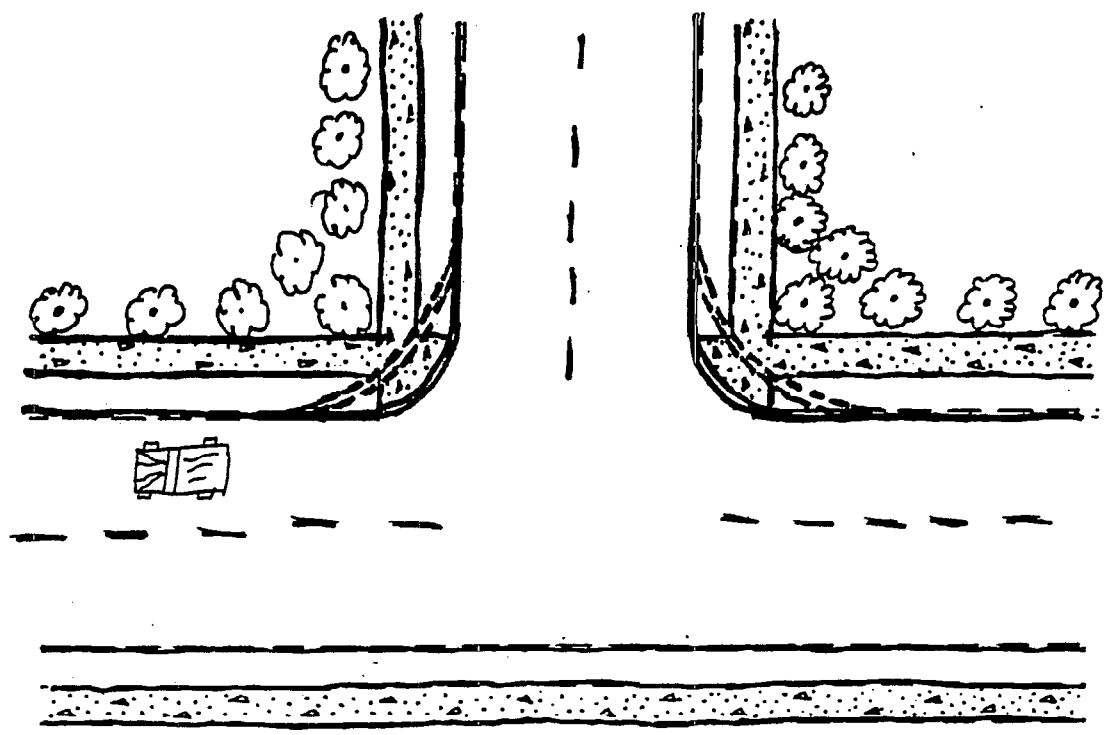


Curb Radius Reduction

Definition: The reduction of an existing curb radius at an intersection can slow motorists who do not stop completely to execute a turn.



Advantages

- Shortens the pedestrian crossing distance.
- Improves visibility between pedestrians and motorists.
- Reduces the speed at which motorists can turn.

Disadvantages

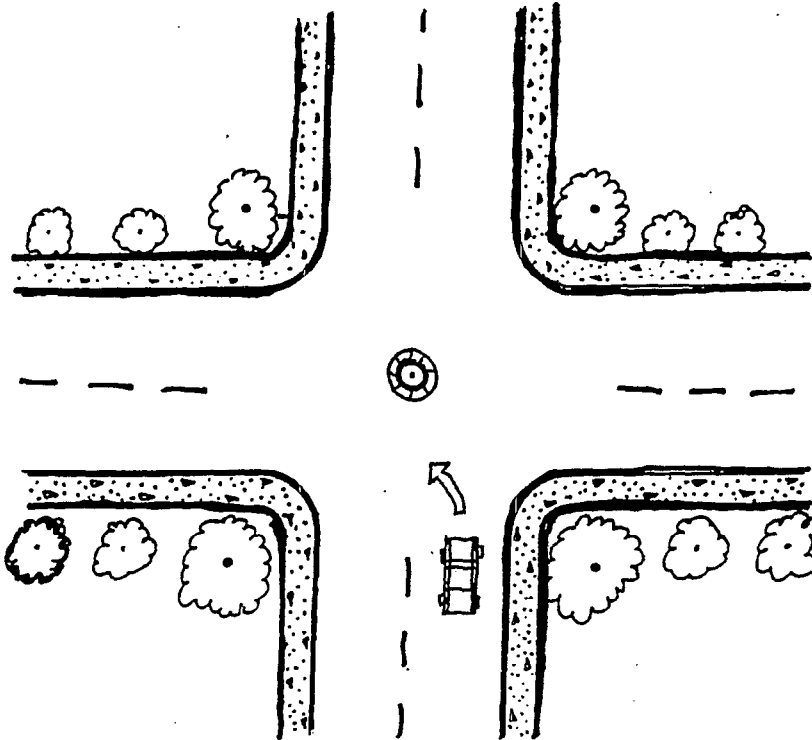
- Difficult for trucks to enter roadway.
- May be perceived as inconvenience by some neighbors and an unwarranted restriction by the general public.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Possible	No	No Effect	No Effect	Low to Medium	Possible Problems	

Traffic Circles

Definition: Traffic circles are raised islands constructed at intersections of residential streets. They cause motorists to decrease speed in order to maneuver around the circle.



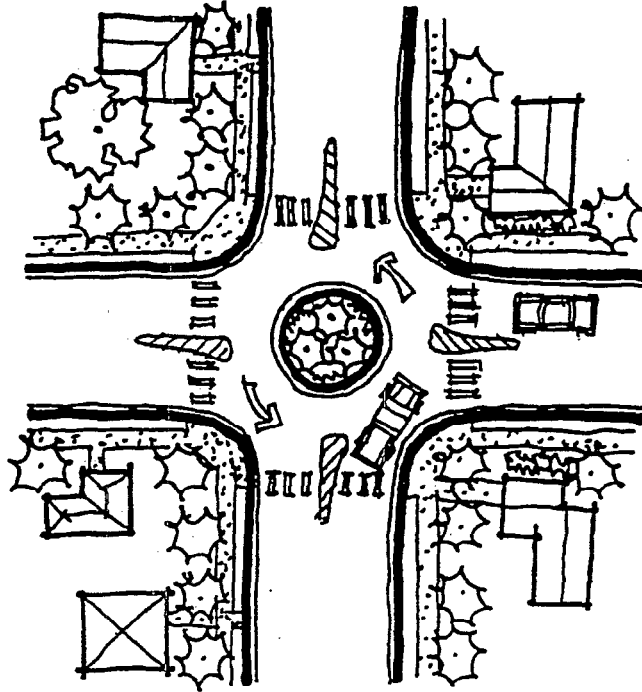
Advantages	Disadvantages
<ul style="list-style-type: none"> • Reduces speed at intersection approach • Provides space for landscaping. • Cheaper to maintain than a traffic signal • Does not restrict movements, but makes them more difficult 	<ul style="list-style-type: none"> • May require additional signage. • Initial safety issues as drivers adjust. • Maintenance responsibility if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Yes	Yes	Possible	No Effect	Small Increase	Low to Medium	Possible Problems	

