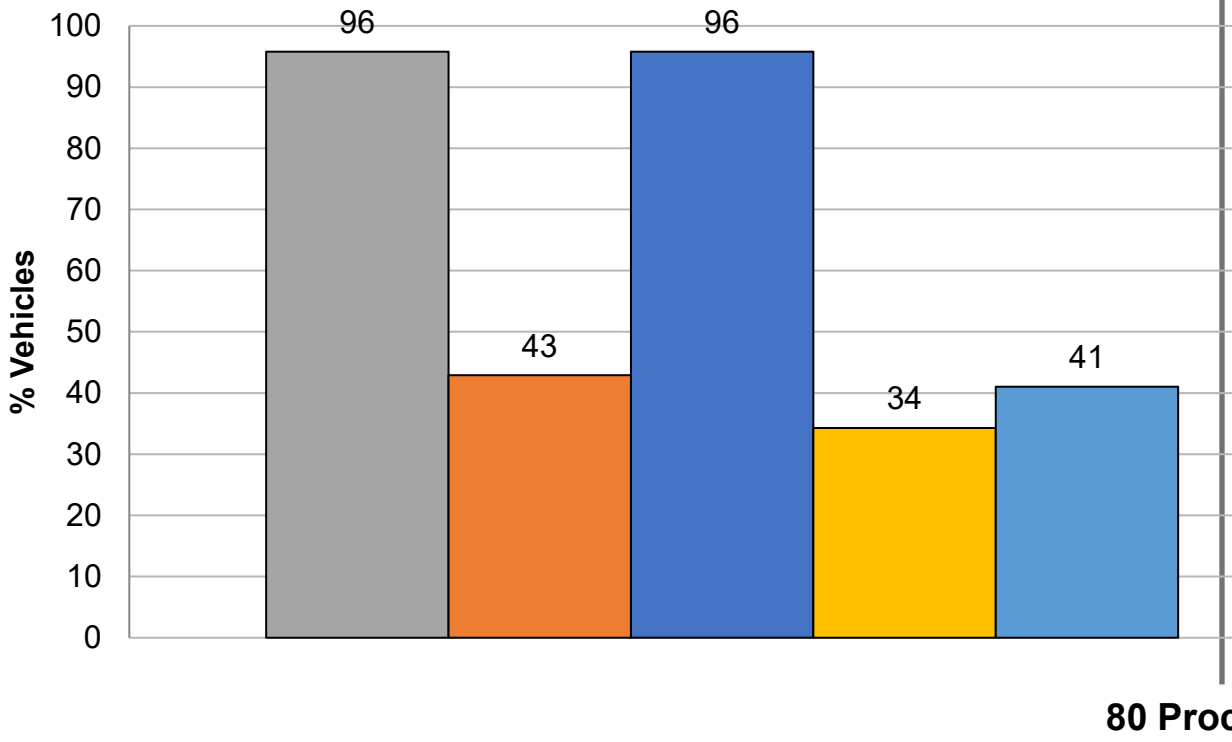
Nov '22
Speed Cushions + Striping

Jan '23
Striping Only – winter

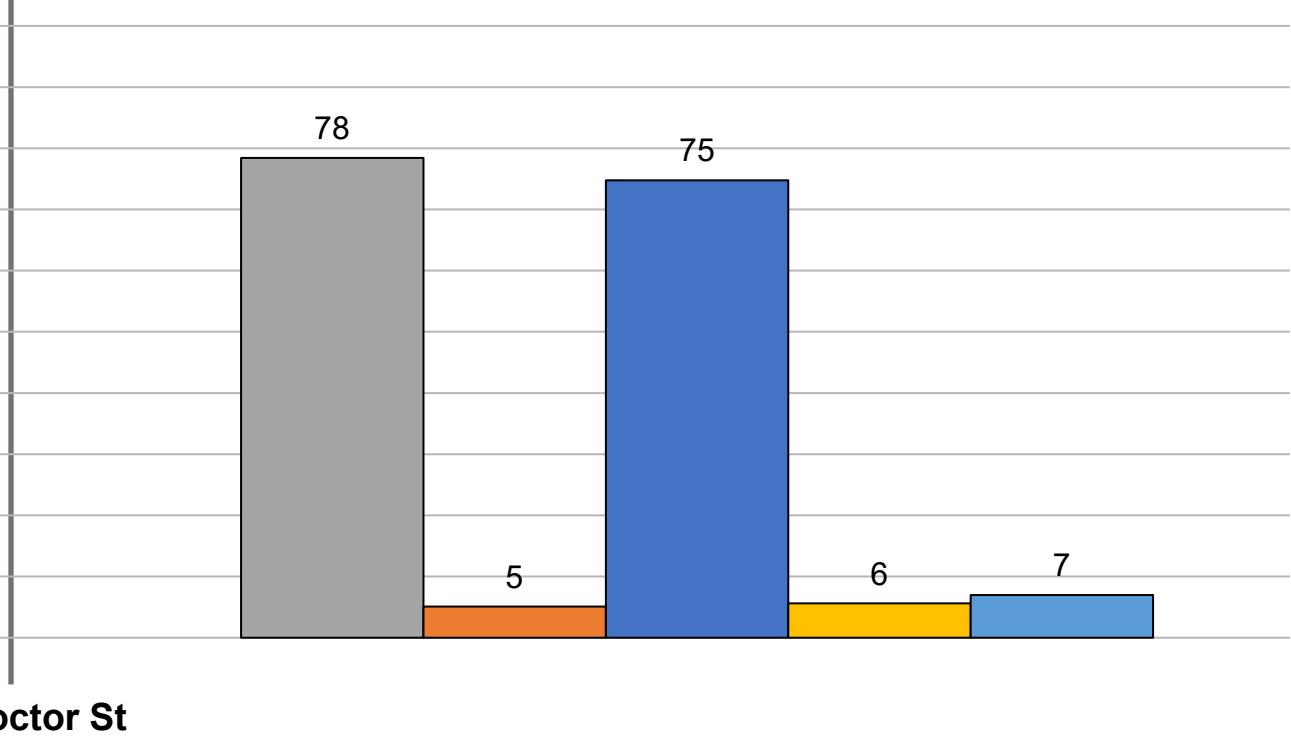
Nov '23
Speed Cushions + Striping

Nov. '24
Speed Cushions + Striping

% Vehicles Over 20mph



% Vehicles Over 25mph



80 Proctor St

Proctor Evaluation Summary

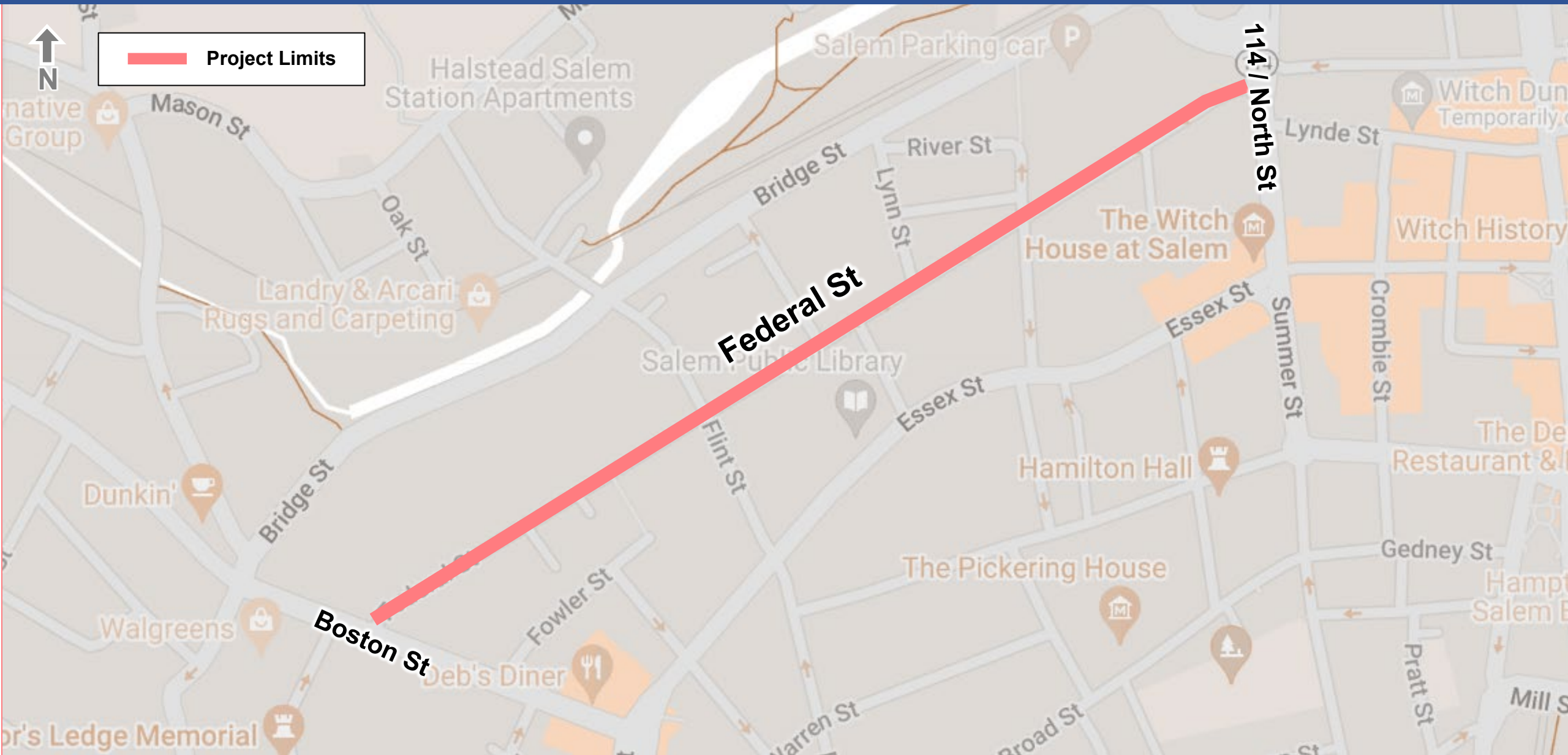
- **Proctor Street speeds remained the same from 23' to ’24:**
  - Average Speed = **20mph**
  - 85th % Speed = **23mph**
- **In ‘24 Proctor and Witch Hill Rd traffic decreased** by 255 and 343 vehicles / day respectively
- **Next Steps**
  - Reinstall Pilot
  - Coordinate with area projects and longer-term reconstruction

