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WHAT IS TRAFFIC CALMING?

Traffic calming is defined by the Institute of Traffic Engineers (ITE) as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. The objective of traffic calming is to increase the safety for all street users by reducing the speed and volume of vehicular traffic to acceptable levels.
ABOUT THE PROGRAM

**Addresses** Residential safety and livability concerns through the collaboration of neighborhoods, the Transportation Advisory Board and City Staff.

**Supports** Growth in a way that can protect neighborhoods from the negative impacts of traffic by implementing innovative and effective transportation solutions.

Traffic Calming Improvements will only be considered on streets that are classified as **local** or **residential collector streets** in accordance with the City Thoroughfare Plan.
NEIGHBORHOOD TRAFFIC CALMING IMPLEMENTATION PROCESS

1. Investigation Request

A. REQUEST FOR INVESTIGATION (RFI) form must be completed by a resident or neighborhood representative.

The form will include the following:
A. Applicant Contact Information
B. Description of Concern
C. Supporting Signatures

2. TPW Review

Transportation & Public Works (TPW), may address certain requests as MAINTENANCE PROJECTS if the improvements are limited to standard striping and signage.

All other requests will continue to Transportation Advisory Board Review (Step 3) after limited data collection and investigation has been performed by TPW.

3. TAB Review

TPW Staff will present completed requests to the Transportation Advisory Board (TAB).

With city staff input, the TAB will choose between three options:
I. Collect more data & re-evaluate
II. Proceed to Traffic Calming Concept Plan & Determine the Zone of Impact
III. No Further Action
4. Neighborhood Workshops

City Staff will schedule and host neighborhood workshop(s) to present the data collected in steps 2 & 3. Using the TRAFFIC CALMING TOOLBOX, a conceptual traffic calming plan will be created. Police, Fire and EMS will be consulted for additional feedback. The participants at the workshop(s) will be notified when the TAB Meeting is scheduled (step 6).

5. Neighborhood Poll

Using Certified Mail, the residents within the zone of impact will be polled on the traffic calming concept. The results of the poll will be taken into consideration for TAB’s recommendation for implementation and to City Council, if necessary.

6. TAB Approval

The TAB will decide to approve the traffic calming concept plan and/or suggest modifications. Participants from the neighborhood workshop(s) and other residents will be encouraged to attend the TAB meeting to hear the proposed solution and provide feedback.
**FUNDING CONSIDERATIONS**

If necessary, three funding options will be considered for Traffic Calming Improvements that have been approved by the TAB.

These options are:
- Special funding approved by City Council
- Jointly funded by City and Neighborhood
- Entirely funded by Neighborhood

**RE-EVALUATION**

It may take time for the benefits of traffic calming improvements to develop.

Any requests for the re-evaluation of traffic calming improvements must take place after the following timetable:
- Maintenance improvements – 6 months
- Traffic calming projects – 3 years

Residents who participated in the initial neighborhood workshop will be notified of any re-evaluation TAB meetings. The TAB will make the decision for modification or removal.
TRAFFIC CALMING TOOLBOX

MINI ROUNDABOUTS

BULB-OUTS

RAISED CENTRAL MEDIAN

RAISED CROSSWALKS

STRIPING

FEEDBACK SIGNS

SPEED CUSHIONS

ADDITIONAL RESOURCES
Mini Roundabouts are intersections with circulating traffic that yield at entry. Mini roundabouts are typically larger than traffic circles and are used to move traffic on neighborhood collector roads with higher volumes.
1. When posted speeds are higher than 35 MPH
2. If slope of roadway is higher than 6%
3. To accommodate high volumes of truck traffic
4. With on-street parking closer than 30 feet of intersection

1. To increase capacity of existing four-way stops
2. For daily entering volumes less than 15,000 vehicles per day
3. Where approaching sight-distance is limited

1. Reduces speed at intersection
2. Decreases severity and number of potential vehicle conflict points
3. Provides equal access to intersection for all users
4. Visually appealing when landscaped or hardscaped

1. Can restrict access for trucks and longer school buses
2. Maintenance responsibility, if landscaped
3. Higher installation costs

**MINI-ROUNDABOUTS**
Street physically narrowed to expand sidewalks and landscaped areas; possibly adding medians, on-street parking, etc. They provide shorter pedestrian crossing distances and provide protection to the beginning of a parking lane.
BULB-OUTS

**USE**
1. To provide on-site parking
2. With high pedestrian traffic
3. In a series, at intersections and mid-block locations to increase effectiveness
4. To help prevent illegal parking near intersections

**AVOID**
1. When posted speeds are higher than 35 MPH
2. Without taking drainage patterns into consideration

**PROS**
1. Minimal impact to traffic
2. Safer for pedestrians due to shorter crossing distance
3. Provides space for landscaping
4. Slows traffic without affecting emergency response time

**CONS**
1. Unfriendly to cyclists unless designed to accommodate
2. Only partially effective as a visual obstruction
3. Conflict between passing opposing drivers could create problems
Raised central medians are raised islands constructed in a street. They are typically landscaped with ground cover, bushes and trees or paved with decorative pavers. They create narrowed lanes and encourage motorists to slow through the narrow section.
RAISED CENTRAL MEDIANS

**USE**
1. When entering a neighborhood
2. On major roads with multiple travel lanes or excess pavement width
3. In conjunction with other traffic calming devices

