

City of Weatherford
Texas



Neighborhood
Traffic Calming
Program

JANUARY 2004

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Neighborhood Traffic Calming Program

The vision of the City of Weatherford is to be the most livable community in the country. Traffic is a major factor that affects the livability of a community. As speeding and vehicular volume increases, walking to the neighborhood store or even across to the street to a neighbor's house can be an uncomfortable event. Where a person lives is a very important part of how a person feels about their community. The noise, safety hazards, vehicular speeds, vehicular volumes, existence of sidewalks and bike lanes all contribute to the neighborhood's integrity.

The Neighborhood Traffic Calming Program (NTCP) is designed to help provide relief to neighborhoods from the impacts of speeding and through traffic. The NTCP provides a vehicle for a neighborhood to initiate this program or study. If you feel you have a neighborhood traffic problem, contact us.

Contact Information:

City of Weatherford
Transportation and Public Works Department

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About the program...

As the population, employment and vehicle registration in the Weatherford and surrounding area continue to grow, city streets are experiencing increased traffic pressure. Through the Neighborhood Traffic Calming Program (NTCP) and other programs the City of Weatherford strives to accommodate growth in a way that can protect neighborhoods from the negative impact of traffic. The NTCP represents the continual effort and commitment of the City of Weatherford to improve the quality of life in our neighborhood areas.

Our Mission

Is to enhance neighborhood safety and livability by working closely with neighborhoods to develop and implement innovative and effective transportation solutions in our residential areas.

The Neighborhood Traffic Calming Program is designed to effectively manage traffic problems in residential areas. The program provides a process for identifying and

addressing problems related to speeding motorists, excessive traffic volumes and overall concern for safety on residential streets. Residents may initiate or participate in developing and evaluating the various requirements, benefits and trade-offs of Traffic Calming projects within their own neighborhood and become actively involved in the decision-making process.

Neighborhood Traffic Calming Toolbox

The Neighborhood Traffic Calming Program uses a variety of devices to reduce speeding on local streets and neighborhood collector streets. Traffic Calming Projects may also use devices that reduce traffic volumes and make the street a friendlier environment for pedestrians and bicyclists.

“Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicles, alter driver behavior and improve conditions for non-motorized street users.”

Adopted by ITE International, 1997

The physical traffic measures referred to in this definition include a combination of vertical and horizontal deflections in the road as well as obstructions and traffic regulations. Examples of these measures include speed humps, traffic circles, curb extensions and diverters. These measures - used alone or in various combinations and implemented properly - can be effective in reducing motor vehicle speeds, reducing traffic volume, and reducing conflicts between road users and thereby improving the immediate environment. The installation of traffic calming devices is subject to the approval of Emergency Service departments (WFD, EMS, & WPD).

Speed Hump

DESCRIPTION:

Speed humps are raised sections of pavement across the travel way. These devices are 22 feet in length and approximately 3 to 4 inches high. The design consists of 6-foot transitions to a 10-foot flat surface.

The purpose of a speed hump is to reduce speeds by vertically deflecting the wheels and frame of a vehicle. The occupants experience an uncomfortable sensation if the vehicle travels at speeds greater than the design speed of the speed hump.

ADVANTAGES:

- Reduces vehicle speed. More effective if used in a series at 300' to 500' spacing or in conjunction with other traffic calming devices.
- Can reduce vehicular volumes.
- No restrictions to on-street parking.
- Requires minimum maintenance.

DISADVANTAGES:

- May divert traffic to parallel streets that do not have traffic calming measures.
- Increases emergency response times.
- Not aesthetically pleasing.
- Potential for injury.

Speed Cushions

DESCRIPTION:

Speed cushions consist of either recycled rubber or asphalt, raised about 3 inches in height. The length of the cushion is about 10 ft. The spaces between the cushions allow emergency vehicles to partially straddle the device.

ADVANTAGES:

- Reduces vehicle speed. More effective if used in a series at 300' to 500' spacing or in conjunction with other traffic calming devices.
- Can reduce vehicular volumes.
- No restrictions to on-street parking.
- Does not restrict access to residents.
- Requires minimum maintenance.
- Minimal impact to emergency response times.