Roundabouts

Definition: Roundabouts are raised circular areas (similar to medians) placed at intersections. Drivers travel in a counter-clockwise direction around the circle. Modern roundabouts are "yield upon entry," meaning that cars in the circle have the right of way and cars entering the circle must wait to do so until the path is clear.



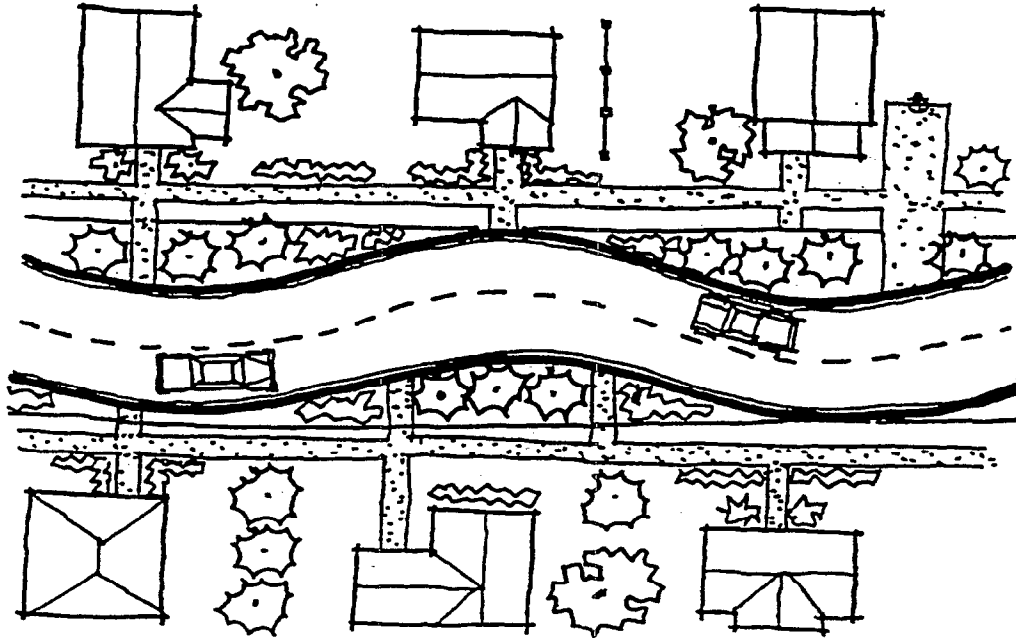
Advantages	Disadvantages
<ul style="list-style-type: none"> • Reduces crashes by 50 to 90 percent when compared to 2-way, 4-way stop signs and traffic signals by reducing the number of conflict points at intersections. • Reduces speed at intersection approach. • Longer speed reduction influence zones. • Provides space for landscaping. • Cheaper to maintain than a traffic signal. • Effective at multi-leg intersections. • Provides equal access to intersections for all drivers. • Provides a good environment for cyclists. • Does not restrict movements, but makes them more difficult. 	<ul style="list-style-type: none"> • May be restrictive for larger vehicles if designed to a low speed. Providing a mountable apron minimizes this limitation. • May require additional lighting and signage. • If left turns by large vehicles are to be accommodated then right of way may have to be purchased. • Initial safety issues as drivers adjust. • May increase volumes on adjacent streets. • Maintenance responsibility if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Yes	Yes at Intersection	Possible	No Effect	Small Increase	High	Possible Problems	-----

Deviation/Chicanes

Definition: Mainline deviations to deter the path of travel so that the street is not a straight line (by the installation of offset curb extensions).



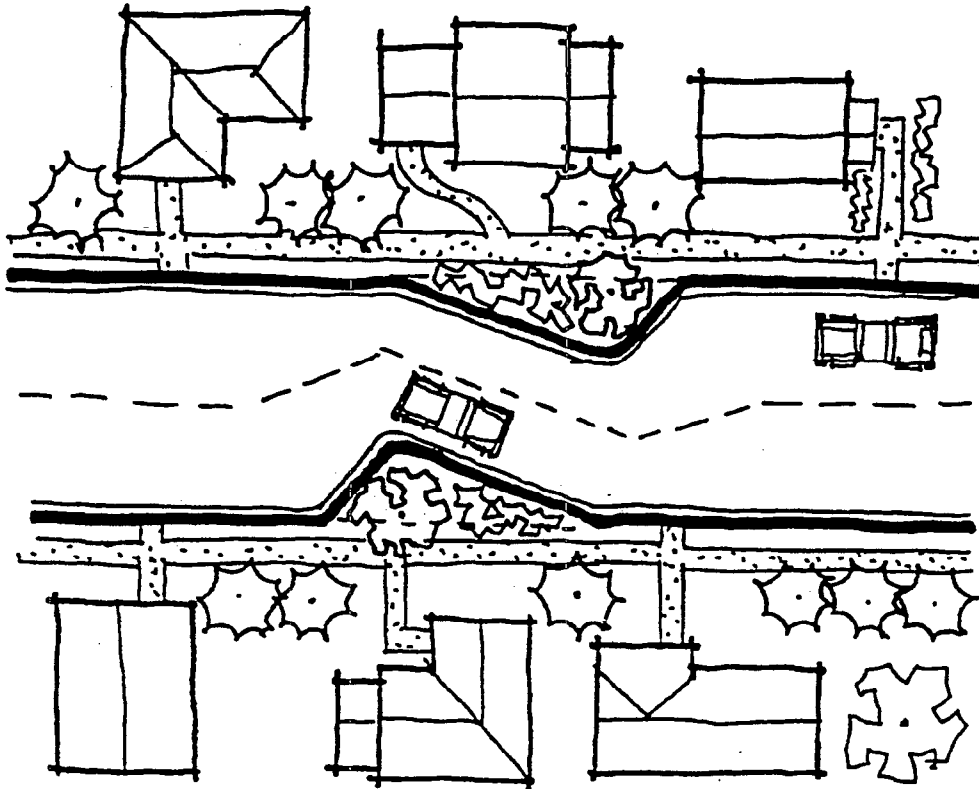
Advantages	Disadvantages
<ul style="list-style-type: none"> • Imposes minimal inconveniences to local traffic. • Pedestrians have a reduced crossing distance. • Provides large area for landscaping. • Provides a greater visual obstruction. • Cost of device is limited by length. • A very effective method of changing the initial impression of the street. If done correctly drivers will not be able to see through. Appears as a road closure yet allows through movement. • Accepted by public as speed control device. • Aesthetically pleasing. • Reduces speed without significantly impacting emergency response. 	<ul style="list-style-type: none"> • Increases the area of landscaping to be maintained by residents. • Cost is greater than many other devices, therefore better to be installed in conjunction with street reconstruction or initial design. • May create opportunities for head-on conflicts on narrow streets.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Possible	Small Increase	Small Increase	Medium to High	Possible Problems	-----

