

Traffic Calming Design

September 2025



Excellence in Transportation **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

Delaware Traffic Fatalities

2025 Delaware Total Fatalities as of 08/14/25								
	2025	2024				2023		
	Year-to-date	Year-to-Date		Total		Year-to-Date		Total
Fatalities	59	81	↓	-27%	130	88		137
Delaware Residents	43	67	↓	-36%	110		-37%	110
Person Types								
Vehicle Occupant	32	43	↓	-26%		62	↓	-48%
Pedestrian	15	15			34	13	↑	+15%
Bicyclist	2	3			5	2		0%
Motorcyclist	9			-44%	21	11	↓	-18%
Other Person Type	1		↓	-75%	5	0	↑	+100%
Crash Types								
Curve Related		15	↓	-40%	23	19	↓	-53%
Roadway Departure	27	30	↓	-10%	42	47	↓	-43%
Intersection	16	34	↓	-53%	48	20	↓	-20%
Wrong Turn	1	0	↑	+100%	0	7	↓	-86%
Wrong Way	2	2		0%	4	1	↑	+100%
Work Zone	4	5	↓	-20%	5	6	↓	-33%

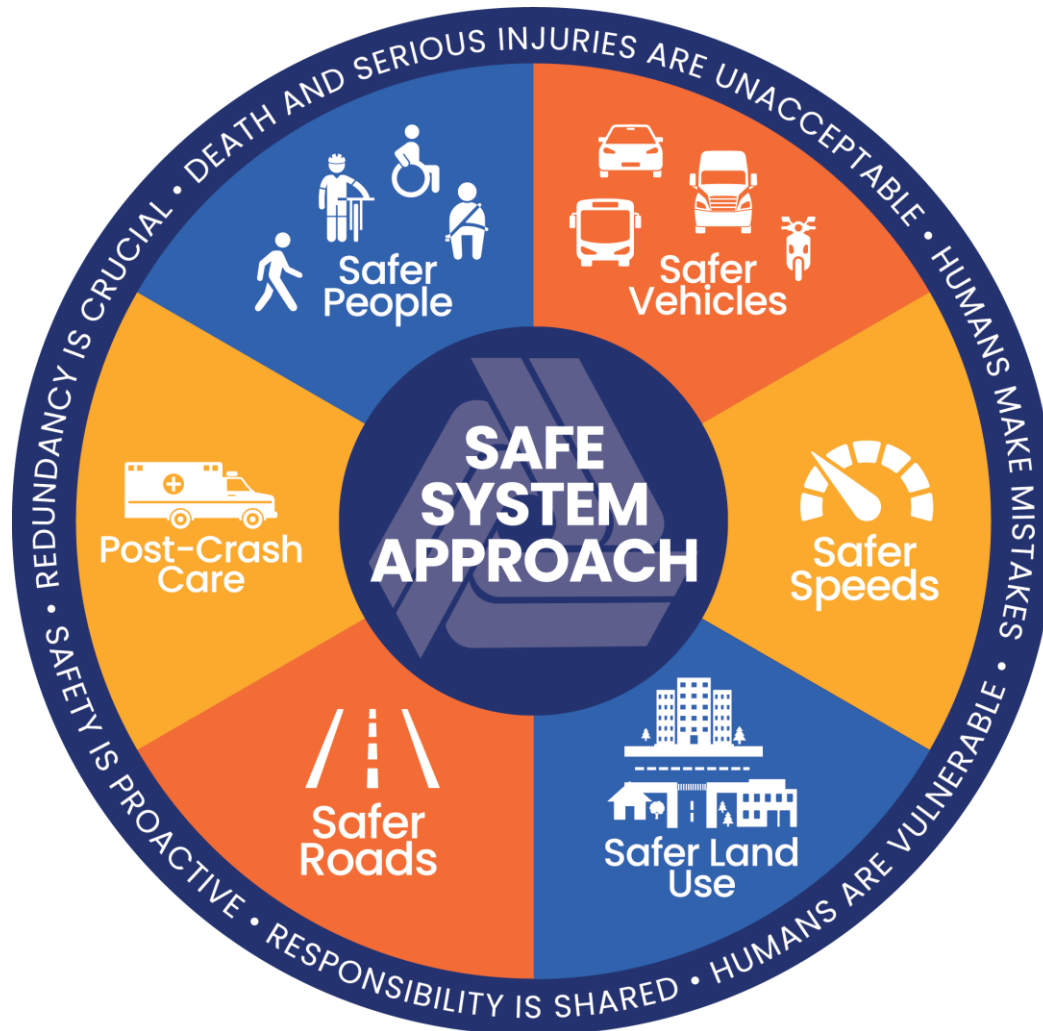
UPDATE WITH LATEST STATS BEFORE PRESENTATION

Outline

- **Safe System Approach**
- Traffic Calming Design Manual (TCDM) Updates
- Implementing Traffic Calming through the Development Coordination Process



Safe System Approach



Objectives

- Reduce the severity of conflicts between all road users
- Modify travel speeds to match roadway conditions
- Reduce impact forces so that collisions are never deadly

Safe System Approach

Traditional Approach vs. Safe System Approach

PREVENT CRASHES	→	PREVENT DEATH AND SERIOUS INJURIES
IMPROVE HUMAN BEHAVIOR	→	DESIGN FOR HUMAN MISTAKES/LIMITATIONS
CONTROL SPEEDING	→	REDUCE SYSTEM KINETIC ENERGY
INDIVIDUALS ARE RESPONSIBLE	→	SHARE RESPONSIBILITY
REACT BASED ON CRASH HISTORY	→	PROACTIVELY IDENTIFY AND ADDRESS RISKS

Safe System Approach

Safer Road Users

Addresses every mode of transportation

Safer Vehicles

Utilizes safety measures that incorporates the latest technology

Safer Speeds

Higher speeds increase crash severity; reducing speeds can accommodate human injury tolerances

Safer Roads

Designing to accommodate human mistakes and injury tolerances can reduce the severity of a crash