DISADVANTAGES:

- May divert traffic to parallel streets that do not have traffic calming measures.
- May increase emergency response times.
- Not aesthetically pleasing.

Traffic Circles

DESCRIPTION:

Traffic circles are raised landscaped islands constructed at the center of intersections. They are typically landscaped with ground cover, bushes and trees. Traffic circles require drivers to slow to a speed that allows them to comfortably maneuver around them.

Motorists travel in a counter-clockwise direction around the circle. Traffic circles are “yield upon entry” meaning that vehicles in the circle have the right of way and vehicles entering the circle must wait until the path is clear.

ADVANTAGES:

- Reduces vehicle speed.
- Reduces vehicle conflicts at intersection.
- Provides equal access to intersection for all drivers.
- Does not restrict access to residents.
- When landscaped, traffic circles improve the appearance of a street.

DISADVANTAGES:

- A minimum of 40 feet of curbside parking must be prohibited at each corner of the intersection.
- May increase emergency response time. The construction of a mountable curb minimizes the impact to emergency vehicles.
- Can restrict access for large trucks and longer buses, and may require that these vehicles turn left in a clockwise direction (in front of the circle, rather than around the circle).
- Maintenance responsibility, if landscaped.
- Requires additional traffic control signs (8-16 signs) and pavement markings.
- May increase conflicts with cyclist and pedestrians.
- May divert traffic to parallel streets.

Chicane

DESCRIPTION:

A chicane is a series of two or more staggered curb extensions on alternating sides of the roadway. Horizontal deflection influences motorists to reduce speed through the chicane. A raised island is added to the center of the road to prevent motorist from crossing the centerline.

ADVANTAGES:

- Reduces speed.
- Does not restrict access to residents.
- Minimal impact to emergency vehicles.
- Reduces crossing distance for pedestrians.
- Can be aesthetically pleasing, if landscaped.

DISADVANTAGES:

- Curbside parking must be prohibited.
- Maintenance responsibility, if landscaped.
- May divert traffic to parallel streets.
- May increase conflicts with cyclists and pedestrians.

Semi-diverter

DESCRIPTION:

Semi-diverter is a curb extension or barrier that restricts movement into a street. The semi-diverter is constructed to approximately the center of the street, effectively obstructing one direction of traffic. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block.

ADVANTAGES:

- Restricts movements into a street while maintaining access and movement within the street block for residents.
- Reduces cut-through traffic.
- More self-enforcing and aesthetically pleasing than turn restriction signing.
- Reduces crossing distances for pedestrians.
- Aesthetically pleasing.
- In emergency situations, emergency vehicles can travel in the restricted direction.

DISADVANTAGES:

- May divert traffic to parallel streets without traffic calming measures.
- May increase trip length for some residents.
- Curbside parking must be prohibited adjacent to the device.
- May increase emergency response time as they maneuver around the semi-diverter.
- Maintenance responsibility.

OTHER CONSIDERATIONS:

- Bicycles are typically permitted to travel through a semi-diverter in both directions, including the restricted direction.

Curb Extensions

DESCRIPTION:

The intersection is narrowed by extending the curbs toward the center of the roadway or by building detached raised islands to allow for drainage and bike lanes passage.

ADVANTAGES:

- Reduces crossing distance for pedestrians.
- May reduce cut-through traffic.
- Does not restrict access to residents.

- Minimal impact to emergency vehicles.
- Can be aesthetically pleasing, if landscaped.

DISADVANTAGES:

- Curbside parking must be prohibited to adjacent residents.
- Low impact to mid-block speeding.
- Maintenance responsibility, if landscaped.

Radar Speed Feedback Signs

DESCRIPTION:

Radar speed feedback signs are supplemental traffic control devices used to inform motorists of their operating speed. Radar speed signs display actual vehicle speeds.

ADVANTAGES:

- Reduces operating speeds to legal speed limit.