Angled Slow Point(s)

Definition: Angled deviations to deter the path of travel so that the street is not a straight line (by the installation of offset curb extensions). May be used in a single lane or double lane application, double lane application shown below.



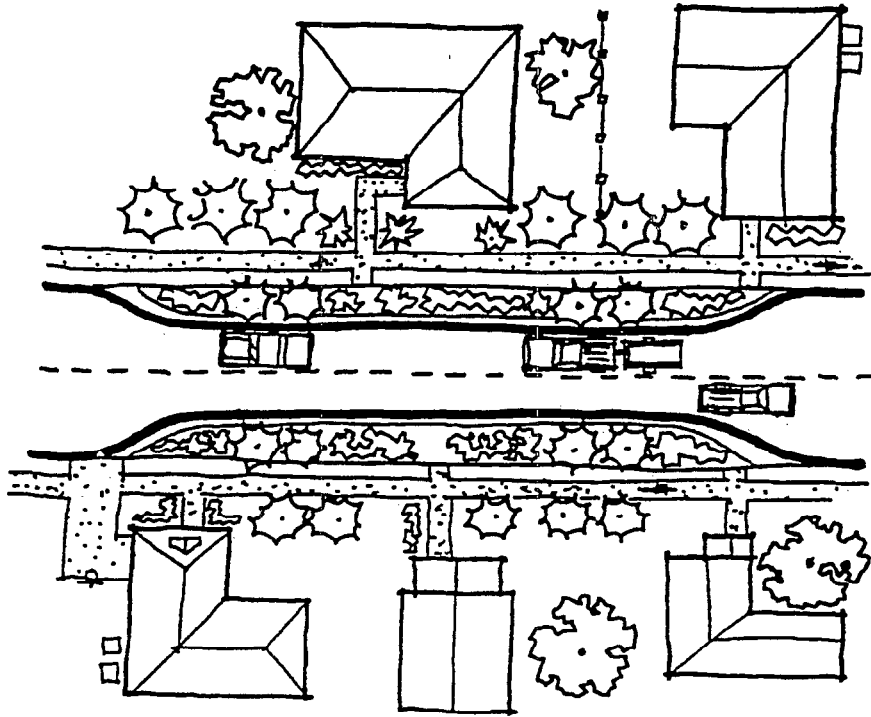
Advantages	Disadvantages
<ul style="list-style-type: none"> • Reduces vehicle speed. • More effective when used in a series. • Imposes minimal inconveniences to local traffic. • Pedestrians have a reduced crossing distance. • Provides space for landscaping. • Provides a visual obstruction. 	<ul style="list-style-type: none"> • Landscaping needs to be controlled to ensure visibility is reduced. • Contrary to driver expectation of unobstructed flow. • Can be hazardous for drivers and cyclists if not designed and maintained properly. • Confrontation between opposing drivers arriving simultaneously may create problems. • Double lane application is less effective in controlling speeds than single lane because drivers can create a straighter through movement by driving over centerline. • Increases area of landscaping to be maintained by residents.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Possible	Small Increase	Small Increase	Medium to High	Possible Problems	----

Lane Narrowing

Definition: Street physically narrowed to expand sidewalks and landscaped areas; possibly adding medians, on street parking, etc. (Similar to Neckdowns but used at mid-block).



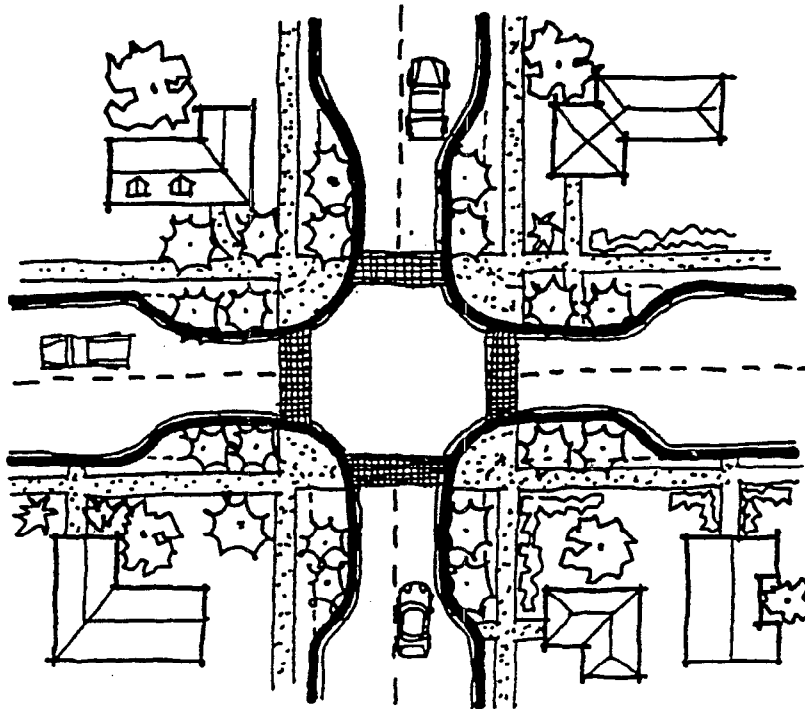
Advantages	Disadvantages
<ul style="list-style-type: none"> • Minor inconveniences to drivers. • Minimal inconveniences to local traffic. • Good for pedestrians due to shorter crossing distance. • Provides space for landscaping. • Slows traffic without seriously affecting emergency response time. • Effective when used in a series. • Single lane narrowing reduces vehicle speed and through traffic. 	<ul style="list-style-type: none"> • Double lane narrowing not very effective at reducing speeds or diverting through traffic. • Only partially effective as a visual obstruction. • Unfriendly to cyclists unless designed to accommodate them. • Conflict between opposing drivers arriving simultaneously could create problems.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Possible	Small Increase	Small Increase	Medium to High	No Effect	-----