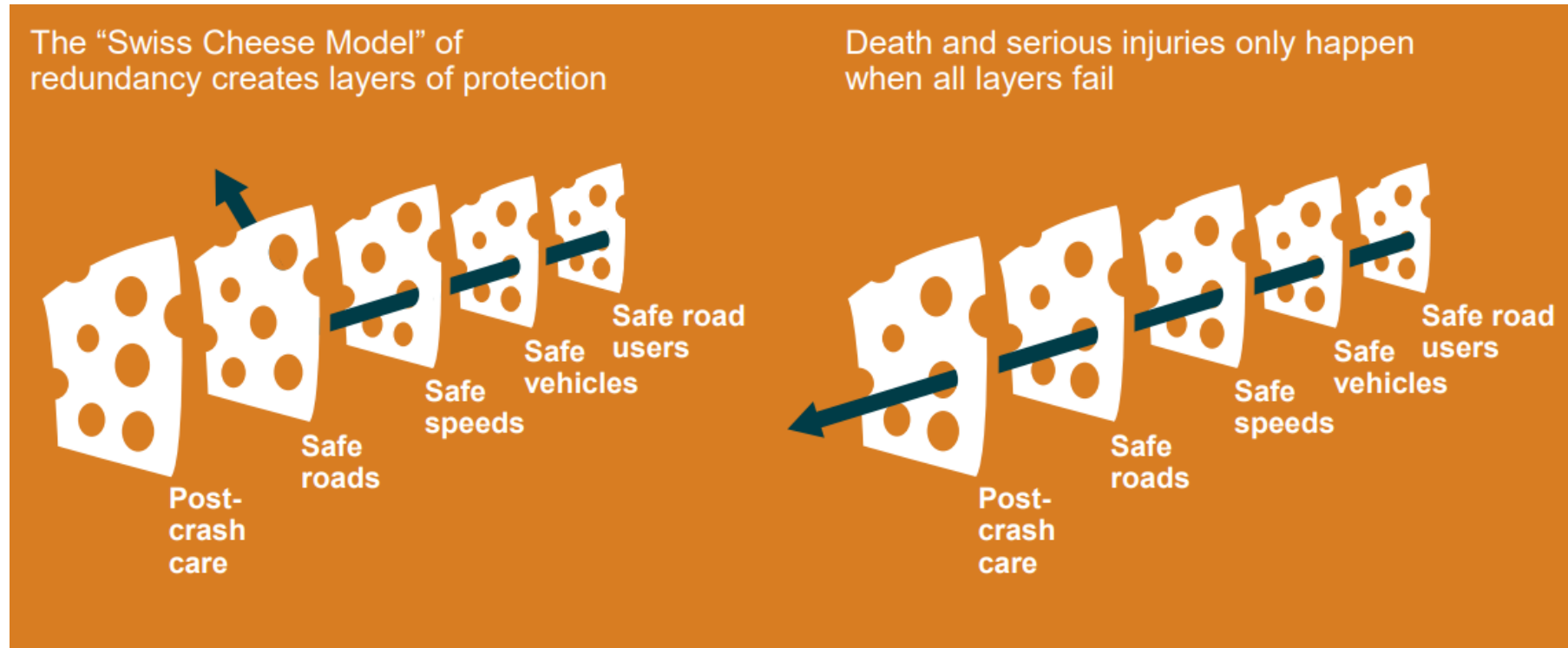
Safer Land Use

Reducing distances between destinations minimizes crash potential by making walking, biking, and transit safer and a viable alternative to driving

Post-Crash Care

First responders, medical care, crash investigation, incident management, and justice

Safe System Approach



Outline

- Safe System Approach
- **Traffic Calming Design Manual (TCDM) Updates**
- Implementing Traffic Calming through the Development Coordination Process



What is Traffic Calming?

*"The primary purpose of traffic calming is to **support the livability and vitality of residential and commercial areas** through improvements in **non-motorist safety, mobility, and comfort**. These objectives are typically achieved by **reducing vehicle speeds or volumes on a single street or a street network**.*