DISADVANTAGES:

- Radar units are not appropriate on all roads.
- Effectiveness may diminish over time if enforcement is not present.
- Radar signs are costly to replace if damaged or vandalized.
- May not be closer than 300 feet from a controlled intersection.

APPROXIMATE COST:

- \$1,500-\$2,500 per installation.

The City of Weatherford Neighborhood Traffic Calming Program (NTCP) assists residents in enhancing the safety and livability of their neighborhoods. The program addresses traffic issues within residential neighborhoods by encouraging safe speeds, discouraging cut-through traffic, and promoting the development of a pedestrian- and bicycle-friendly environment. Neighborhood residents play an important role in the NTCP by working with the city staff to identify problems and to help determine solutions that are in character with the neighborhood's desires.

The Neighborhood Traffic Calming Program (NTCP) is designed to facilitate the development of a comprehensive neighborhood traffic management plan, which considers the entire neighborhood and surrounding factors that may affect traffic within the neighborhood. This approach encourages residents to develop a plan that provides long-term solutions to traffic issues within the neighborhood and enhances the overall safety and livability of the neighborhood. City staff will support residents in developing a

traffic management plan that addresses the traffic concerns of the neighborhood, while also taking into account the geometry and condition of the roads within the study area.

ELIGIBILITY CRITERIA

Residents from a given neighborhood must be willing to form a traffic committee and meet with City staff to develop a traffic calming plan for the neighborhood. Attempts should be made to obtain representation from residents on major streets in the neighborhood under study. It is recommended that the traffic committee be a part of a neighborhood association.

Streets proposed for modifications should be residential in nature and meet the following criteria:

- The streets should be classified as local or collector streets in accordance with the City Thoroughfare Plan
- The posted or legal speed limit sign is not greater than 30 mph
- At least 75% of the properties fronting on the street should be residential in nature (at least 60% on collector streets should be residential).
- The street should have less than four travel lanes

In addition to the criteria listed above, the street should also meet one of the following volume or speed criteria:

- The average daily traffic volume is at least 250 vehicles per day, but not more than 3000 vehicles per day, for local streets (at least 500 vehicles per day, but not more than 5000 vehicles per day, for collector streets)
- OR-
- The 85th percentile speed of vehicles traveling on the street exceeds the posted speed limit by five miles per hour or more.

IMPORTANT CONSIDERATIONS FOR DEVELOPING A PLAN

Since a neighborhood traffic calming plan could have significant impacts on circulation flow, the following considerations must be taken into account:

- Adequate vehicular access to all properties must be provided
- Local access to neighborhood facilities, such as schools, parks, and community centers must be provided
- Diverted traffic must be accommodated so that adjacent areas are not unduly affected
- All permanently installed traffic calming measures will be developed in cooperation with emergency service providers, including the Fire Department, Police Department, and EMS

- Permanent neighborhood traffic management devices should be located and designed to facilitate pedestrian circulation patterns.

DEVELOPING THE PLAN

The following is the process to develop a neighborhood traffic calming plan:

1. A City representative from the Community Development Department will meet with the neighborhood traffic committee, generally less than ten people, to discuss various traffic control and calming devices that can be considered for residential areas. Preliminary options for a given neighborhood can also be presented at this time.
2. After the initial meeting, the neighborhood traffic committee should hold a workshop(s) to discuss the alternatives presented at the initial meeting and to develop their own plan. The City will provide maps and traffic studies of selected streets in the neighborhood to determine the existing traffic conditions. The traffic studies may consider factors such as daily traffic volumes, vehicle speeds, and the accident history.
3. The City will have a follow-up meeting with the traffic committee to assess the various alternatives and to discuss the advantages and disadvantages of the suggested traffic control/calming measures. At least one alternative will be selected for further consideration by the neighborhood.
4. The neighborhood traffic committee will present the alternatives during a neighborhood meeting, and one alternative selected during the meeting will be circulated to the neighborhood for a vote. A City-prepared flyer with an approval/disapproval statement will then be circulated within the neighborhood by City staff, and at least 2/3 of those responding must concur with the plan before implementation. After review by City staff and the Transportation Advisory Board the plan will be forwarded to City Council for review, public comment, alterations, and / or final approval.