Neckdown(s)

Definition: Physical curb reduction of road width at intersections. Similar to lane narrowing but used at intersection(s). Widening of street corners at intersections to discourage cut-through traffic and to help define neighborhoods.



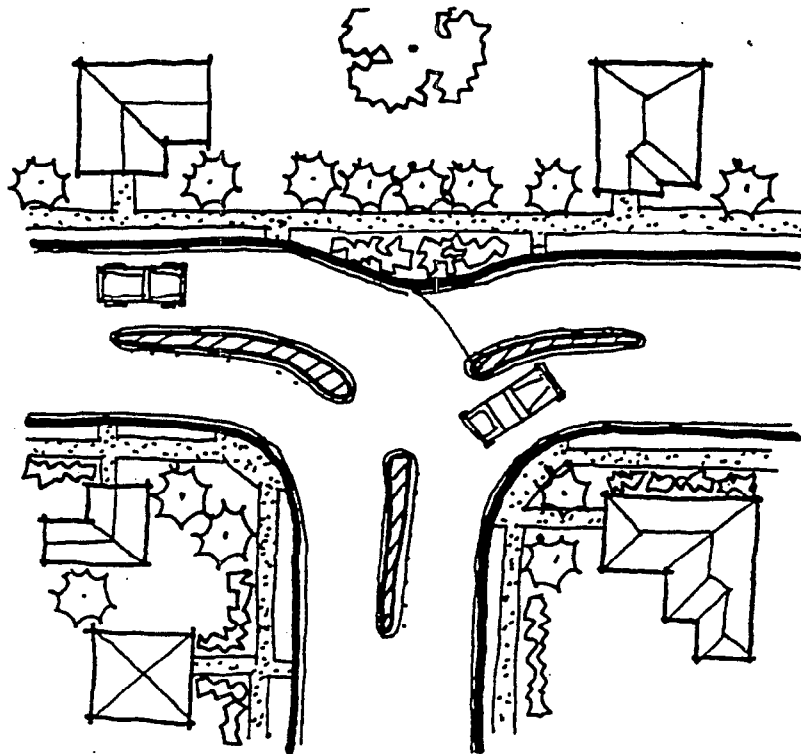
Advantages	Disadvantages
<ul style="list-style-type: none"> • May be aesthetically pleasing, if landscaped. • Good for pedestrian due to shorter crossing distance. • Can be used in multiple applications or on a single segment of roadway. 	<ul style="list-style-type: none"> • Unfriendly to cyclists unless designed to accommodate them. • Landscaping may cause sight line problems. • Increased maintenance if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Possible	Small Increase	Small Increase	Medium to High	No Effect	-----

Modified Intersection

Definition: Channelization or raised islands are used to modify intersection.



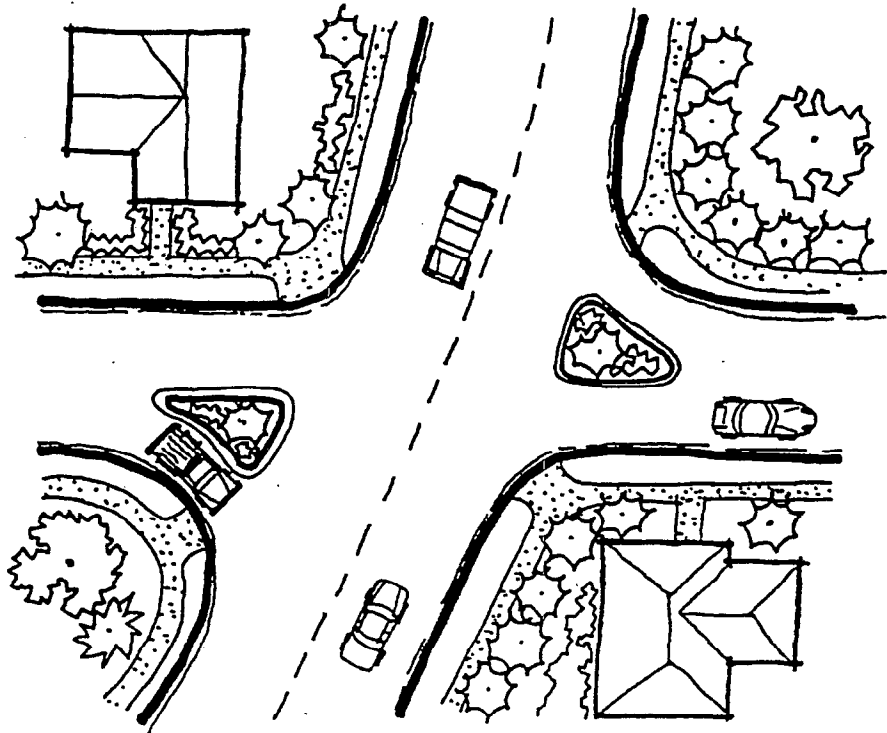
Advantages	Disadvantages
<ul style="list-style-type: none"> • Reduces vehicle speed. • Reduces through traffic along top of tee. • Necessary to enforce changes in priority from one street to another. • May provide space for landscaping. 	<ul style="list-style-type: none"> • Can cause confusion regarding priority movements. • Increased maintenance if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Yes	Yes	Possible	Small Increase	Small Increase	Medium to High	Possible Problems	-----

Forced Turn Barriers/Diverters

Definition: Small traffic islands installed at intersections to channel turning movements.