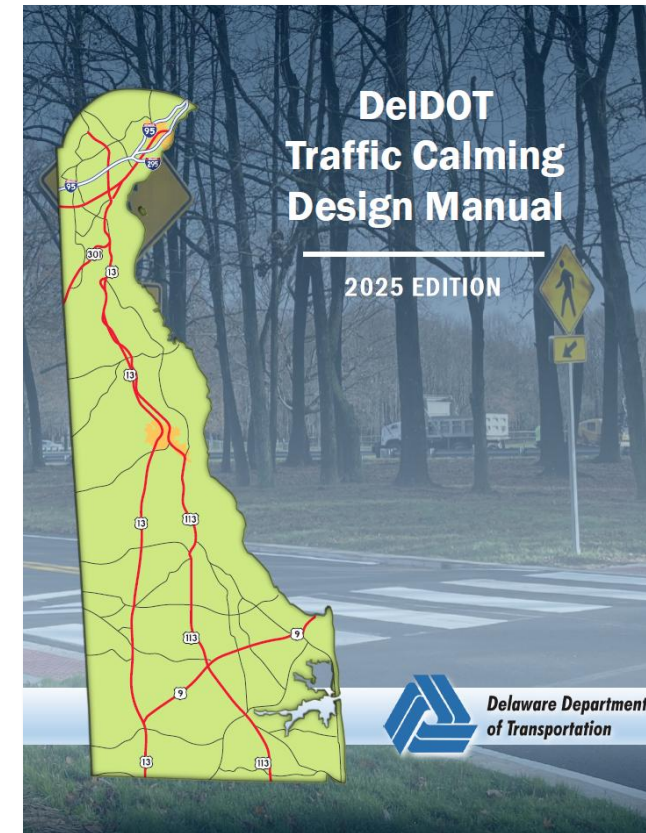
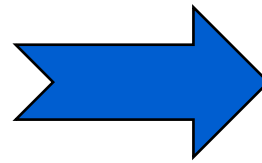
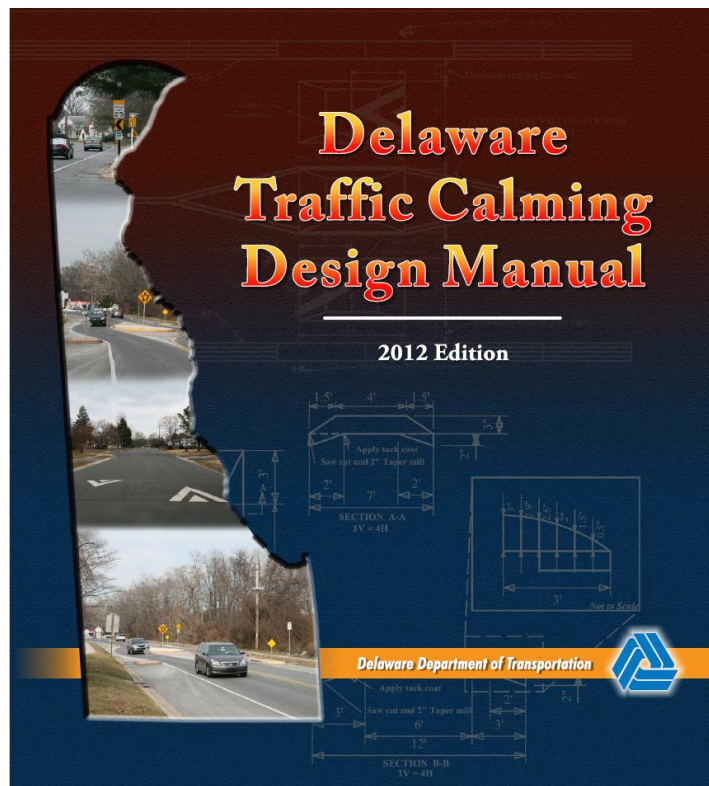
Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects."

- FHWA Traffic Calming ePrimer



Traffic Calming Design Manual

- The latest version of the TCDM was adopted in April 2025



DeIDOT Traffic Calming

- The TCDM was developed to:
 - Provide administrative procedures needed to evaluate and implement traffic calming measures
 - Provide guidance on applications for traffic calming
 - Provide guidance on geometric design, signing, and pavement marking related to traffic calming measures
- Often used to retrofit existing roadways
- Goal for new developments/redevelopments
 - Achieve traffic calming objectives from the start

"In new developments, developers may choose to incorporate traffic calming measures into the design of their projects, or traffic calming measures may be requested by DeIDOT, through the review and approval process." – DeIDOT TCDM

Table of Contents

TABLE OF CONTENTS

CHAPTER 1	1
1A. Introduction	1
1A.1 Purpose	2
1A.2 Relationship to Other Traffic Calming Measures	2
