



Public Works

Neighborhood Traffic Management Program Guidelines

Revised June 2026

**Chattanooga Division of Transportation
1250 Market Street, Suite 3030
Chattanooga, TN 37402**

HISTORY AND PURPOSE

Since its inception over 25 years ago the Neighborhood Traffic Management Program (NTMP) has been a popular and effective method for involving citizens in the process of improving the safety of neighborhood streets in Chattanooga. The program has been adapted across the years in order to streamline the process of establishing eligibility for, and finding, the most effective traffic calming measures for these streets

The NTMP as presented in this document has been simplified into a five step process

1. Preliminary staff analysis
2. Show of community support
3. Initial Traffic Study
4. Design and installation of traffic calming measures
5. Follow up traffic study

Each of these steps is discussed in greater detail within this document.

This program is intended to address situations where a majority of drivers are achieving unsafe speeds. When this is the case it is a good indicator that the design of the roadway itself creates a condition where even careful drivers feel comfortable with unsafe behavior.

A small number of reckless drivers on a given street can create unsafe conditions but are unlikely to be deterred by calming devices, therefore this program is not appropriate for such cases.

Typical Calming Methods:

By far the most common traffic calming requests are for speed humps/bumps/cushions. However, there exist several methods to calm traffic including but not limited to,

- Restricting lane width
- Alternating S-curves (chicanes)
- Rumble strips
- One-way street conversion
- Neighborhood traffic circles
- Intersection neck-downs

Many of these options require less lead time and fewer material resources for implementation when compared to speed humps and still provide an effective means of slowing traffic.

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New 4-way stops are NOT considered as a traffic calming method. Drivers are less likely to comply with an unwarranted stop sign and speeds between new 4-way stops can even increase as drivers attempt to make up for “lost” time.

For Your Information:

Important points that frequently come up during the NTMP process

- This program is intended for quick install projects and the materials available reflect that. Paint, Thermoplastic, Raised Pavement Markings, Plastic Bollards, and Rubber speed cushions make up the vast majority of what is utilized.
- Street widening/resurfacing, Asphalt/Concrete curbs, Sidewalks, Traffic signals, etc. are outside of the scope of this program.
- The only type of vertical deflection installed through this program are rubber speed cushions. **Asphalt speed humps that span the entire width of the road are ONLY installed as part of a resurfacing project.**
- Speed cushions are both the most popular and least available calming device utilized by this program. **If applicants intend to request speed cushions they should be aware that waiting times can exceed 1 year post traffic study based on material availability.**
- Reducing the speed limit on a Through Street requires City Council action. For a list of through streets refer to Article XIV, Sec. 24 of the Chattanooga Code of Ordinances.

Eligibility:

The current NTMP expands the eligibility requirements to include streets that might serve more than just single-family houses. That being said, some streets are not appropriate test cases for this program, either because of function or physical characteristics – as such, we check all streets against the following

- Streets that carry an average traffic volume greater than 2,500 vehicles per day are ineligible based on a belief that such streets have regional traffic function and serve more than just the immediate residents.
- Streets sections that are less than 1000 feet in length between controlled intersections (stop signs or traffic signals) or other conditions that require a driver to come to a near stop are ineligible based on the understanding that such street sections are not long enough for normal traffic to achieve unsafe speeds.
- Street sections within 500 feet before and after curves with centerline radius less than 600’ based on the understanding that such tight curve streets are inherently traffic calming.
- Most through-truck routes.
- Roadways with grades over 8% due to the danger of installing humps on steep streets.
- Roadways that are less than 18 feet in width, based on the understanding that narrow streets inherently calm traffic.
- Streets with a posted speed limit greater than 25 mph.

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PROCESS

1. Initial Staff Analysis

- A request is made via an individual or group calling **423-643-6311** or placing a request through the **Chatt311** website. **During this step it is helpful to our staff for requests to be as descriptive as possible regarding the area of concern.**
- Our staff makes an initial review of the location – checking for criteria such as clear distance, street grades, pavement width, etc.
- If the street is eligible for consideration, our staff contacts the Applicant to discuss the next steps.