No Calming – May '22

Pilot – Nov ‘22 - ‘24

Federal Street

Federal St from North St to Boston St (0.55 mi)



Federal Street Pilot 3.0 – Iterative Design

No Calming – ‘21

Pilot Speed Humps – ’22 –’24

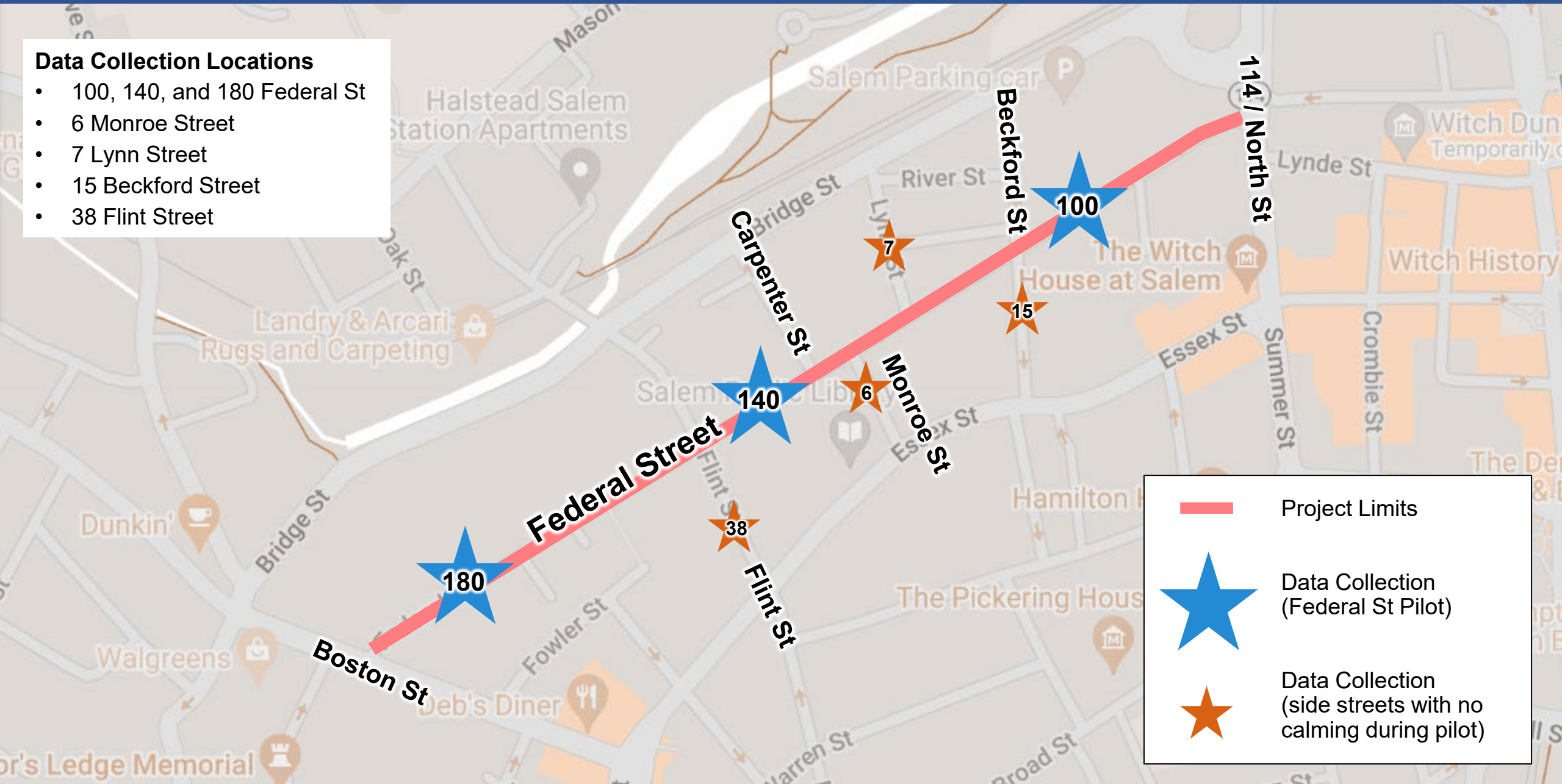
Updated ‘24 Pilot 3.0:

- Extended humps further across Federal
- Adjusted locations and spacing on Federal between Beckford and North St after the Funeral home driveway
- Adjusted speed humps on side streets to midblock on, Monroe, Lynn, and Beckford
- Added speed hump on Flint St midblock between Essex and Federal

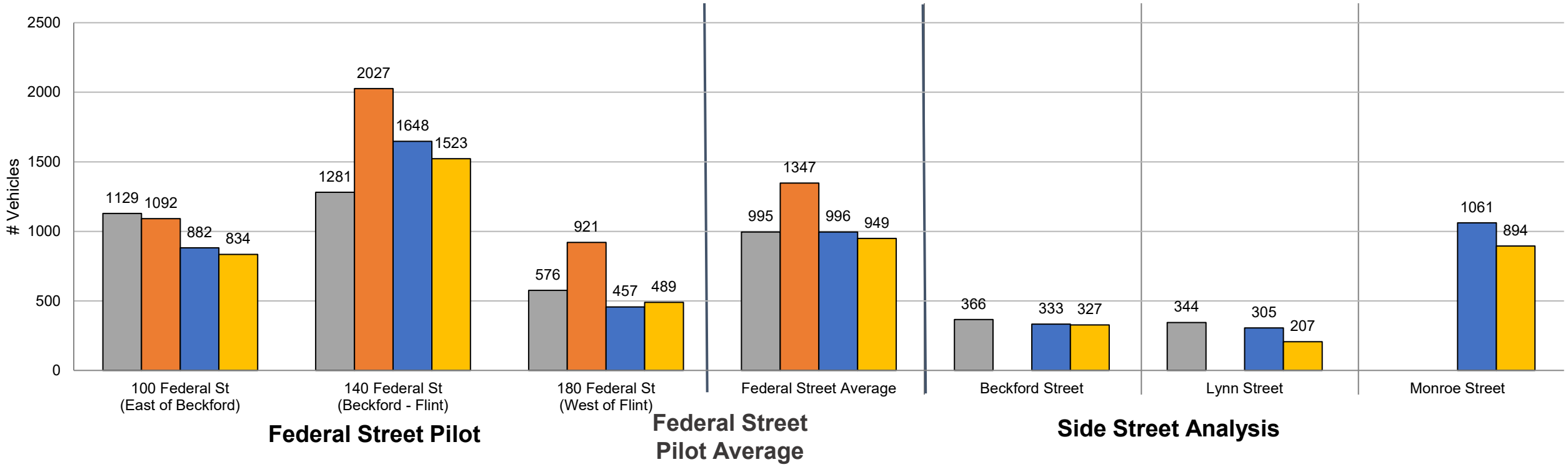
Federal St Data Collection

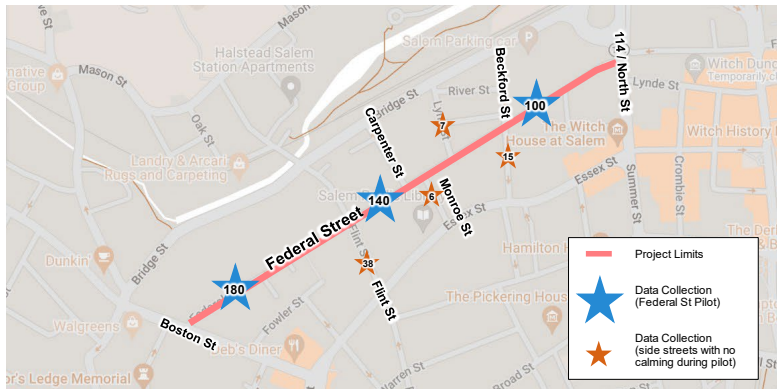
Data Collection Locations

- 100, 140, and 180 Federal St
- 6 Monroe Street
- 7 Lynn Street
- 15 Beckford Street
- 38 Flint Street