FUNDING FOR INSTALLATION OF APPROVED TRAFFIC CALMING PLAN

The cost of a traffic calming scheme can be very expensive. A typical asphalt speed hump can cost approximately \$1,500 to install and more elaborate curb and median modifications can easily cost more than \$10,000. When the City of Weatherford has approved a traffic calming plan in an attempt to relieve an identified problem, one of three methods may be used to fund the plan:

1. The City of Weatherford uses specifically budgeted traffic calming funds, when and if available. OR

2. The City of Weatherford, when and if funds are available, and the neighborhood jointly fund the plan. OR
3. If City funds are not available the neighborhood may elect to fund the entire plan.

All construction of any traffic calming plan will be accomplished by the City, using City approved contractors.

If a plan includes landscape elements that require maintenance, a neighborhood association must agree to be responsible for such maintenance.

The City will perform pre- and post traffic evaluation studies of all program areas. All information will be available to the public.

TRAFFIC CALMING MEASURES

Bike lanes/pedestrian ways are pavement markings that allow motorists, bicyclists, and pedestrians to share the street. They serve to narrow travel lanes, encouraging motorists to drive cautiously. The distance from face of curb to lane marking will vary, depending on the width of the street and the desired lane width for reduced speeds.

Wide centerline medians are basically centerlines widely separated, giving the impression of a painted median. These centerline markings can be used in conjunction with bike lanes and pedestrian ways to reduce travel lanes, depending on the width of the road.

A speed hump is a gradual rise and fall of a pavement surface generally 12 feet long and 3 inches high. It extends across the width of the pavement and is tapered at the curbs to allow for drainage. Speed humps have been adopted for citywide use as a physical means of reducing speeds on residential streets.

Rubber Cushions are rubber pads installed in three separate sections across the roadway. The gaps are left between the pads to allow fire trucks to pass between the cushions while the average vehicle will have to drive over at least one cushion.

Traffic circles are generally about 10 feet in diameter and are used primarily as speed control devices within intersections of two wide residential streets. They are particularly effective in reducing volumes when a series of traffic calming devices are used to slow or block a driver's path.

Medians are typically placed between intersections. They serve to narrow the travel lane and induce lower speeds.

Midblock chokers are placed between intersections and allow two-way traffic but the reduced width forces motorists to slow down in order to maneuver between the devices.

The concept is similar to narrow bridges, forcing motorists to reduce their speeds in order to maneuver between the narrow lanes.

Intersection chokers narrow streets at an intersection in order to reduce the width of the traveled way yet maintain two-way traffic movement. They are designed to narrow the travel lane and also reduce turning radii. They also protect pedestrians by reducing the crossing distance, thereby reducing exposure of pedestrians to vehicular traffic.

Chicanes are chokers used in series, alternating from one side of the street to the other. They imitate a moderate amount of on-street parking, resulting in a serpentine route along the street. This visual impression of a meandering street encourages motorists to lower their speeds.

Raised crosswalks, like speed humps, are raised devices on the road but have a flat surface at the center to provide a crossing area for pedestrians. Raised crosswalks are typically used on streets with a combination of high speeds and high traffic and pedestrian volumes, generally at midblock locations and schools.

Semi-diverters are barriers at an intersection approach that prevent traffic in one direction of a street while maintaining the street two-way just beyond the choker. These could take the form of a curb extension, a small traffic circle on one side of the road, or even a short barricade. They make significant reductions in traffic volumes, but they are susceptible to violation if not enforced. Do Not Enter signs as well as directional arrows and other measures to make them visible are recommended.

Diagonal diverters are barriers placed diagonally across an intersection that converts the intersection into two unconnected streets, generally forming 90-degree turns. It makes travel through a neighborhood difficult but not impossible, and therefore discouraging the use of residential areas by cut-through traffic.

Street closures are barriers to all through traffic. A street closed at one end must provide a turnaround, i.e. cul-de-sac or hammerhead, for utility and waste management vehicles. Streets can also be closed at both ends and designated for parking or pedestrian use only.

