

**South Salt Lake City**  
**Traffic Calming Program**



Traffic Safety Committee

*Last updated: 8/19/2025*

## 1. Introduction

a) In response to public concerns and feedback about speeding problems in neighborhoods, and requests to implement Traffic Calming Devices or other speed reduction programs, the South Salt Lake Traffic Safety Committee has studied several different physical devices, information/education methods and the programs of other jurisdictions to address the complaints. Some of the devices and methods are as follows:

### i. Non-Physical and Information/Education Methods

- (1) Increased Enforcement
- (2) Pavement Marking
- (3) Signage

### ii. Physical Devices

- (1) Speed Pillows
- (2) Street Narrowing
- (3) Traffic Bulb-Outs

It is necessary for each neighborhood requesting a traffic calming program to try non-physical measures first before a commitment to physical traffic calming features will be considered. This could include the use of speed trailers, increased speed enforcement, and nonphysical measures.

b) It is apparent that communities approach traffic calming in different ways. Some communities use only speed pillows/humps, some use traffic circles, some use a combination of devices and others do nothing at all. South Salt Lake City's program will involve resident feedback, speed studies, a scoring rubric, and will consider several different devices and methods to combat the speeding problems in our local neighborhoods.

c) If physical devices are chosen as the method of traffic calming, the installation of these physical devices will be per nationally published information by the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), state transportation officials, and other local transportation officials. In keeping with the general recommendation of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration, uniformity aids in the recognition and understanding of traffic control devices. Strict adherence to the standards and guidelines outlined in this program and the MUTCD will help ensure that the physical devices installed will be equally recognizable and require the same action on the part of the traveling public regardless of where in the City it is encountered.

d) Stop signs and multi-way stop signs should not be used to control speed or reduce traffic volumes. Their installation must meet specific warrants, such as managing right-of-way, addressing crash patterns, or accommodating limited sight distance and school crossings. Studies show they are ineffective for speed control and should not be installed solely due to public pressure.

e) For the purposes of the traffic calming program, an "affected neighborhood" shall be defined by the traffic safety committee based on the specifics of each neighborhood complaint and the traffic calming devices proposed. Generally, for local streets, the "affected neighborhood" will be residents along that street or those who must travel on it from a dead end. For collector streets, the affected neighborhood will generally be larger.

## 2. Qualifications for Traffic Calming Plan Development

a) To be eligible for the development of a physical traffic calming plan, the road or street segment must meet the following qualifications:

i. It must be classified as a local road or street as defined in the [Mobility Plan](#). Collector roads may be eligible but the options for physical devices are more limited. Freeway, frontage roads, arterial roads, and other state-owned roads are not eligible.

ii. The total number of units in the neighborhood or subdivision must be at least 50% occupied.

iii. A traffic safety study (see below) must score at least 40 points based on the following scoring chart. A waiver of the Traffic Study may be granted by the South Salt Lake Traffic Safety Committee if **80% of the property owners in the "affected neighborhood"** request, via petition, that a traffic calming plan be developed. Such a waiver would receive the lowest priority for funding.

iv. It must meet the design criteria for the construction of the traffic calming device.

b) Road or Street segments that do not meet these qualifications cannot be considered for the development of a physical Traffic Calming Plan. The Traffic Safety Committee will assist with educational and enforcement methods of reducing speed or volume to the best of their ability.

## Scoring Chart

Criteria	Points	Basis for Points Assignment
Speed	0 to 30	For local streets, two (2) points are given for every mph that the 85th percentile is over 20 mph. For collectors, two (2) points are given for every mph that the 85th percentile is over 30 mph.
Volume	0 to 10	One (1) point is given for every 100 vehicles over the expected volume created by the homes located on the street of interest. Expected volume will be based on 10 trips per residential dwelling unit.
Sidewalks	0 to 10	Zero (0) points assigned if sidewalks are on both sides of the road segment. Five (5) points assigned for a sidewalk on one side. Ten (10) points assigned for no sidewalks along the road segment.
Crash History	0 to 30	Points for each crash recorded in the past 5 years: 2 pt for property damage only, 4 pt for possible injury, 6 pts for non-incapacitating injury, 10 pts for incapacitating, 15 pts for fatality.
Youth Facilities	0 to 20	10 points if there is a youth facility within the affected neighborhood, 10 points if the project area is a designated safe route to school.
Other Community Facilities	0 to 10	5 points are awarded for each community facility in the affected neighborhood, such as a library, park, community center, etc. up to a max of 10 points.
Total Points	110	

### 3. Application Process

a) South Salt Lake City's Traffic Safety Committee will collect existing Traffic Data on City Roads and Streets when requested in writing to the Streets Department, Engineering Department or any member of the Traffic Safety Committee, or as requested by the South Salt Lake City Council, Mayor, or a city department head. The written request should identify a contact person, their address, email and phone number.

b) Upon receipt of a qualifying written request to develop a traffic calming plan, the Committee will study the road or street segment(s) to determine if the location meets the qualifications for physical traffic calming devices. Results of the study will be forwarded to the contact person.

c) If the complaint meets the minimum criteria, a non-physical traffic calming element will be initiated. After evaluation of the non-physical measures, another evaluation will be conducted of the "affected neighborhood". If the criteria in section 2 are still being exceeded, the area will be considered for physical traffic calming measures.

d) Due to limited funding, projects considered for physical traffic calming will be ranked in priority according to the table in section 2.

e) As top priority projects are being designed, the Traffic Safety Committee will perform outreach within the affected neighborhood to gauge support for the project and/or to inform the final design of the installation. The Traffic Safety Committee will then prepare preliminary drawings of the proposed installation.

#### **4. Traffic Calming Project Selection**

a) Proposed traffic calming projects which meet the qualifications but are not selected because of budget constraints will remain on the list for consideration the following year.

#### **5. Project Evaluation**

a) After implementation, the Traffic Safety Committee will evaluate the effects of the project with a follow-up traffic study, and an evaluation of any complaints and/or compliments received. If any unacceptable impacts are identified, corrective measures will be considered.

b) The traffic calming devices can be recommended for removal if the City Engineer determines that they are unsafe or if they have created a negative impact that cannot be corrected.