At this point in the process the Transportation staff can choose to have a study performed prior to step 2 if the street in question is seen as a strong candidate for NTMP based on existing traffic data, crash reports, and engineering judgement.

2. Raising Community Support – *Neighborhood Petition Completion*

Once it is determined that a street is eligible for this program, the neighborhood must demonstrate support from residents in the affected area.

- A staff member will define the Petition Area on a map and provide the applicant with a copy of this map and NTMP documentation. **Petitions submitted without a defined petition area map or completion of step 1 are not accepted.**
- The applicant should reach out to their City Councilperson's office to notify them of their intent to proceed with this process.
- Signatures must be gathered from at least 2/3 of the households (owners or renters) within the petition area. **Only one signature per address will be counted.**
- Completed petitions can be mailed to our offices: **1250 Market Street, Suite 3030, Transportation Division, Chattanooga, TN 37402** or scanned and sent to **NTMP@chattanooga.gov**

For assistance with the petition process an applicant can reach out to the **City of Chattanooga Neighborhood Services Division** at **423-567-5389** or via email at neighborhoods@chattanooga.gov.

Applicants can get connected with their neighborhood association and streamline the signature collection phase by doing so.

It is important to note here that completing this step only qualifies the location for traffic analysis and does not guarantee that the street will be a suitable candidate for traffic calming.

3. Preliminary Traffic Analysis

- After the neighborhood has submitted the Petition showing support from 2/3 of residences, the Transportation Division will complete a traffic analysis of the street including an on-site traffic volume count and speed study, as well as compilation of all accident reports related to the street in question.

Our staff use objective grading criteria during this analysis to determine eligibility. The point system is detailed in the following table, which is formulated for roadways with a posted speed of 25mph.

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GRADING SYSTEM CRITERIA	Points
Speed related accidents in Last 3 Years	
1	1
2	2
3 or more	3
Vehicular Volumes Per Day	
250 – 500 vehicles per day	1/2
500 - 1000 vehicles per day	1
1000 - 1500 vehicles per day	1 ½
1501 - 2000 vehicles per day	2
2000 - 2500 vehicles per day	1 ½
85th Percentile Vehicle Speed	
4 MPH over posted speed limit	1/2
5 MPH over posted speed limit	1
6 MPH over posted speed limit	1-1/2
7 MPH over posted speed limit	2
8 MPH over posted speed limit	2-1/2
10 MPH over posted speed limit	3

Advancing to step 4 requires the accumulation of at least 3 points based on the analyses completed during this step.

Applicants should understand that our objective grading system is critical to keeping our work and time focused on the streets where traffic conditions pose a meaningful threat to resident's safety. Adhering to this system ensures the most fair distribution of City resources.

4. Plan Development and Installation of Traffic Calming Measures

- The division staff's preferred solution will be shared with the neighborhood for a period of time to gauge support. If no significant opposition is received, the project will go into the queue for funding and installation.
- The approved calming measures are installed primarily based on the order in which they are received but may be prioritized if the street is seen as a high-risk area. **Applicants should remember that all projects are contingent on the availability of both human and material resources before installation can proceed. Speed cushion projects in particular can take a year or more for materials to become available.**

5. Post Installation Traffic Analysis

After installation a follow up study will be performed to determine the effectiveness of the calming measures. In the event that the installed calming devices do not bring the study score below 3 points transportation staff will evaluate additional measures.

The last page of this document serves as the signature sheet for the petition described in step 2.

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PETITION FOR NEIGHBORHOOD TRAFFIC MANAGEMENT

(Please make copies of this sheet as needed)

Description of area: _____

Description of request: _____

We, the undersigned property owners or tenants, do respectfully petition the City of Chattanooga, Transportation Division to conduct a traffic study for the area described above.

Applicant: _____ Phone: _____

Applicants should not circulate petitions until provided a transportation staff defined petition area map, and they have contacted their City Council representative.

Council Rep. & date of contact: _____

Date submitted to the City of Chattanooga: _____

	NAME	ADDRESS	Signature

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