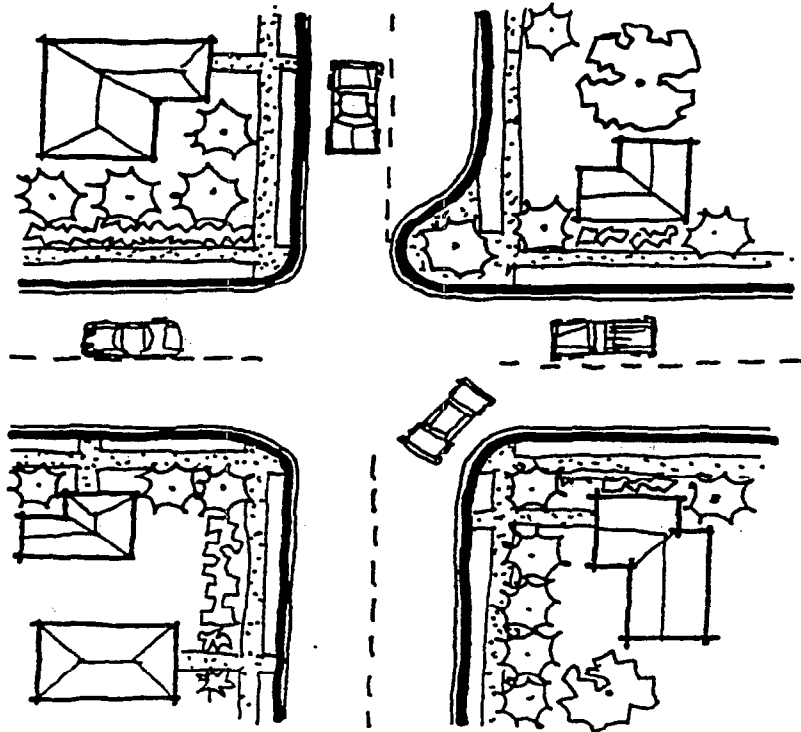
Advantages	Disadvantages
<ul style="list-style-type: none"> • Changes driving patterns. • May reduce cut through traffic. • May be attractive if landscaped. 	<ul style="list-style-type: none"> • May increase trip length for some drivers. • Can be aesthetically unattractive if not landscaped. • May increase response times for emergency vehicles. • Maintenance responsibility if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Possible	Yes	Small Increase	Small Increase	Low to Medium	Possible Problems	-----

Partial Street Closure

Definition: Physical blockage of one direction of traffic on a two way street. The open lane of traffic is signed "One way", and traffic from the blocked lane is not allowed to go around the barrier through the open lane.



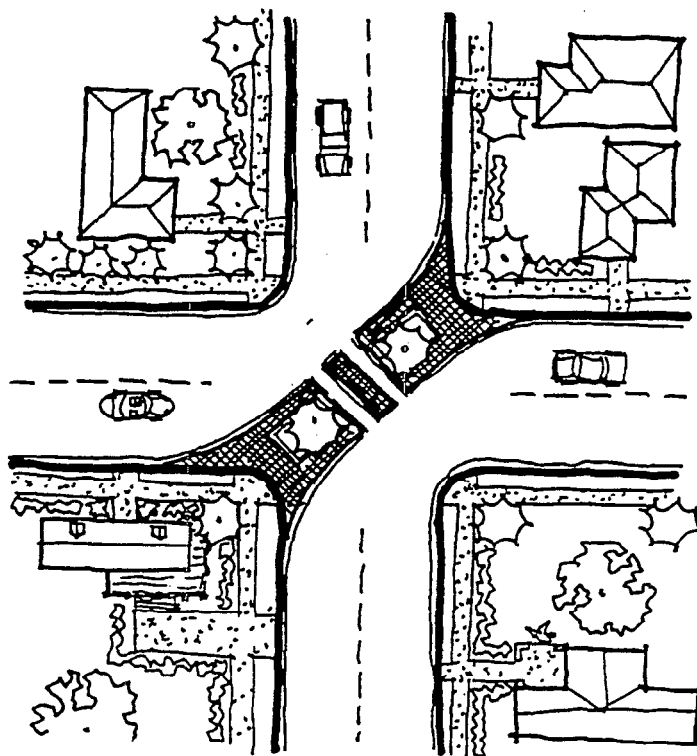
Advantages	Disadvantages
<ul style="list-style-type: none"> • Reduces through traffic in one direction and possibly in the other. • Allows two way traffic in the remainder of the street. • Good for pedestrians due to shorter crossing distance. • Provides space for landscaping. • Can be designed to provide two way access for bicycles. 	<ul style="list-style-type: none"> • Reduces access for residents. • Emergency vehicles are only partially affected as they have to drive around partial closure with care. • Compliance with semi-diverters is not 100%. • May increase trip length for some residents. • Maintenance responsibility if landscaped.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Yes	Possible	Yes	Small Increase	Small Increase	Low to Medium	No Effect	-----

Traversable Barriers

Definition: A barrier placed across any portion of a street that is traversable by bikes, pedestrians, in-line skaters, and emergency vehicles, but not by motor vehicles.