Federal Street ADT Analysis





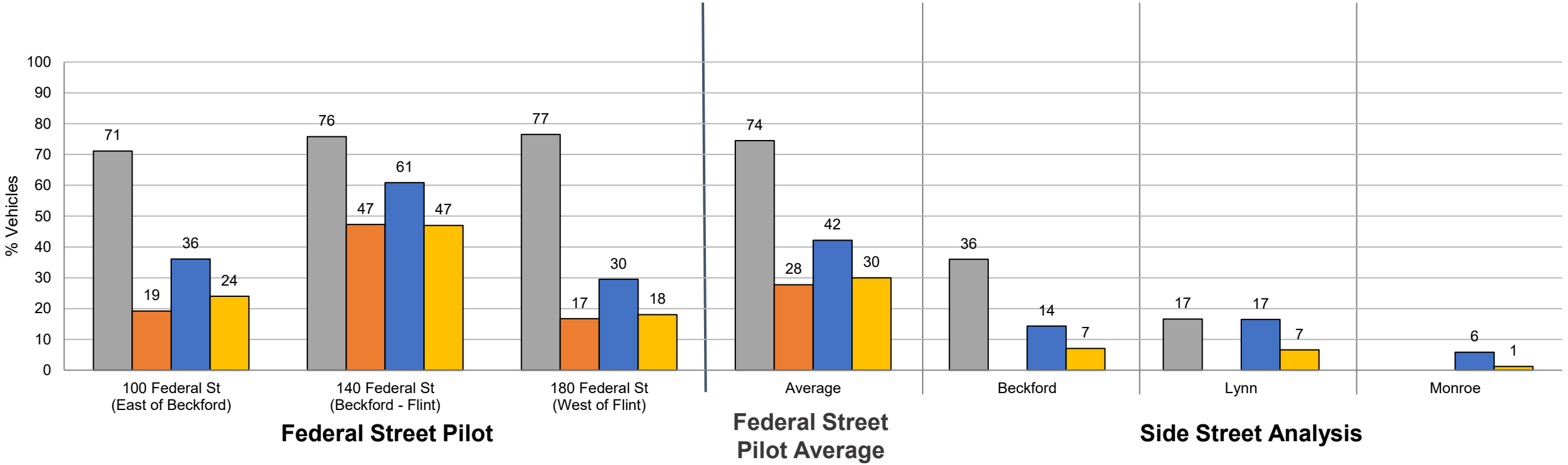
June '21 + '22 - No Calming

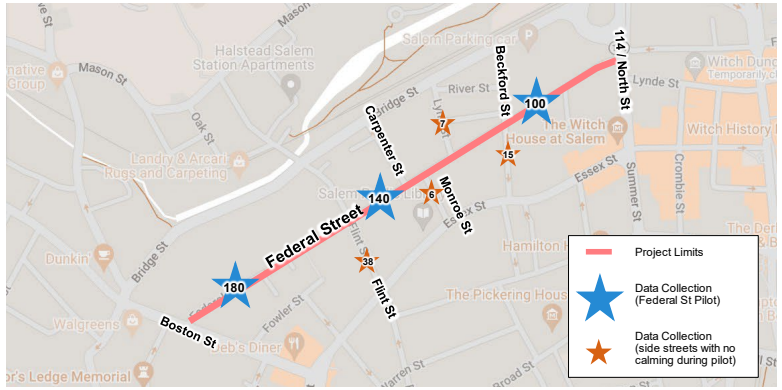
Oct '22 - Pilot Speed Humps 1.0

Nov '23 - Pilot Speed Humps 2.0

Aug '24 - Pilot Speed Humps 3.0

Federal Street Speed Analysis: % over 20mph





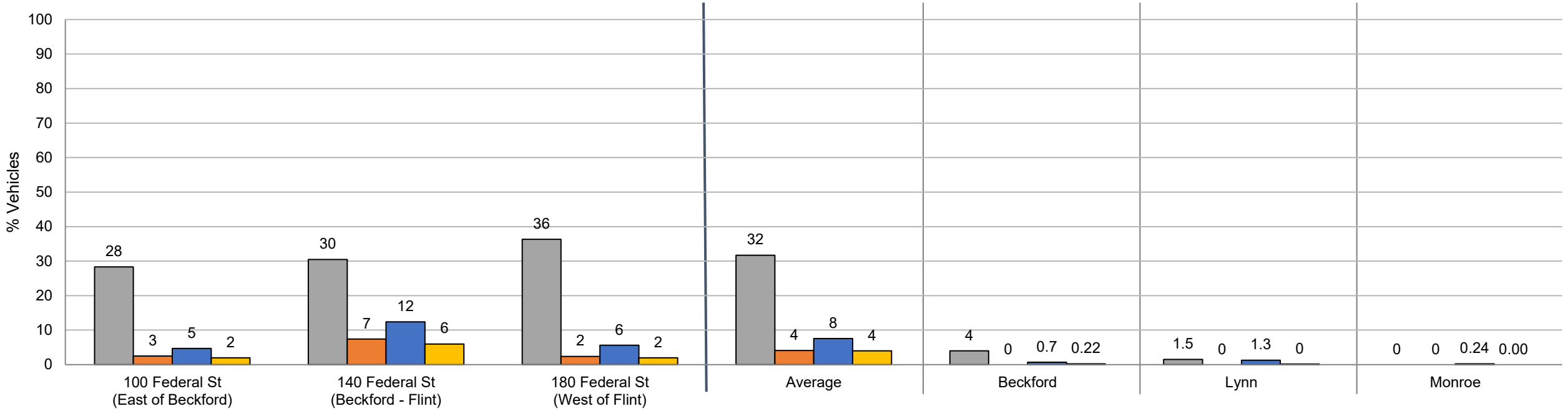
June '21 + '22 - No Calming

Oct '22 - Pilot Speed Humps 1.0

Nov '23 - Pilot Speed Humps 2.0

Aug '24 - Pilot Speed Humps 3.0

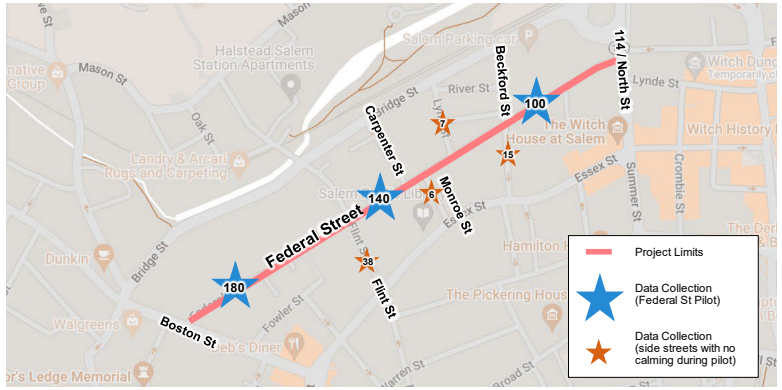
Federal Street Speed Analysis: % over 25mph