Radar Speed Feedback Sign is a sign that displays the speed of approaching vehicles. The displays will be installed only with solar powered cells on appropriate support structures, either installed or existing.

Note:

The City of Weatherford may install any traffic control/calming device necessary for safety and operational purposes.

REMOVAL PROCEDURES

The removal or alteration of a *single* traffic calming device within a program area will require the approval of 2/3 of the residents in the traffic program area and approval of City Council.

Removal of *all* traffic calming devices within the traffic program area will require approval of 2/3 of all residents within the area and the approval of City Council.

Any and all removal will be solely at the expense of the neighborhood.

APPENDIX A

GLOSSARY

85 TH Percentile	See <i>Speeding</i> .
Access	Access refers to modes of transportation which are permitted to enter or exit an area or pass a specific location (such as with a barrier incorporating gaps to permit bicycle access), or specific movements which are permitted at an intersection (such as with an obstruction which permits right turn access only). The term is also used when describing the location of driveways and walkways which provide access to a property. See <i>ingress and egress</i> .
Arterial Street	A major street for which the primary function is to provide for high volumes vehicle movement between major activity areas. See <i>collector street</i> and <i>local street</i> .
Channelization	The separation and direction of vehicle and pedestrian movements at an intersection into defined paths through the use of roadway features and signs.
Chicane	A series of curb extensions on alternating sides of a roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane. Typically, a series of at least three curb extensions is used.
Collector Street	A street that collects and distributes traffic from local streets to arterial or major streets. A street for which vehicle movement and access are of equal importance. See <i>arterial street</i> and <i>local street</i> .
Community	A group of individuals with common interests. A community is often defined by neighborhood boundaries, but may also include individuals who live outside the neighborhood, but who work or operate businesses in the neighborhood, or whose children attend school in the neighborhood. See <i>neighborhood</i> and <i>stakeholder</i> .
Conflict	A collision or near-collision which requires evasive action on the part of one or more persons. Conflicts generally occur between two motorists, between a motorist and cyclist, between a motorist and pedestrian, and between a cyclist and pedestrian.
Curb Extension	A horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway.
Curb Radius	The circular curved curb which connects the tangent curb sections of two intersecting streets.
Curve	A horizontal or vertical deviation in a roadway. A horizontal curve appears as a bend in the roadway, requiring motorists to turn the steering wheel. A vertical curve appears either as a “crest” or a “sag” to provide for a change in gradient.
Cycle	When referring to a traffic signal, cycle describes one complete sequence of signal indications. See <i>phase</i> and <i>timing</i> .
Deflection	A vertical and/or horizontal change in the course or path of a vehicle as the result of a physical feature of a roadway. For example, a speed hump deflects the

wheels, suspension and chassis of a vehicle in a vertical direction. A traffic circle requires that the vehicle be steered or deflected horizontally from its straight path to maneuver past the circle.

Depressed Curb	A section of concrete curb in which the height of the vertical face has been reduced to allow passage while maintaining positive guidance and drainage control. Also referred to as drop curb.
Device	A physical feature of the roadway, constructed for the purpose of affecting the movement of motor vehicles, bicycles and/or pedestrians. See <i>measure</i> and <i>regulation</i> .
Directional Closure	A curb extension or vertical barrier extending to approximately the centerline of a roadway, effectively obstructing (prohibiting) one direction of traffic.
Divert	To redirect traffic, typically through the use of physical obstructions in the roadway and/or regulatory signs.
Diverter	A raised barrier placed diagonally across an intersection, that forces traffic to turn and prevents traffic from proceeding straight through the intersection.
Egress	A way of exiting or traveling away from a location. Is used when describing which vehicle movements may be permitted at an intersection (such as with an egress-only barrier). Is also used when describing the location of driveways and walkways which provide egress from a property. See <i>access</i> .
Full Closure	A barrier extending across the entire width of a roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway.
Geometry	When referring to roadway design, geometry refers to the physical characteristics and dimensions of parts of the roadway.
Guideline	A recommended practice, method or value for a specific design feature, but not a requirement. See <i>standard</i> .
Ingress	A way of entering or traveling into a location. Is used when describing which vehicle movements may be permitted at an intersection (such as an ingress-only barrier). Is also used when describing the location of driveways and walkways which provide ingress to a property. See <i>access</i> .
Intersection Channelization	Raised islands located in an intersection, used to obstruct specific traffic movements and physically direct traffic through an intersection.
Jurisdiction	A legal or other authority with responsibility and control for specific actions within a defined area.
Local street	A street for which the primary function is access to adjacent properties. See <i>arterial street</i> , <i>collector street</i> , and <i>residential street</i> .
Local traffic	Traffic which originates from or is destined to a location within a neighborhood. See <i>through traffic</i> .
Measure	A physical device, regulation or action which affects the movement of motor vehicles, bicycles and/or pedestrians. See <i>device</i> and <i>regulation</i> .