1A.3 Project Approval	3
1B. Preparation and Revisions to the Manual	3
1B.2 DelDOT Traffic Calming Experience	4
1C. Traffic Calming Design Manual Updates	5
CHAPTER 2	9
2A. Project Development Process	9
2A.1 Project Initiation	10
2A.1.1 Optional Community Meeting	10
2A.2 Project Classification	11
2B. Minor Project Procedure	12
2B.1 Project Scoping	12
2B.2 Project Approval	12
CHAPTER 3	24
3A. Lateral Shift	25
3B. Chicane	29
3C. Realigned Intersection	33
3D. Neighborhood Traffic Calming	37
3E. Corner Extension	42
3F. Choker	46
3G. Median Island	50
3H. Partial Closure	54
3I. Road Diet (Roadway Reconfiguration)	58
3J. Diagonal Diverters	60
3K. Intersection Barriers	64
3L. Forced Turn Islands	68
CHAPTER 4	71
4A. Speed Hump	73
4B. Speed Cushion	77
4C. Speed Table / Raised Intersection	82
4D. Raised Intersection	86
CHAPTER 5	90
5A. Yard Signs	91
5B. Advance Warning Signs	93
5C. Speed Limit Signs	95
5D. Other Traffic Calming Measures	97
5E. Other Traffic Calming Measures	99
5F. Other Traffic Calming Measures	100
APPENDIX A REFERENCES	A-i
APPENDIX B FREQUENTLY ASKED QUESTIONS	B-i
APPENDIX C COST ESTIMATES	C-i