Federal Street Pilot

Federal Street Pilot Average

Side Street Analysis



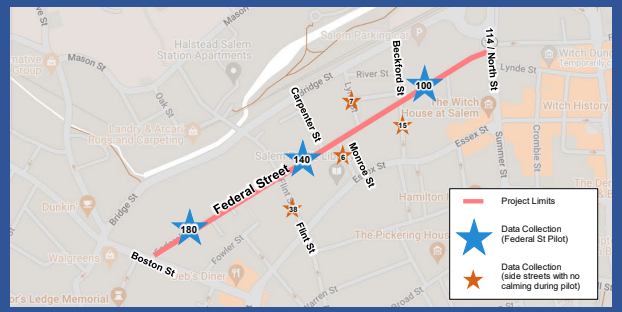
June '21 + '22 - No Calming

Oct '22 - Pilot Speed Humps 1.0

Nov '23 - Pilot Speed Humps 2.0

Aug '24 - Pilot Speed Humps 3.0

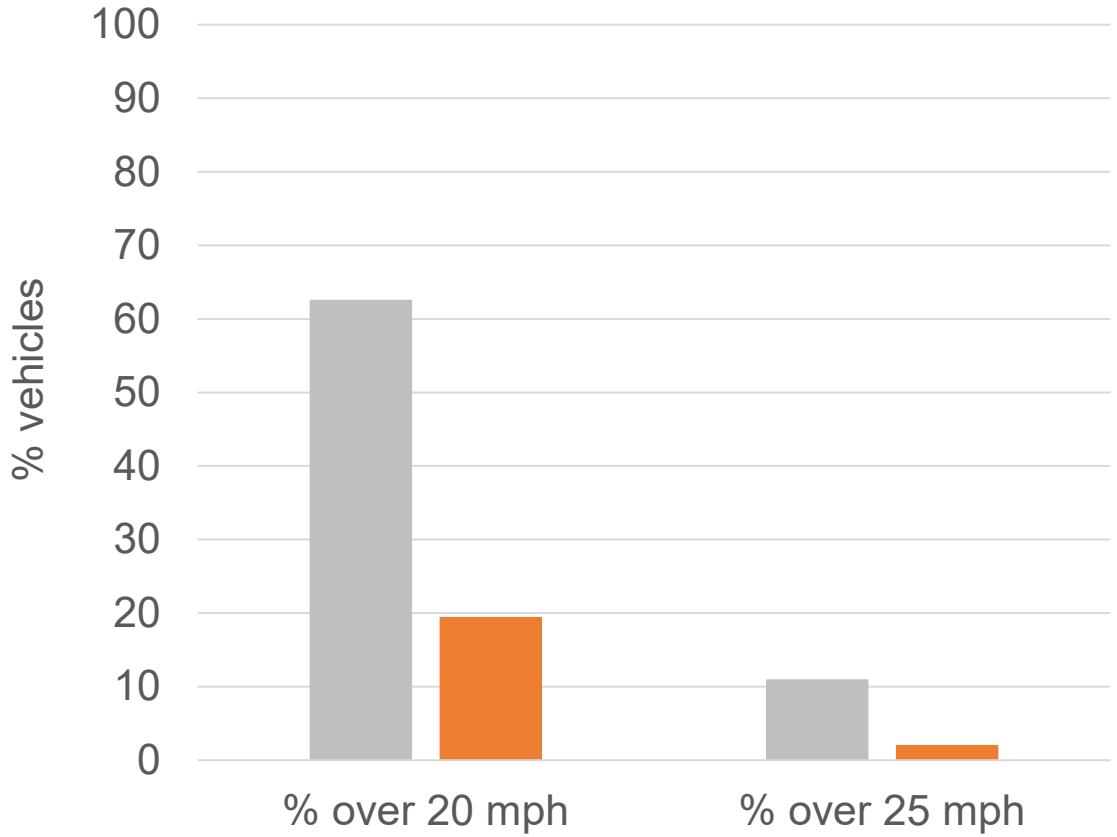
Flint Street Analysis



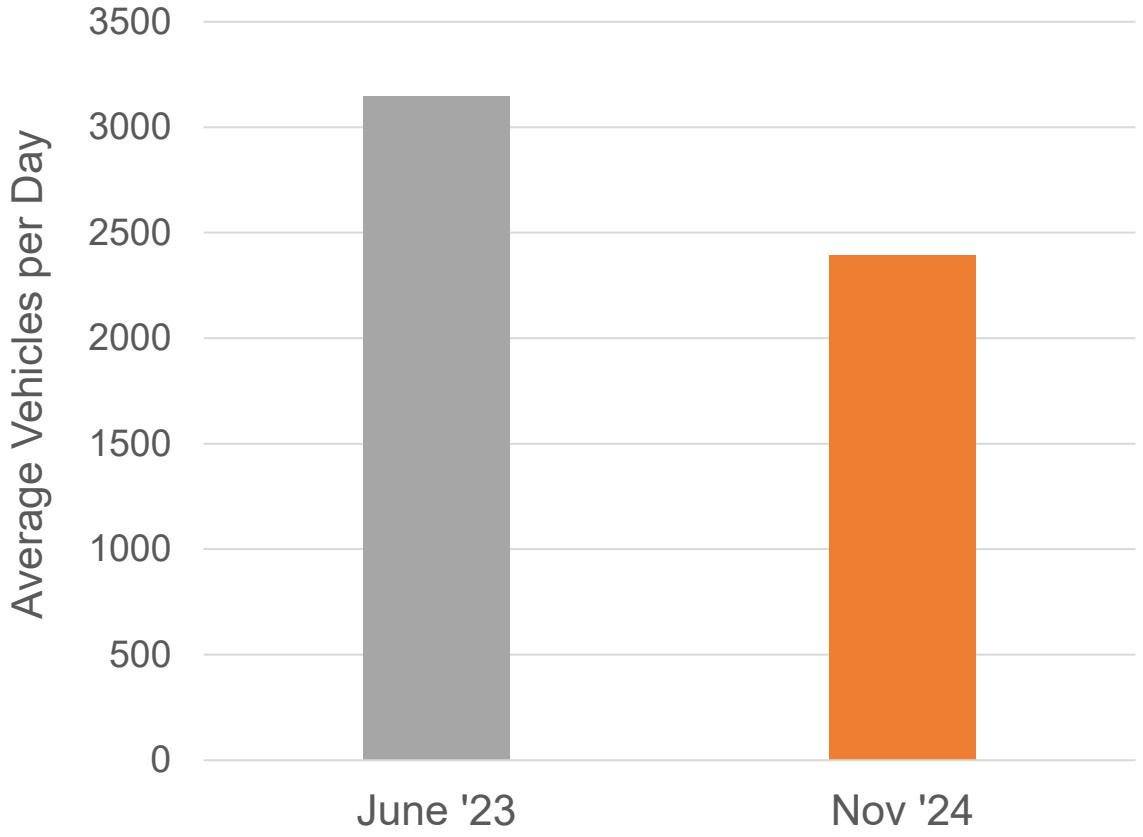
June '23 - No Calming (During Federal Pilot 2.0)

Nov '24 - Pilot Speed Humps 3.0

Vehicle Speeds



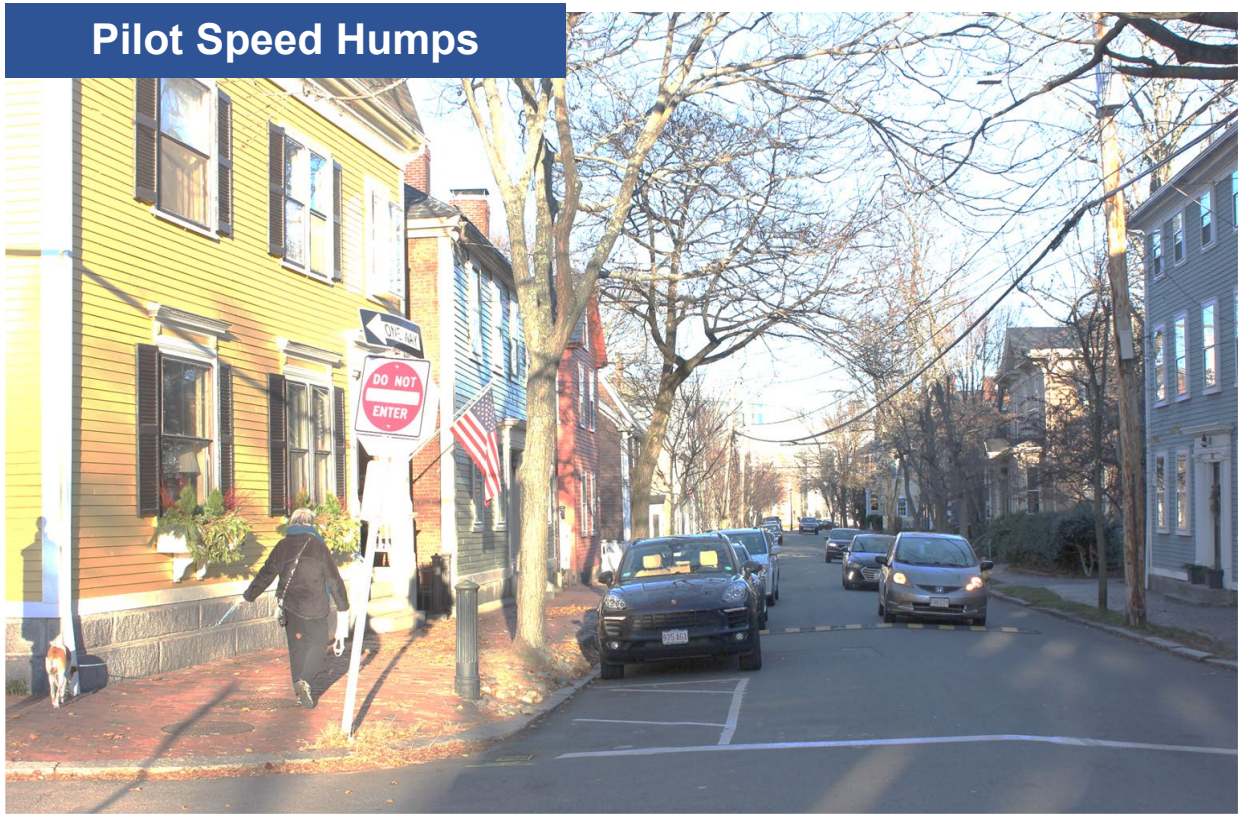
Vehicle Volumes



Federal Street Evaluation Summary

- '24 Pilot 3.0 average and 85th % speeds decrease by 1 – 2mph at all locations
  - Average Speed = **19mph**
  - 85th % Speed = **22mph**
- **'24 ADT and speeds decreased**
  - **60% decrease** in speeding since 2021
  - **5% decrease** in ADT since 2021
- **Next Steps**
  - Reinstall pilot speed humps