**AVOID**
1. When existing pavement width is narrow
2. Not designing cut-outs for bicyclists and pedestrians

**PROS**
1. Reduces lane width and vehicular speed
2. Provides aesthetic visual break up on long straight streets
3. Provides a visual cue to motorists that they are entering a neighborhood

**CONS**
1. Curbside parking must be prohibited
2. Maintenance responsibility if landscaped
3. May have little or no impact on cut-through traffic
Raised crosswalks are constructed along an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow. They encourage motorists to travel at slow speeds while increasing sight distance to active pedestrians.
**RAISED CROSSWALKS**

**USE**
1. In areas of high pedestrian traffic
2. On local streets with low traffic volumes
3. With appropriate advance warning and striping to ensure users anticipate the crosswalks

**AVOID**
1. When posted speeds are higher than 35 MPH
2. Without taking drainage patterns into consideration

**PROS**
1. Work well in combination with bulb-outs
2. Elevated crossing pedestrians are more visible to drivers
3. Can be used on single or multi-lane roadways
4. Reduces speeds by 20-25%

**CONS**
1. Impacts emergency vehicle response times
2. Appropriate only at mid-block sections and not at intersections
3. Need to design for drainage
STRIPING

Striping as a traffic calming technique can help reduce the driver’s perceived width of the roadway in various ways. The striping alternatives can consist of: on-street parking, centerline stripe, edge lines, striped median, striped choker or chicane and psycho-perceptive striping.
### USE
1. When there is an ample amount of pavement width
2. To provide on-site parking
3. To provide on-street facilities for bicyclists
4. To provide a buffer between moving vehicles and sidewalks/peDESTRIANS

### AVOID
1. When a physical barrier is more appropriate

### PROS
1. Does not reduce emergency response time
2. Allows for greater flexibility Quick and less costly to construct
3. Provides opportunity for multimodal street design (e.g. bike lanes, on-street parking)

### CONS
1. Some limitations in speed reduction
2. Less effective when speeds are already low
3. Requires frequent maintenance, doesn’t last forever
FEEDBACK SIGNS

Dynamic speed feedback signs alert drivers that they are speeding and create a sense of being monitored to the driver. The feedback may be the driver’s actual speed, a message such as “slow down” or activation of some warning device.
FEEDBACK SIGNS

USE

1. In areas of high pedestrian safety concern such as school zones or neighborhoods
2. On local roads with lower volumes

AVOID

1. On high volume roads where drivers would not receive accurate feedback on their individual speeds
2. As a permanent or long term traffic calming measure

PROS

1. Easy to implement and low cost to construct
2. Can be portable and temporary

CONS

1. Not a viable long-term solution
2. Some drivers use it to test the limits on their speed rather than slow down
SPEED CUSHIONS

Speed cushions consist of two raised areas placed laterally across a roadway with gaps in between. They are seen as favorable over speed humps, because these gaps allow for emergency vehicles to pass through at normal speeds.
SPEED CUSHIONS

**USE**
1. On local and collector streets
2. At mid-block locations
3. In a series, spaced 260-500 ft apart
4. With appropriate advance warning and striping to ensure users anticipate the speed cushions

**AVOID**
1. On roads with a grade of greater than 8 percent
2. On roads with speeds higher than 35 MPH
3. With pedestrian crossings

**CONS**
1. Does not slow down large commercial vehicles or motorcycles

**PROS**
1. Minimal impact on emergency response times
2. Low cost to construct
3. Lowers traffic volumes by an average of 20%
The purpose of the toolbox is to provide examples of regularly used traffic calming tools that should be considered to solve neighborhood traffic issues. The City of Weatherford may also use tools or ideas presented in industry accepted resources:

- The Public Right-of-Way Accessibility Guidelines (PROWAG)
- Complete Streets Policy
- Tactical Urbanism
- The Federal Highway Administration (FHWA)
- The Institute of Transportation Engineers (ITE)
If you have questions or would like to know more about the City of Weatherford’s Neighborhood Traffic Calming Program, please contact:

MANNY PALACIOS  
Director of Transportation and Public Works  
817-598-4245  
mpalacios@weatherfordtx.gov
NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Request for Investigation Form

The following is a request form for the Transportation and Public Works Department to investigate the options available to calm neighborhood traffic. Each request must contain the completed information as indicated in sections A, B, and C. The request will be processed in accordance with the provisions of the Neighborhood Traffic Calming Program.

A. NEIGHBORHOOD / APPLICANT INFORMATION

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>Contact Name:</th>
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<td>From:</td>
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<td>To:</td>
<td>Phone:</td>
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<td>Neighborhood or Subdivision Name:</td>
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By providing my contact information above, I, ______________________ (name), hereby submit myself as the primary point of contact for the neighborhood in the project approval process.

B. DESCRIPTION

Please describe the reason for the request, including specific examples of any of the following concerns: crashes, visibility, speeding, and proximity to parks or schools (Attach additional supporting documents as necessary):

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

C. SIGNATURES INDICATING NEIGHBORHOOD SUPPORT

Applicant must provide signatures of at least three (3) households in the neighborhood as evidence of support for participation in the program. Additional names can be attached on a separate sheet if so desired.

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Submit completed Request for Investigation Forms to Manny Palacios, Director of Transportation and Public Works, at:

mpalacios@weatherfordtx.gov – 817-598-4245 or mailed to P.O. Box 255 Weatherford, TX 76086