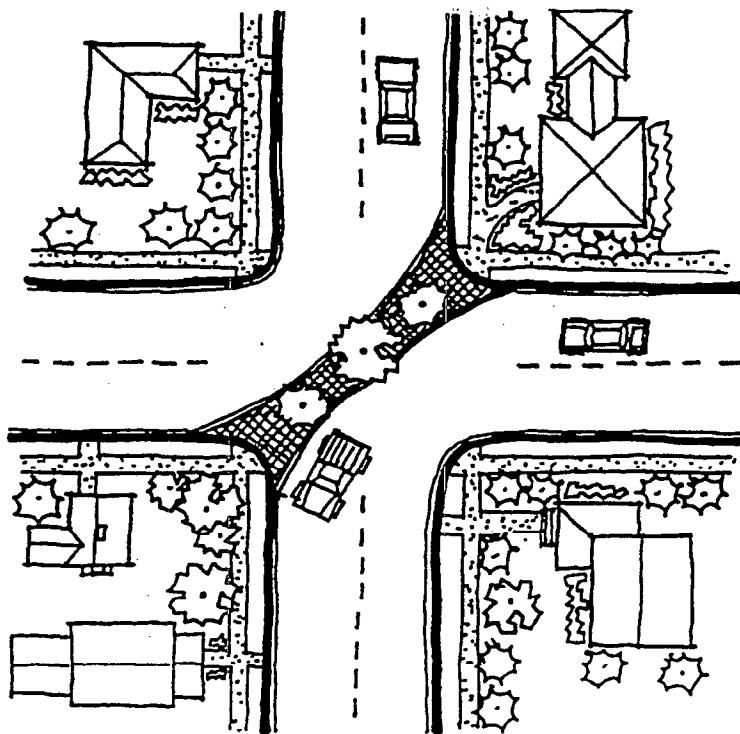
Advantages	Disadvantages
<ul style="list-style-type: none"> Reduces or eliminates cut through traffic. 	<ul style="list-style-type: none"> May inconvenience residents gaining access to their properties. Depending on design, may be subject to violation by unauthorized vehicles. Altered traffic patterns may increase trip length.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Yes	Yes	Yes	Small Increase	Small Increase	Medium	Possible Problems	

Diagonal Road Closures

Definition: A barrier placed diagonally across a four legged intersection, interrupting traffic flow across the intersection. This type of barrier may be used to create a maze-like effect in a neighborhood.



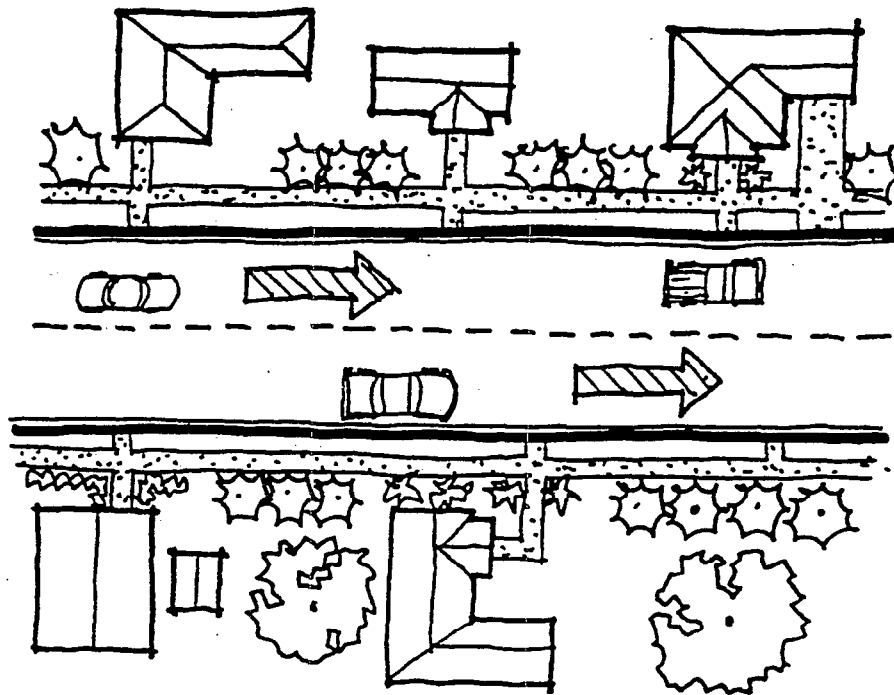
Advantages	Disadvantages
<ul style="list-style-type: none"> • Eliminates through traffic. • Provides area for landscaping. • Reduces traffic conflict points. • Increases pedestrian safety. • Can include bicycle path connection. 	<ul style="list-style-type: none"> • May inconvenience residents gaining access to their properties. • May inhibit access by emergency vehicles. • May divert through traffic to other local streets. • Altered traffic patterns may increase trip length.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Yes	Small Increase	Small Increase	Medium	Possible Problems	-----

One-Way Streets

Definition: Changing the traffic flow pattern with one way streets in areas where there is a documented high percent of cut through traffic and where alternative routes exist.



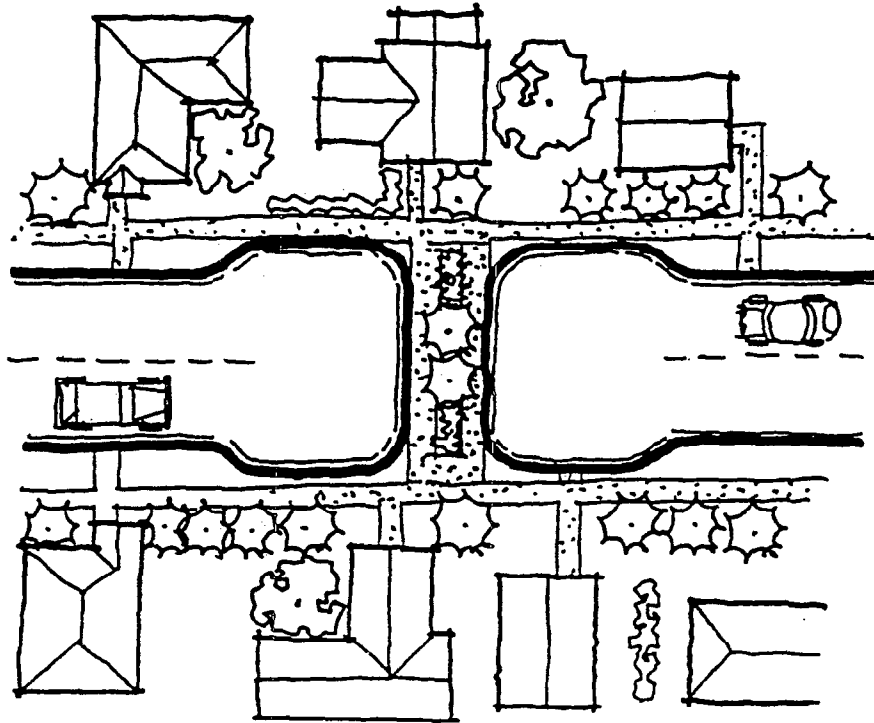
Advantages	Disadvantages
<ul style="list-style-type: none"> • Tends to be safer due to lack of friction from opposing traffic flow. • Can facilitate traffic flow through an area. • Can open up narrow streets for more resident parking. • Increases pedestrian safety. • Maintains reasonable access for emergency vehicles. • Maze effect of one-way traffic can discourage through traffic. 	<ul style="list-style-type: none"> • Can lead to increased vehicle speeds. • May result in longer trip lengths. • May increase emergency response time. • May increase volumes on other streets. • Initial safety concerns as drivers adjust.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	No	Possible	Small Increase	Small Increase	Low	Small Increase	-----

Street Closure

Definition: Street closed to motor vehicles at mid-block using planters, bollards, or barriers, etc.