Pilot Speed Humps



Mall Street

Mall Street


No Calming - '21

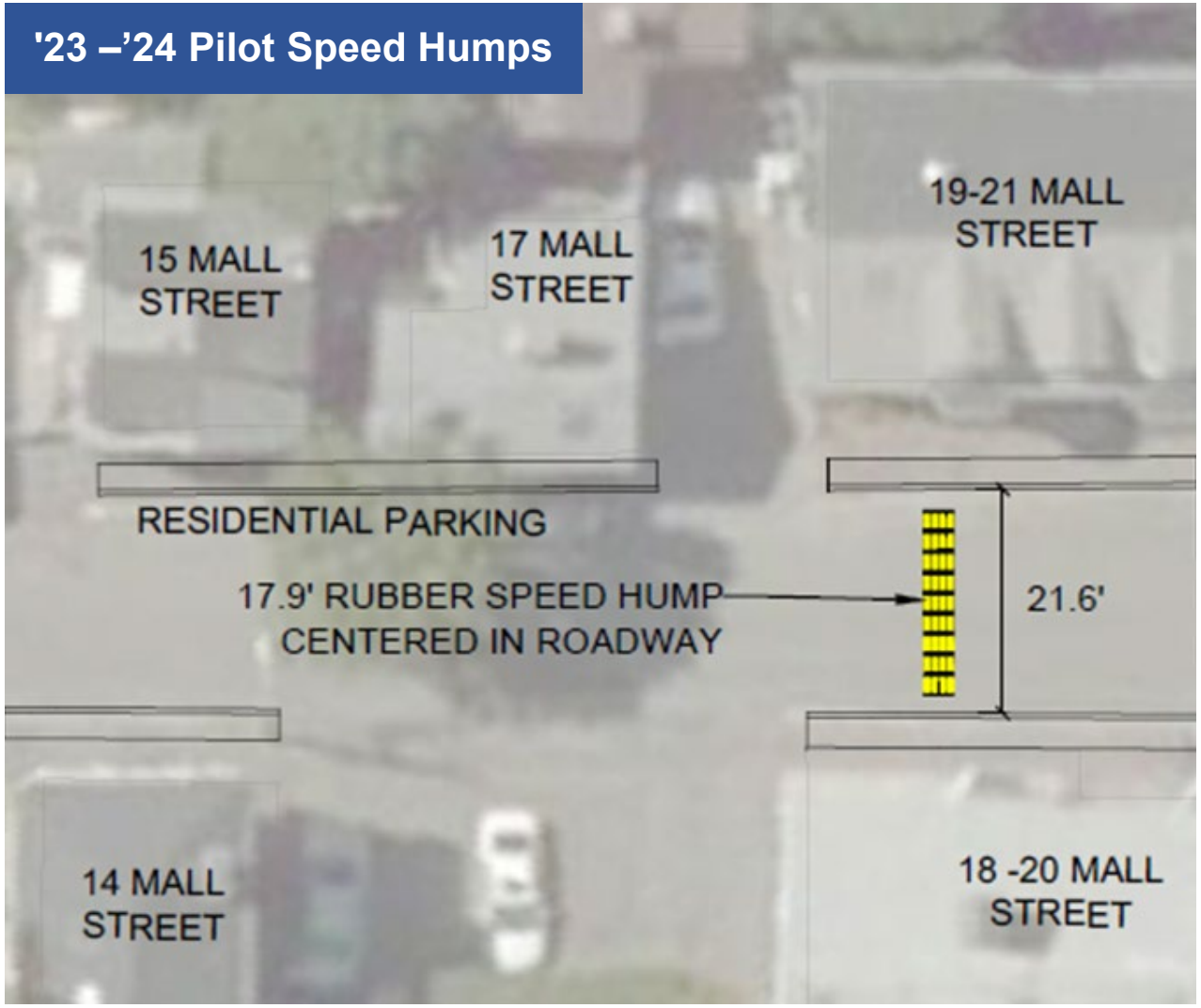

Project Limits
N
Bridge Street
Mall Street
Oliver Street
Oliver St
N Washington Sq
Amelia Payson House
Salem Jail Lot
metery
John Bertram House
Salem Witch Museum
Staged exhibits of the 1692 witch trials
Salem Commons