2G. Project Funding	21
2G.1 Funding Sources	21
2G.2 Priority Rating	22
2H. Project Monitoring	22
2I. Project Maintenance	22
2J. Modification or Removal	23
CHAPTER 3	24
3A. Lateral Shift	25
3B. Chicane	29
3C. Realigned Intersection	33
3D. Neighborhood Traffic Calming	37
3E. Corner Extension	42
3F. Choker	46
3G. Median Island	50
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4A. Speed Hump	73
4B. Speed Cushion	77
4C. Speed Table / Raised Intersection	82
4D. Raised Intersection	86
CHAPTER 5	90
5A. Yard Signs	91
5B. Advance Warning Signs	93
5C. Speed Limit Signs	95
5D. Other Traffic Calming Measures	97
5E. Other Traffic Calming Measures	99
5F. Other Traffic Calming Measures	100
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APPENDIX B FREQUENTLY ASKED QUESTIONS	B-i
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Traffic Calming Measures

**Horizontal
Measures**

**Vertical
Measures**



Horizontal Traffic Calming Measures

Lateral Shift



Source: ITE Traffic Calming State of the Practice, August 1999

Chicane



Realigned Intersection



Traffic Circle & Mini-Roundabout



Horizontal Traffic Calming Measures

Choker



Median Island



Corner Extension /
Bulbout



Partial Closure



Horizontal Traffic Calming Measures

Diagonal Diverters



Source: ITE Traffic Calming State of the Practice, August 1999