Advantages	Disadvantages
<ul style="list-style-type: none"> • Eliminates through traffic. • Reduces speed of the remaining vehicles. • Improves safety for all the street users. • Pedestrian and bike access maintained. 	<ul style="list-style-type: none"> • Reduces emergency vehicle access. • Reduces access to properties for residents. • May be perceived as inconvenience by some neighbors and an unwarranted restriction by the general public. • May increase trip lengths. • May increase volumes on other streets.

Evaluation Considerations

Safety Improvement	Speed Reduction	Traffic Diversion	Fuel Consumption	Pollution	Cost Effectiveness	Emergency Services	Other
Possible	Yes	Yes	Small Increase	Small Increase	Low to Medium	Possible Problems	-----

APPENDIX C

Survey Jurisdictions

Neighborhood Traffic Management

Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverters/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
Arizona														
Mesa	V. Alan Sanderson	602/644-3123	602/644-3130	alan_sanderson@ci.mesa.az.us	•									
Phoenix	Randy Dittberner	602/534-9529	602/495-0336	rdittberner@ci.phoenix.az.us		•					•		•	
Tempe	Ed Vandergrinst	602/350-8204	602/350-8815	ed_vandergrinst@tempe.gov				•			•		•	•
Tucson	Vincent Catalano	520/791-5526	520/791-4259			•							•	•
California														
Agoura Hills	Ed Cline	818/597-7322	818/597-7352											
Bakersfield	Stephen Walker	805/326-3724	805/324-7483											
Contra Costa County	Steve Kersevan	510/313-2254	510/313-2333					•						
Cupertino	Vicki Guapo	408/777-3243	408/777-3333										•	
El Cajon	E. C. Krulikowski	619/441-1651	619/579-5254		•									
Escondido Highlands	John Kissinger, BRW			jkiss@brwmsp.com	•					•			•	
Fremont	Martin Boyle	510/494-4684	510/494-4645											
Hemel	Juan Perez	909/765-3712	909/765-2493											
Humboldt County	Don Raffaelli	707/445-7421	707/445-7409											
Inglewood	Amit Kothari	310/412-5333	310/412-5552		•									
Laguna Hills	Kenneth Rosenfield	714/707-2655	714/707-2614					•						
Lancaster	Bob Weithofer	805/723-6084	805/723-6182	bobw@qnet.com	•									
Los Angeles	Jim Sherman	213/580-1197												
Menlo Park	Don Dey	415/858-3363	415/328-7935											
Palm Desert	Mark Greenwood	760/346-0611	760/341-7098		•									
Pleasanton	Bill van Gelder	510/484-8257		pdtr@compuserve.com										
Pomona	David Nelson	909/620-2261	909/620-2269	gelderb@k.netcom.com										
Rancho Cucamonga	Akbar Rizvi	909/477-2740	909/477-2849	arizv@ci.rancho-cucamonga.ca.us										
Riverside County	Hank Mohle	909/698-1040	909/698-4509	bobh@ci.murietta.ca.us										

Neighborhood Traffic Management

Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverters/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
San Bernardino	Anwar Wagdy	909/384-5213	909/384-5155											
San Diego	Allen Holden, Jr.	619/533-3012	619/533-3131	axh@sdcity.sanmet.gov										
San Joaquin County	Sukh Chahal	209/468-3035	209/468-2989											
San Jose	James Helmer	408/277-2857	408/277-3162											
San Luis Obispo County	Richard Marshall	805/781-5280	805/781-1229	rmarshall@co.slo.ca.us										
San Luis Obispo	Deb Larson	805/781-7210	805/781-7198											
Santa Cruz County	John Presleigh	408/454-2391	408/454-2385											
Simi Valley	H. Hein	805/583-6882	805/583-6300											
Sunnyvale	Joseph Aulia	408/730-7407	408/730-7286											
Tulare County	Jim Larsen	209/733-6291	209/730-2621											
Ventura	Nazir Lalani	805/654-7881	805/641-2775	102624.1777@compuserve.com										
Westlake Village	Mark Wessel	805/653-6597	805/643-0791	mwessel@willdan.com										
Colorado														
Arvada	Bob Watts	303/431-3040												
Boulder	David Menter	303/441-3265		menterd@ci.boulder.co.us										
Greerley	Bill Andrews	970/350-9793												
Lakewood	Bob Manwaring	303/987-1984	303/987-9452											
Littleton	Jerry Maschia	303/795-4640	303/794-3201											
Connecticut														
Hartford	James Mayer	860/522-4888	860/722-6215											
West Hartford	Steven Weitz	860/523-3101	860/523-3200											
Florida														
Broward County	Richard Ronskavitz	954/357-6650												
Cape Coral	Lowell O'Grady	941/574-0738	941/574-0732											
Gainesville	Brian Kanely	352/334-2130												

Neighborhood Traffic Management Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverter/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
Indian River County	Christopher Mora	561/567-8000			•									
Orange County	Steve Wilmurth	407/836-7890							•					
Sarasota	Asim Mohammed	941/954-4180					•	•	•					
St. Lucie	J. Scott Herring	561/462-2325	561/462-2362	can't read	•									
Georgia														
Cobb County	John Hubbard	770/528-3664	770/528-2496	jhubbard@juno.com					•				•	
Gwinnett County	W. Martin Bretherton	770/822-7400	770/822-7478			•			•		•			
Illinois														
Bloomington	Allen Swanson	309/434-2201			•									
Moline	John Hoffstatter	309/797-0716	309/797-0479		•									
Indiana														
Kokomo	Dan Chaplin		765/456-7577		•									
Maryland														
Howard County	C. Edward Walter	410/313-2430	410/313-3435	trafeng@ix.netcom.com			•		•	•	•		•	
Massachutes														
MASS Highway					•									
Minnesota														
Frederick County	Neil Spiller	301/696-2930	301/631-2355		•									
Hennepin County	Dharam Bobra	612/930-2537	612/930-2513		•									
Minnesota DOT	Darab Bouzarjomehri	612/582-1060	612/582-1033	darab.bouzarjomehri@dot.state.mn.us	•							•	•	
Michigan														
Battle Creek	Max Pharles	616/966-3338	616/966-3659			•			•				•	
Grand Rapids	Dave Young	616/456-3066	616/456-3665				•		•					
Oakland County	Lee Liston	810/858-4829						•						
Troy	John Abraham	810/524-3379	810/524-1835	can't read	•									