Mall Street Pilot

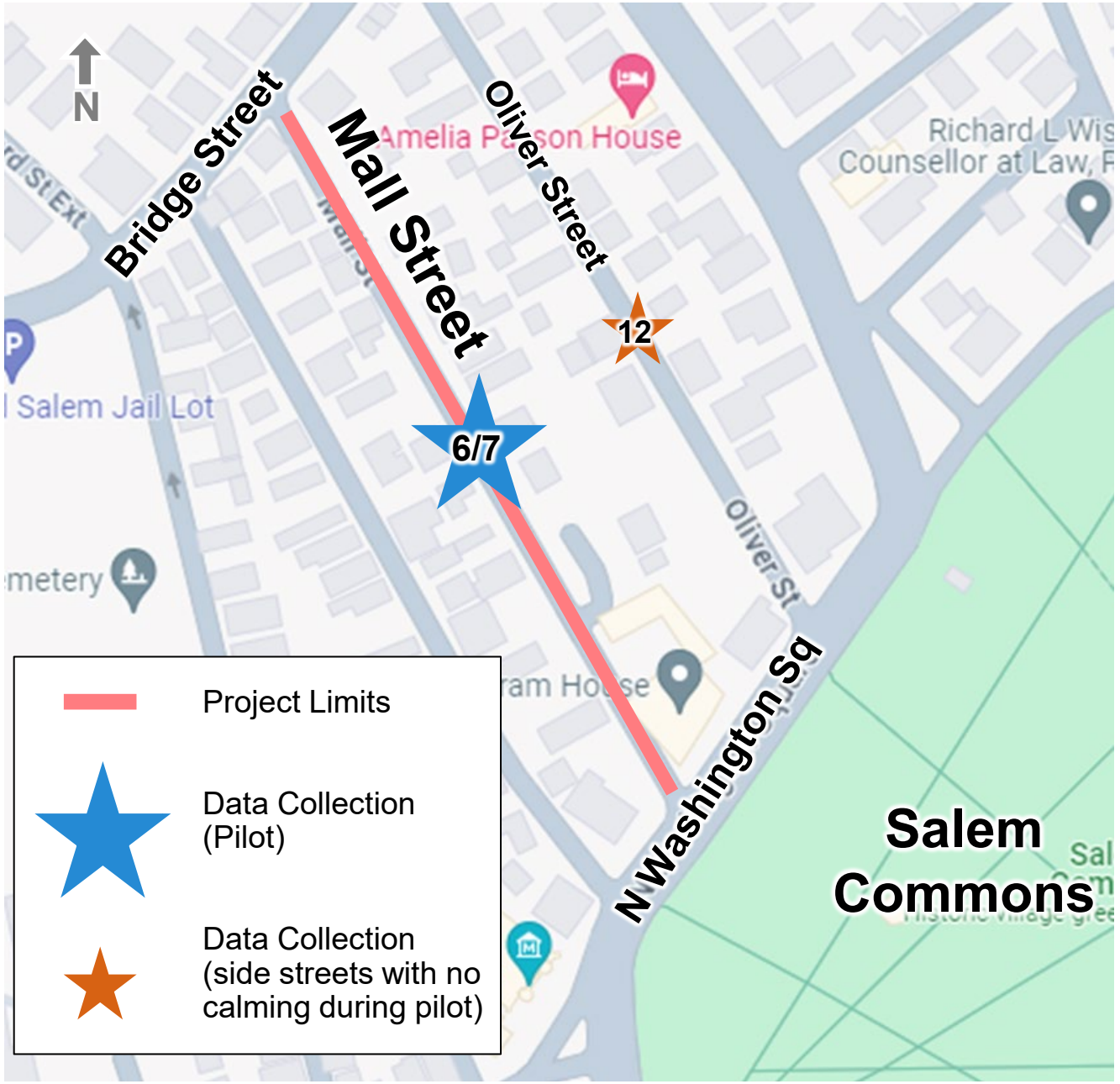
'21 No Calming

'22 Pilot Cushions

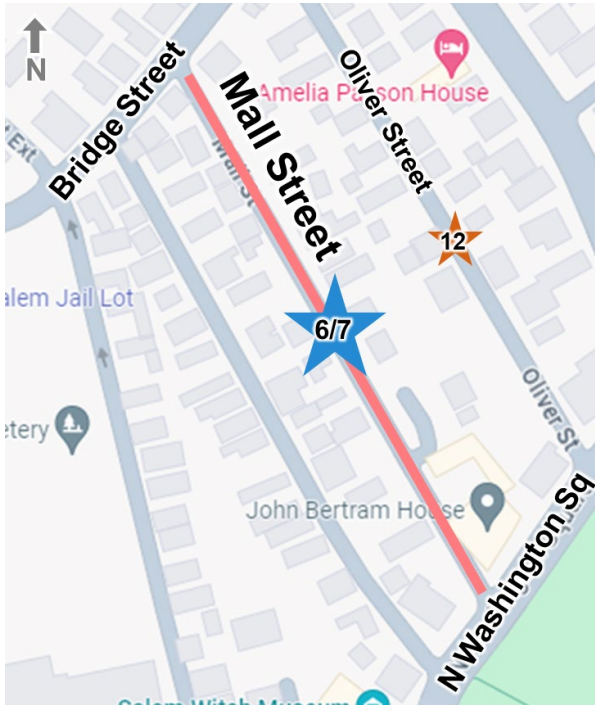
'23 –'24 Pilot Speed Humps

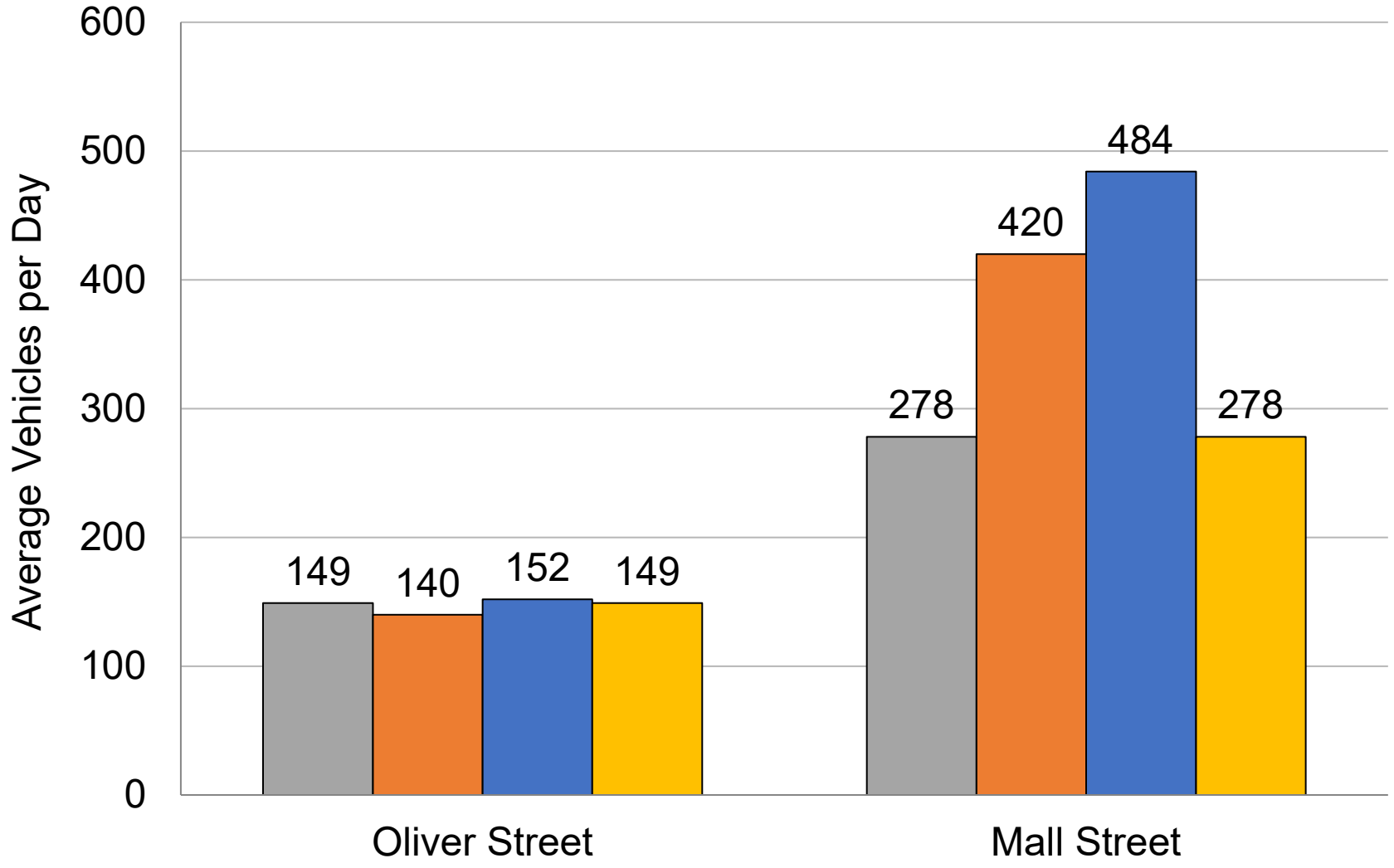


Mall Street Data Collection



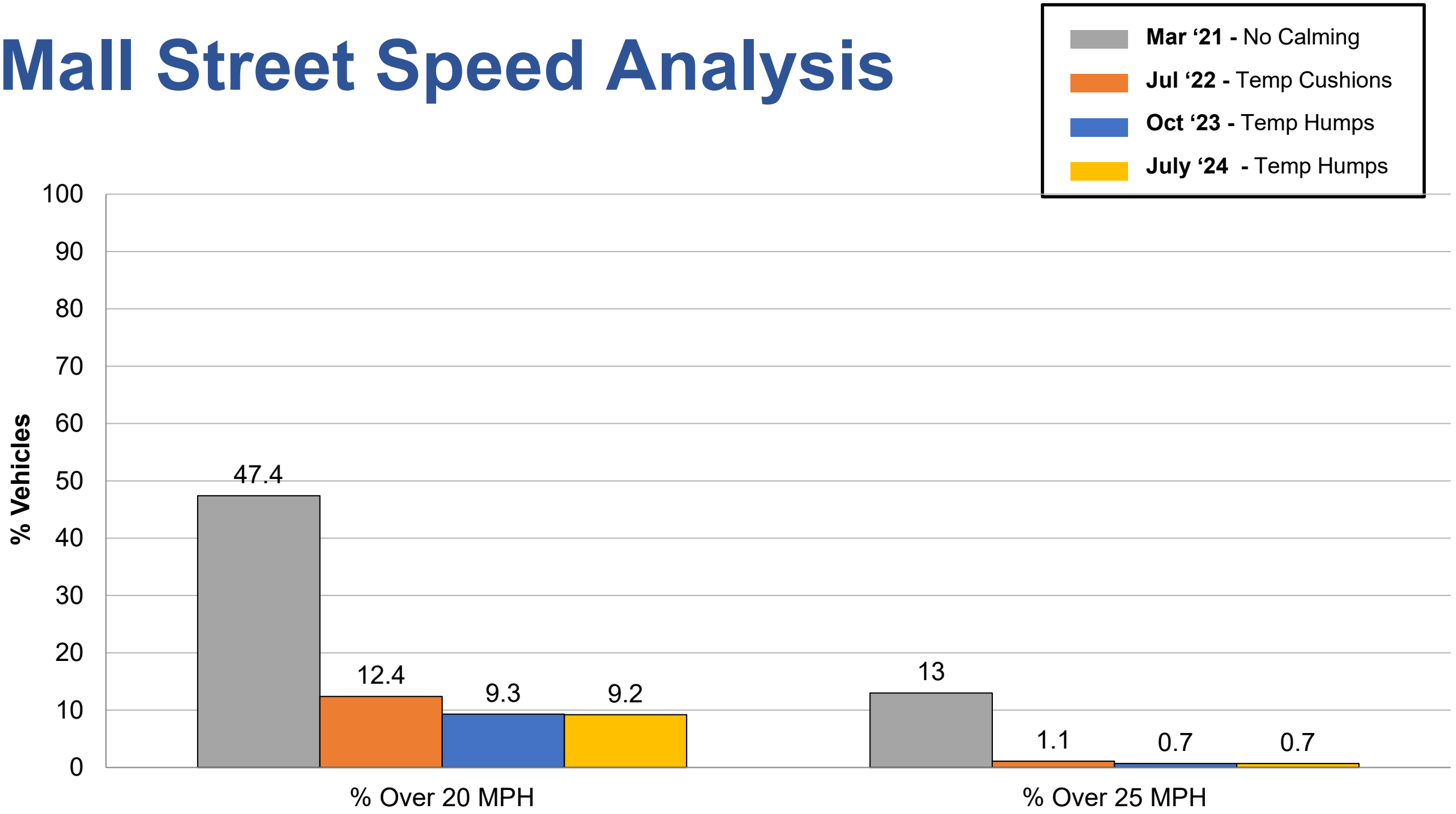
Mall Street ADT Analysis





- **Mar '21 -** No Calming
- **Jul '22 -** Temp Cushions
- **Oct '23 -** Temp Humps
- **July '24 -** Temp Humps

Mall Street Speed Analysis



Mall Street Evaluation Summary

Average Speed

- Mall Street **16 mph**
- Oliver Street **18mph**

85th % Speed

- Mall Street **22mph**
- Oliver Street **22 mph**

Oliver St speeds and volumes staying consistent

Reinstall Pilot humps

Chestnut Street & Columbus Avenue

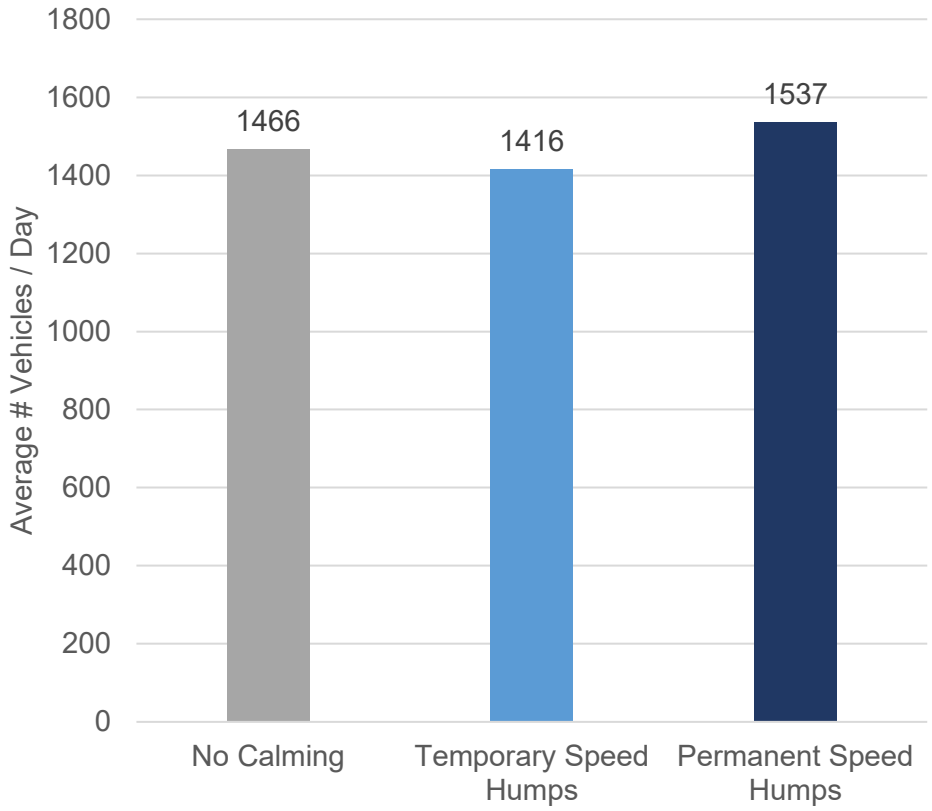
Chestnut Street Pilot Speed Humps ‘20-’23