Intersection Barriers



Source: ITE Traffic Calming State of the Practice, August 1999

Road Diet / Roadway Reconfiguration



Forced Turn Islands



Source: ITE Traffic Calming State of the Practice, August 1999

Traffic Calming Measures

**Horizontal
Measures**

**Vertical
Measures**



Vertical Traffic Calming Measures

Goal: Design roadways so these devices are not necessary

Speed Humps



Speed Cushions

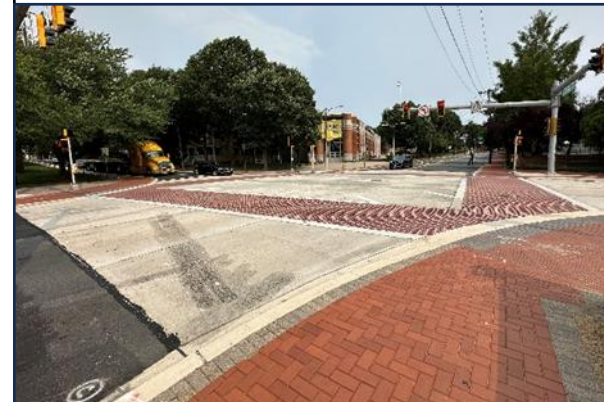


Source: City of Alameda Traffic Calming Toolbox, February 18, 2003

Speed Tables & Raised Crosswalks



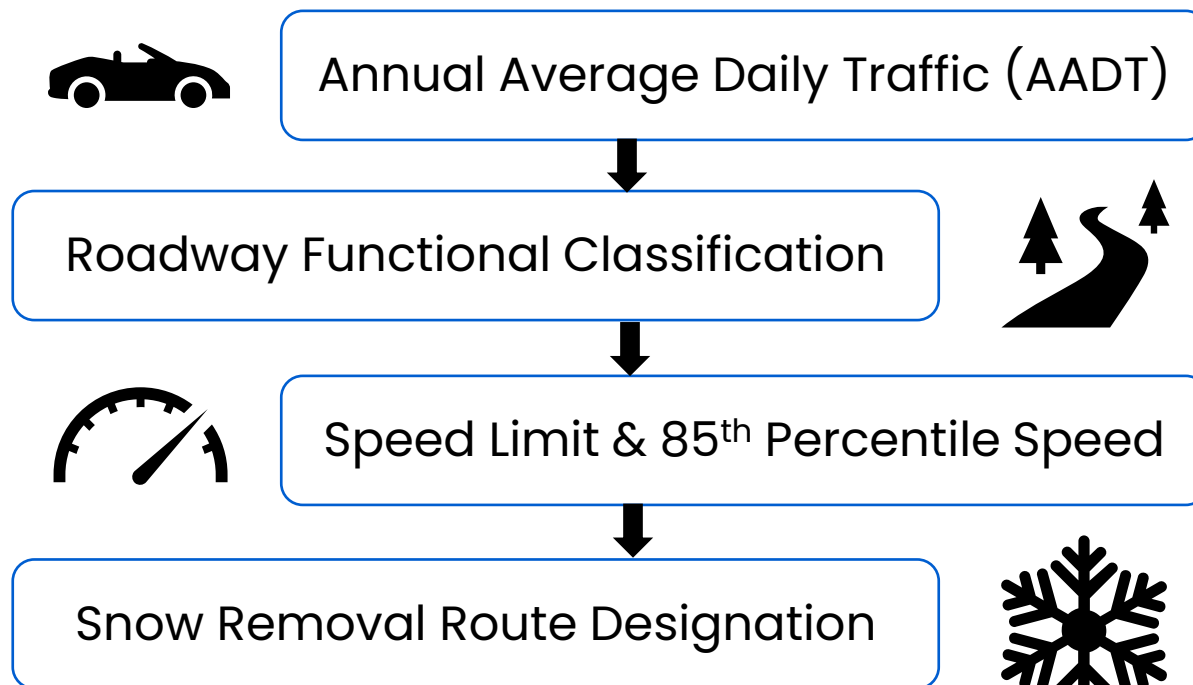
Raised Intersections



NEW

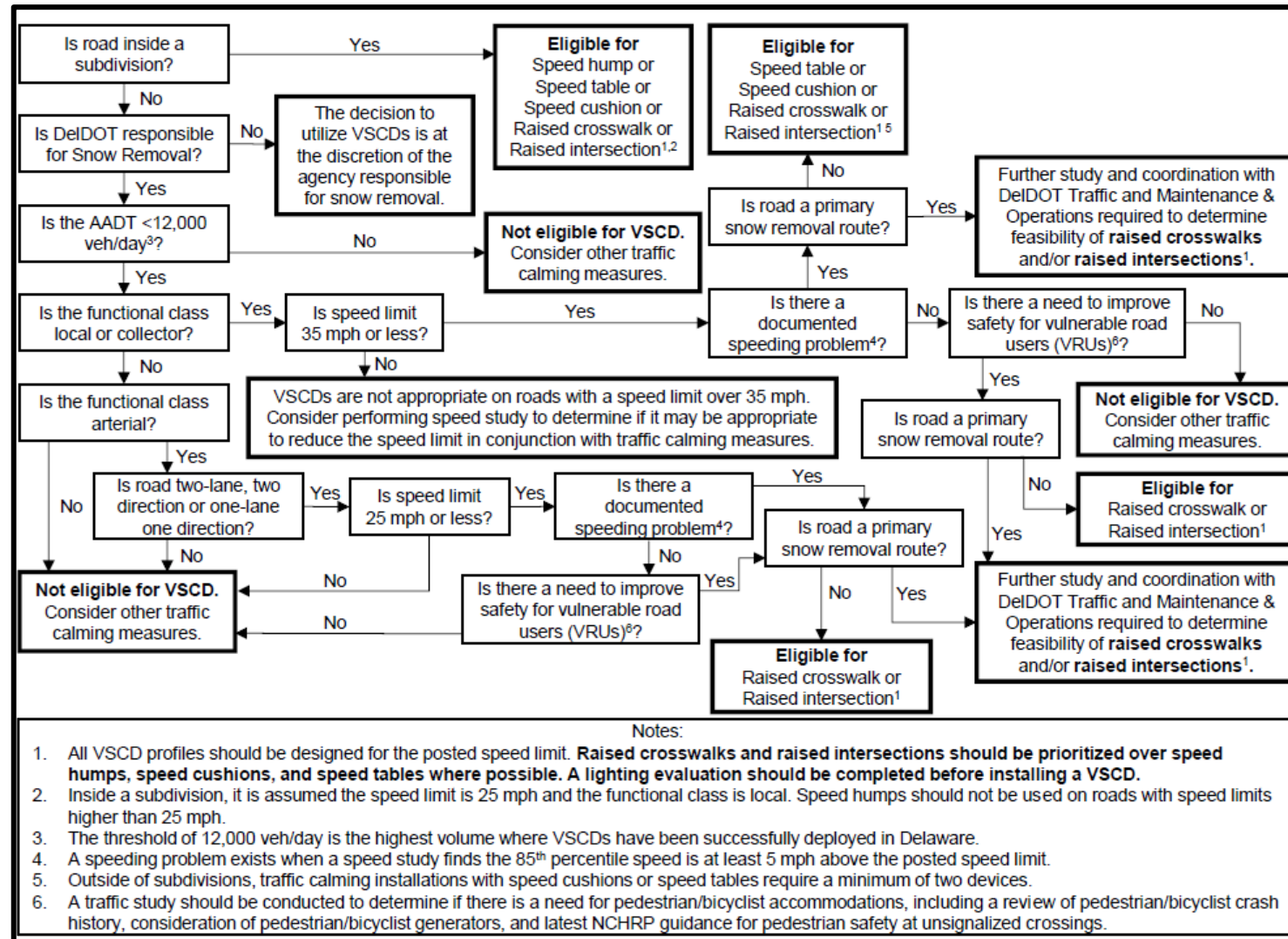
Eligibility for Vertical Measures

New flowchart procedure to determine eligibility based on....



NEW

Vertical Speed Control Devices (VSCDs) Flowchart



Outline

- Safe System Approach
- Traffic Calming Design Manual (TCDM) Updates
- **Implementing Traffic Calming through the Development Coordination Process**



Where else have we seen Traffic Calming before?

- DelDOT Development Coordination Manual (DCM)

3.9 TRAFFIC CALMING

Traffic calming shall be considered in the site plan development. The applicant's engineer shall identify areas where higher traffic speeds and volumes are expected and shall include appropriate traffic calming design elements.

DelDOT's Traffic Calming Design Manual (TCDM) provides detailed guidance regarding the appropriate use, design, signing and marking of traffic calming measures that have been evaluated by DelDOT and are preferred for use.



Implementing Traffic Calming through the Development Coordination Process

- Curb speeding **before** it's a problem
- Switch from reactive to proactive
- Design for low-speeds, creating safer and more livable communities
- Quick wins for developments:
 - Design narrower roadways
 - Curvilinear instead of long tangent sections
 - Reduce the number of intersections
 - Cul-de-sacs
 - Minimum/variable setbacks
 - Replace four-way intersections with roundabouts
 - Redesign roadways leading up to the development entrances for reduced speeds
 - If long tangent sections cannot be avoided, incorporate traffic calming devices



Example



So....Why should we implement Traffic Calming in our plans?

- Traffic calming and speed management can:
 - Improve safety and walkability/bikeability
- Improved safety and walkability/bikeability can:
 - Increase desirability and potentially property values
- Designs with fewer intersections can:
 - Mean more lots, less impervious area, and lower costs







THANK YOU!



<https://linktr.ee/delawaredot>