Neighborhood Traffic Management

Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverter/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
Missouri														
Springfield	Harold Bastin	417/864-1970	417/864-1983		•									
Nebraska														
Omaha	Charlie Kralliek	402/444-5924	402/444-5248						•					
New Jersey														
Newark	Bahman Izadnahr	201/733-3768	201/733-4318		•									
New Mexico														
Albuquerque	Ron Hassett	505/857-8680	505/857-8687	rhassett@cabq.gov					•					
Nevada														
Henderson	John Bartels	702/565-2112	702/565-5887	jbh@cityofhenderson.nv.us	•									
Las Vegas	Shital Patel	702/229-6327	702/366-0032			•			•					•
Reno	Steve Bunnell	702/334-2333	702/334-2490						•					
New York														
Elmira	Andrew Avery	607/737-5766	607/737-5753	dqca69a@prodigy.com	•									
Montroe County	Terrence Rice	716/274-7929	716/274-7617						•					
Nassau County	Joseph Pecora	516/571-4134			•									
New York City	Michael King	212/442-7683	212/442-7629						•					
North Carolina														
Fayetteville	Kusmay Neppalli	910/433-1660	910/433-1647							•				
Gastonia	Donald Lowe	704/866-6765	910/867-0120		•									
Wilson	Bob Hammond	919/399-2466	919/399-2453		•									
Ohio														
Centerville	Norbert Hoffman	937/433-7157	937/433-0286							•				
Columbus	James Davis	614/645-7790	614/645-7921						•					
Kettering	Dexter McMillian	937/296-2405	937/296-3242		•									

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Neighborhood Traffic Management Summary of Performance and Results Data Availability

City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians	Curb Extensions	Diverter/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
North Olmsted	Larry Griffith	216/777-8000	216/777-5889		•										
Springfield	Tom Lipper	937/324-7311	937/328-3496		•									•	
Upper Arlington	Larry Helsel	614/457-8622	614/442-3219	pscua@aol.com					•						
Oklahoma															
Tulsa	Jon Eshelman	918/596-9744	918/596-9713		•										
Oregon															
Beaverton	Daryl Steffan	503/526-2426	503/526-2550			•				•					•
Eugene	Joe Hessler	541/682-5285	541/687-5598	joe.p.hessler@ci.eugene.or.us					•	•					•
Multnomah County	Wendy Cawley	503/248-3597	503/248-3419	wendy.s.cawley@co.multnomah.or.us						•					
ODOT					•										
South Carolina															
Greenville	Roger Dyar	864/467-4360	864/467-4365		•										
Hilton Head Island	Lawrence Riggs	803/384-5021	803/842-8587										•		
Tennessee															
Austin	David Gerard	512/499-7022	512/499-7101	gerard@maxvax.ci.austin.tx.us								•			
Knoxville	W. Mark Geldmeier	615/544-5331	615/544-5338										•		
Memphis	Edward Boyd	901/576-6710	901/576-6960												
Texas															
Amarillo	Taylor Withrow	806/378-4218	806/378-9388												
Beaumont	James Cline Jr.	409/880-3725	409/880-3732												
Grand Prairie	Mark Mathis	972/237-8131	972/237-8116	dfw_gp@why.net											
Lubbock	Robert Cook	806/767-2131	806/747-7657												
San Antonio	Andrew Ballard	210/207-7720	210/207-4418	ab01865@xl.ci.san.tx.us											
Virginia															
Hampton	L.E. Allsbrook	757/726-2930	757/726-2829	lollisbro@city.hampton.va.us	•										

Neighborhood Traffic Management

Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverter/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
Washington														
Kennewick	Peter Beaudry	509/585-4292	509/585-4451	peter-beaudry@ci.kennewick.wa.us										
King County	David L. Paul	206/296-6596	206/296-0176											
Kirkland	David Godfrey	206/828-1214	206/803-1904	kirkland@ci.kirkland.wa.us										
Redmond	Dave Almond	206/556-2861	206/556-2808											
CANADA														
British Columbia														
Surrey	Mike Mah	604/591-4514		mjmah@city.surrey.bc.ca										
Manitoba														
Winnipeg	Ben Rogers	204/945-3781	204/948-2554	brogers@hwy.gov.mb.ca										
Northwest Territory														
Yellowknife	Steve MacRae	403/920-5637	403/920-5668											
Ontario														
Brantford	Wayne Wood	519/759-1350	519/754-0724	wwood@bfree.on.ca										
Cornwall	Ken Gauthier	613/930-2787												
Hamilton	Hart Solomon	905/546-4584	905/546-2419											
Kitchener	Ken Mayer	519/741-2371	519/741-2747	trafpar@ci.kitchener.on.ca										
Nepean	Bob Streicher	613/727-6700	613/727-6694											
Oshawa	Alvaro Almuina	905/436-3854												
Waterloo	Christine Koehler	519/747-8629	519/886-5788											
Windsor	John Wolf	519/255-6791	519/255-7371											
York		905/895-4444	905/895-3047											
Quebec														
Beaconsfield	Pierre Lacoste	514/428-4424												

Neighborhood Traffic Management

Summary of Performance and Results Data Availability



City	Contact	Phone	Fax	E-mail	No Data Available	Circles	Chokers/Medians Curb Extensions	Diverters/ Road Closures	Humps	Narrow Streets	Traffic Watch	Traffic Enforcement	Speed Trailer/ Reader Board	Video Enforcement
NEW ZEALAND														
Wellington-Tasman Region	S. Chesterfield	64-a-801-2592				•	•							
TOTALS					47	24	17	25	46	9	18	22	34	3