Columbus Avenue Pilot Speed Humps ’22 - ‘23

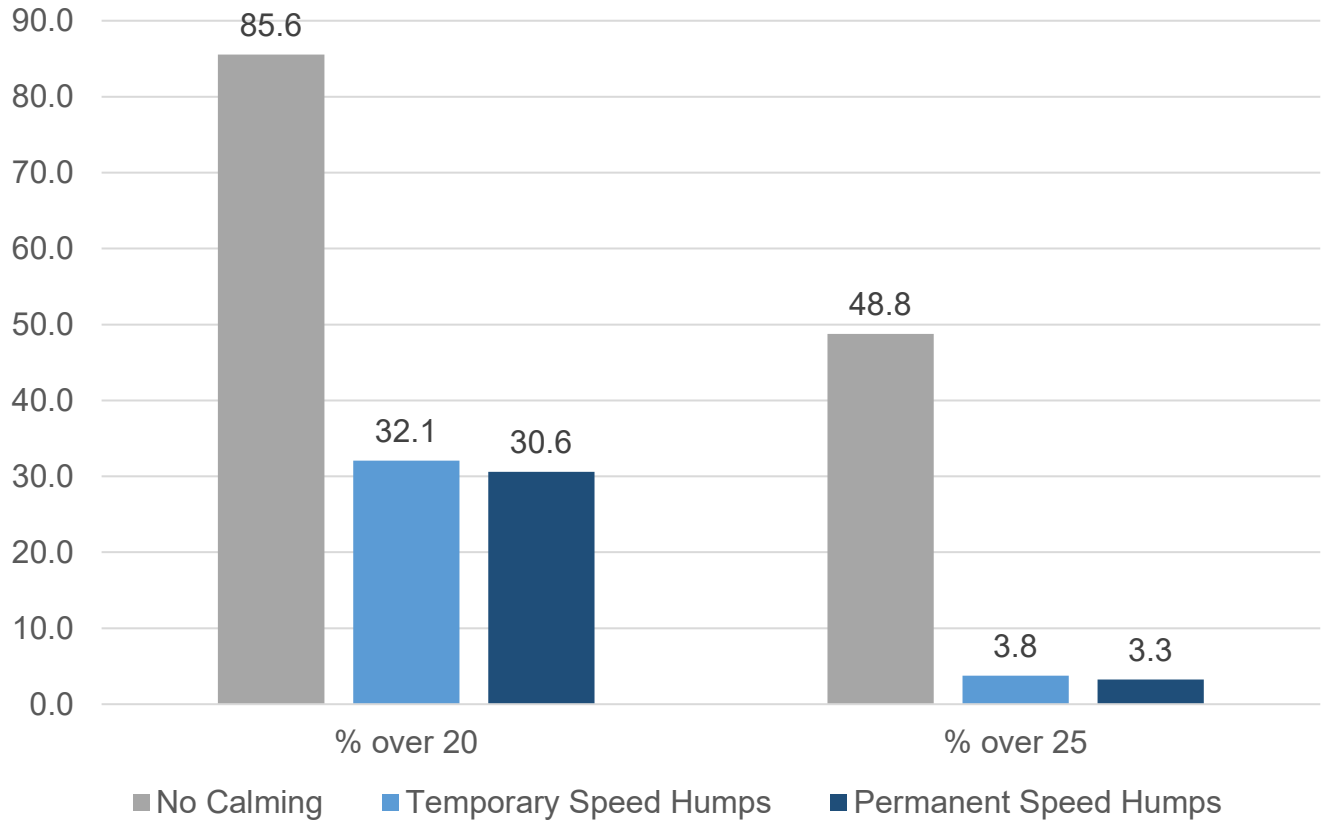
Chestnut Street Permanent Speed Humps ‘24

Chestnut Street Summary

Chestnut Street ADT 2020 – 2024 by Calming Type

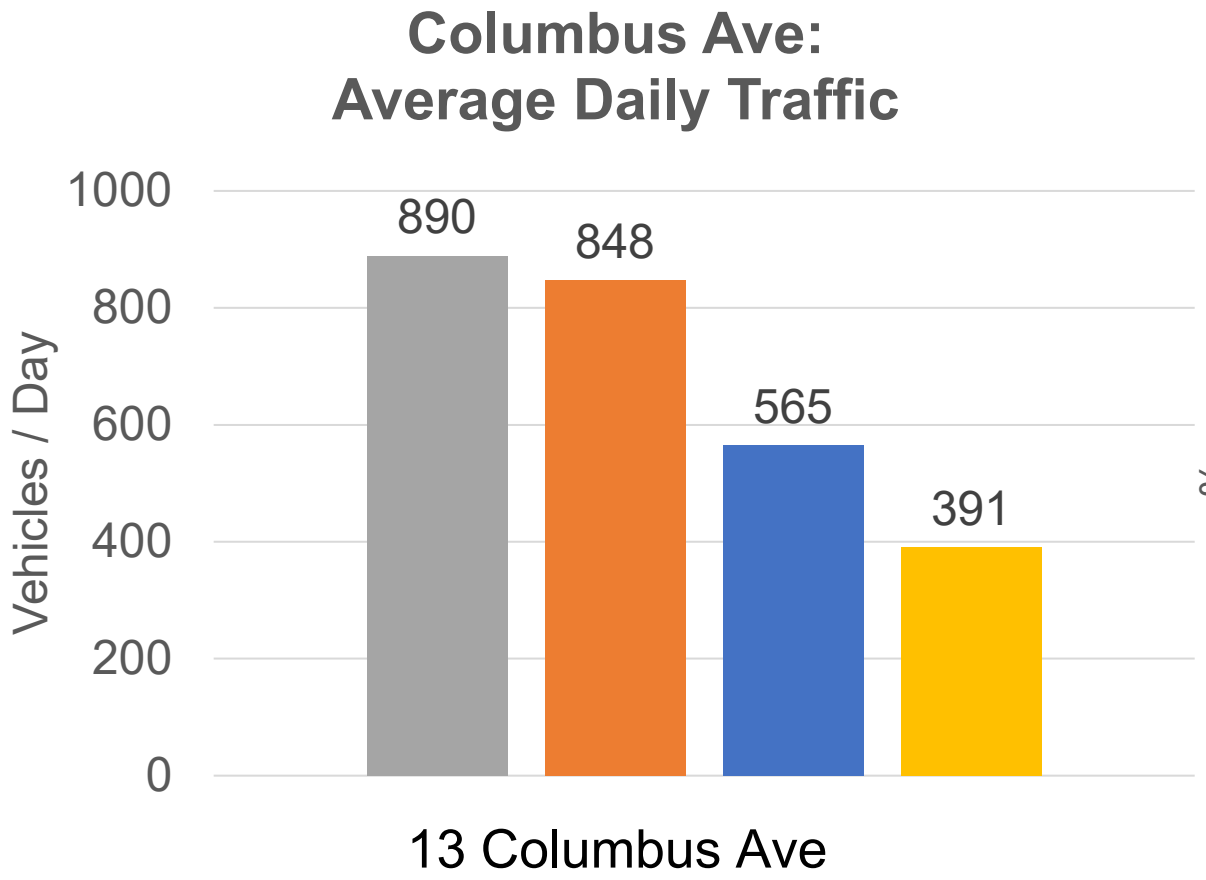


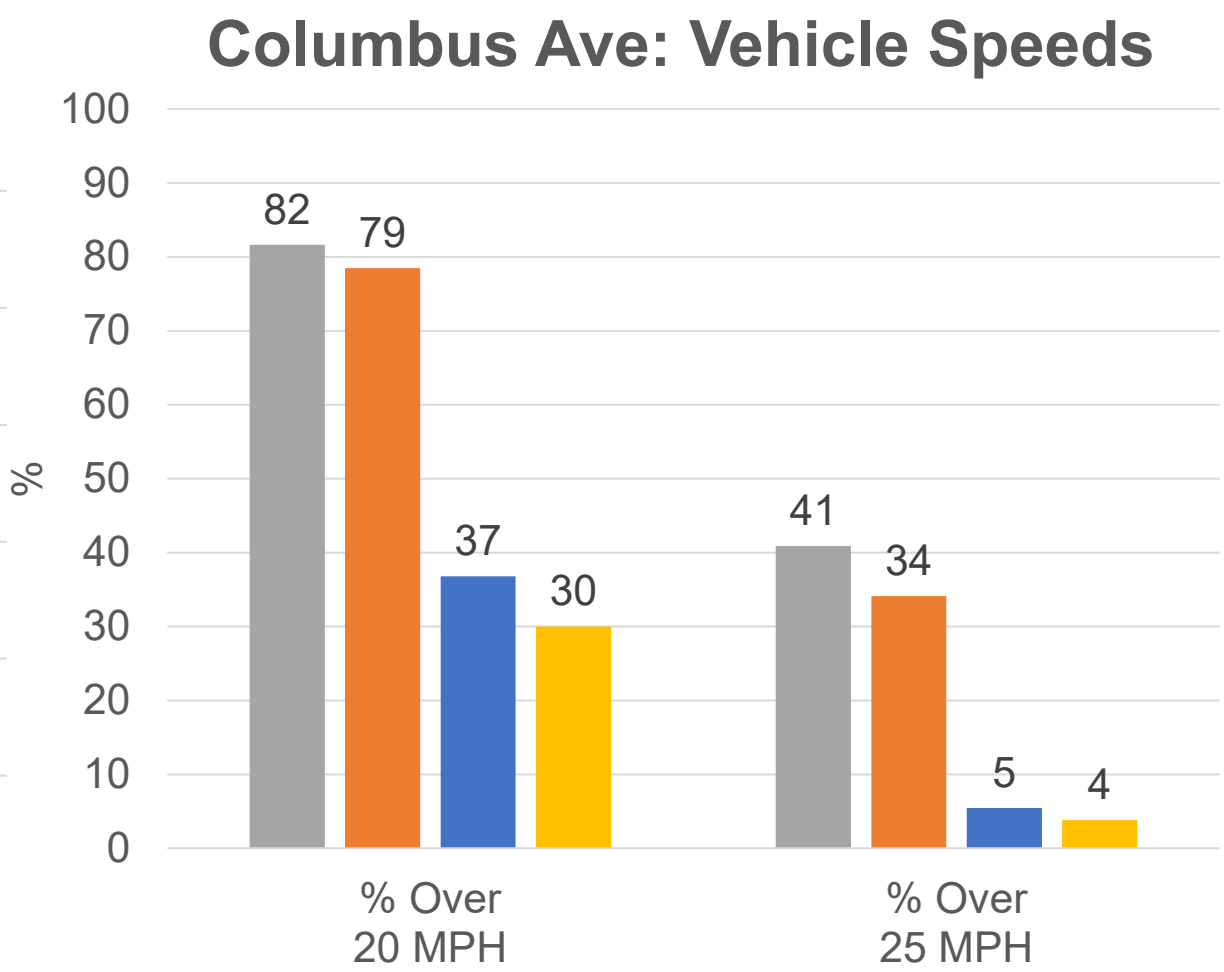
Chestnut Street Speeds 2020-2024 by Calming Type



Columbus Avenue Summary

Sep 2019 + July ‘21 - No Calming
Aug ‘21 – 20mph Signs Only
Aug '22 + Oct ‘23 - Temp Speed Humps
Nov ‘24 - Perm Speed Humps





Next Steps + 2025 Program

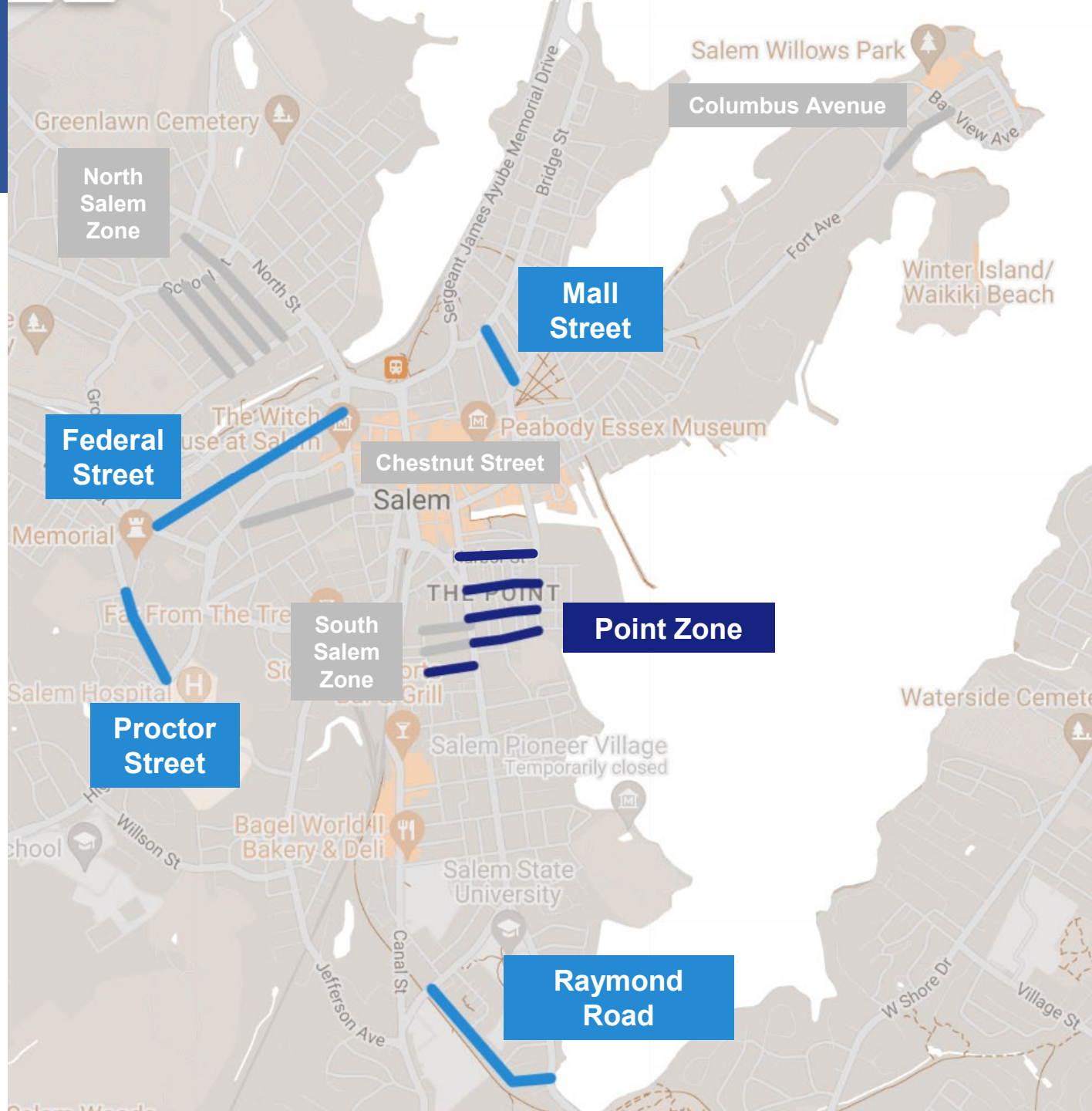
2025 Neighborhood Traffic Calming Program

2025 Permanent Installation

- Point Zone – Harbor St, Dow Street, Palmer Street, and Leavitt Street

2025 Pilot Installations

- Proctor Street
- Federal Street
- Raymond Road
- Mall Street



Next Steps

Public Feedback Period

- www.publicinput.com/salemtrafficcalming
- Comment Period open until March 15, 2025

SCAN ME

Early Spring

- Review Analysis and Feedback
- Planning and Design

Spring / Summer

- Pilot and Permanent Installations

Q&A / Discussion

Project Contact

Christina Hodge
Assistant Transportation Director
City of Salem
chodge@salem.com

Public Comment Period Open through March 15, 2025

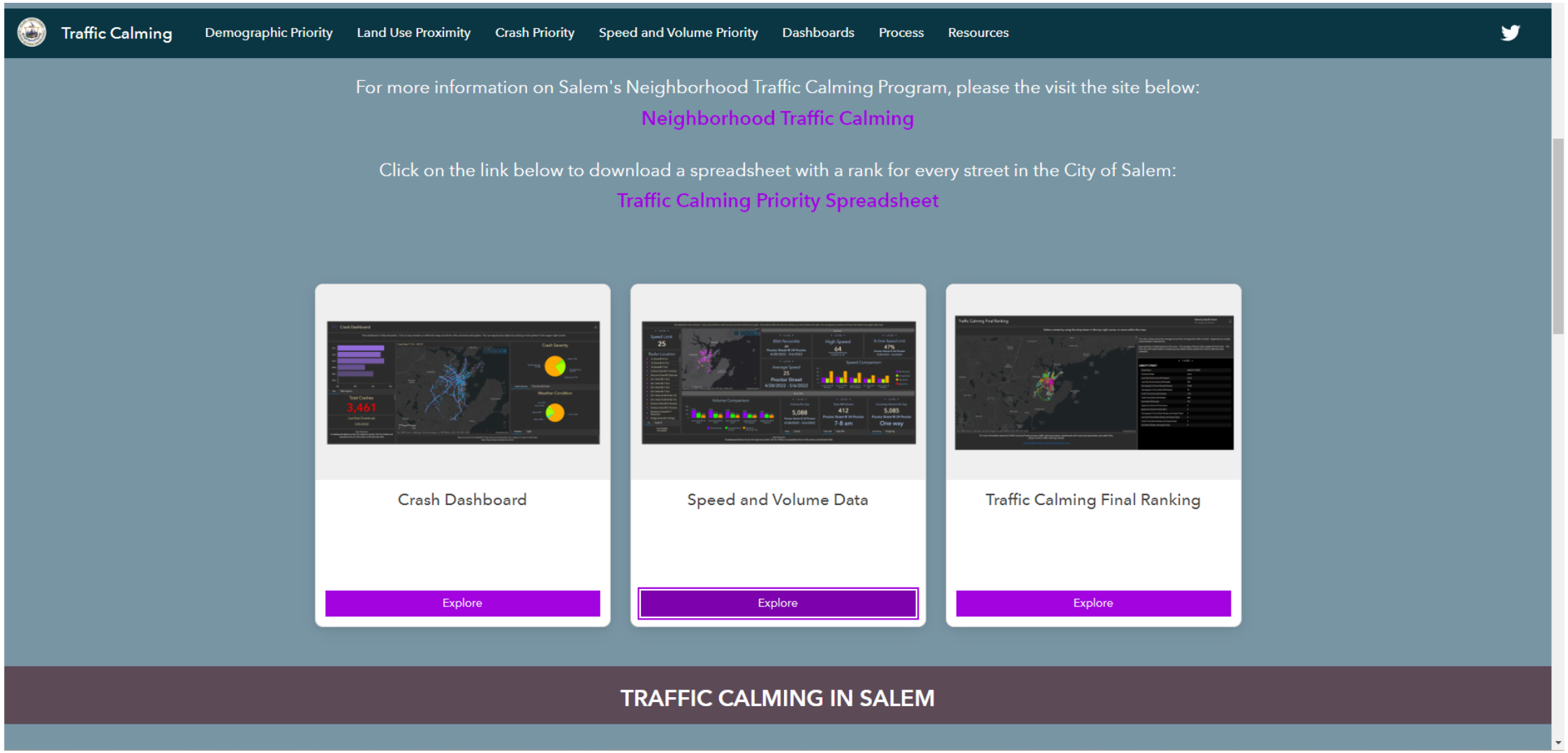
Scan or Visit

SCAN ME

www.publicinput.com/salemtrafficcalming

More info visit:

https://traffic-calming-1-salemma.hub.arcgis.com/



Speed Hump Guidelines

- **Target location**
  - **Midblock on residential local streets,** especially those in the bicycle network and routes to school.
  - **Not appropriate at intersections** (raised crossings and raised intersections may be installed at intersections based on engineering judgment)
  - Not appropriate on short dead-end streets, streets with hospitals, designated emergency response routes, snow emergency routes, evacuation routes, and major bus routes.
  - Maximum roadway grade = 8%
  - Minimum horizontal curve radii = 300ft
- **Target speed = 20 to 25mph**
- **Target spacing = 280’ for 20mph,** with a minimum of 200’ to 400’ maximum spacing based on-site constraints and engineering judgment.

Speed Hump Guidelines

- **Offsets**
  - 100’ minimum to 200’ maximum from intersections.
  - 10’ minimum from driveways and fire hydrants.
  - 1’ minimum to 2’ maximum from curbs or edge of pavement.
- **Signs and Markings**
  - **Provide a minimum of one speed hump warning sign at every permanent asphalt speed hump** to alert plow drivers during winter. Temporary rubber speed humps used for pilots are removed in winter; signs may or may not be installed based on engineering judgment.
  - Speed hump pavement markings following the latest standards in the MUTCD may be used based on engineering judgment.
- **Additional location considerations**
  - Consider installing where there are existing vertical fixed objects on at least one side of the road (e.g., trees, light poles, utility poles, etc.) to reduce drivers from swerving around humps and mounting sidewalks.
  - Ideal at property lines and light poles where feasible.