Median Barrier	A raised island located near the centerline of a roadway through an intersection that narrows the right of way for vehicles and prevents movements from being made.
Mode	A way or manner of traveling. Examples of common modes of transportation include drive-alone automobile travel, carpooling, transit, cycling and walking.
MUTCD	The Manual of Uniform Traffic Control Devices, which provides a consistent basis for the design and application of signs, signals and pavement markings.
Neighborhood	A cohesive urban area defined by geographic features, the street network or socioeconomic characteristics. With respect to traffic calming, neighborhood boundaries are often defined by the arterial street network, which typically presents a significant barrier to travel and interaction. See <i>community</i> .
Neighborhood Traffic Calming Committee	A committee compiled of citizens living within same neighborhood boundary and selected by same neighborhood to represent needs of neighborhood and to interact with City staff during development of traffic calming program.
Neighborhood Transportation Management	A phrase often used to describe an approach which encompasses traffic calming measures as well as design, operations, legal and other techniques to address transportation issues within a neighborhood, such as speeding and excessive volumes or conflicts.
On-Street Parking	The reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb.
Parking Restriction	A limitation which prevents vehicles from being parked in specific locations, at specific times, or for specific types of vehicles. Most often used to control on-street parking.
Phase	When referring to traffic signals, phase describes the part of a cycle allocated to any combination of vehicle movements which receive the right of way simultaneously.
Plan	A formulated and sufficiently detailed description of how an objective or number of objectives are to be accomplished. A traffic calming plan typically describes measures to be used, where they are to be located, in what order and at what times they will be implemented, and how the costs of the measures will be funded.
Raised Crosswalk	A marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.
Raised Intersection	An intersection — including crosswalks — constructed at a higher elevation than the adjacent roadways.
Raised Median Island	An elevated median constructed on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes.
Raised Median Through Intersection	An elevated median located on the centerline of a two-way roadway through an intersection, which prevents left turns and through movements to and from the intersecting roadway.
Regulation	A prescribed rule, supported by legislation. See <i>device</i> and <i>measure</i> .

Residential Street	See <i>local street</i> .
Retrofit	The reconstruction of a roadway or other transportation facility with physical improvements to the existing design.
Right-in/Right-out Island	A raised triangular island at an intersection approach which obstructs left turns and through movements to and from the intersecting street or driveway.
Rolled Curb	A concrete curb in which the face is sloped or curved away from the vertical.
Roundabout	Similar to a traffic circle. Roundabouts are typically used on arterial and collector streets, and are distinguished by Yield signs and raised median islands on all approaches, and in some cases, flare of the entry approach to two or more lanes. See <i>traffic circle</i> .
Rumble Strips	Raised buttons, bars or grooves closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle.
Self-enforcing	A traffic calming measure which does not require police enforcement in order to be effective. A speed hump is self-enforcing, for example, whereas a posted maximum legal vehicle speed is not self-enforcing.
Short-cutting	Traffic which is traveling through a neighborhood to bypass congestion on the arterial street network, or to make use of a more direct route. See <i>through traffic</i> .
Sidewalk Extension	A sidewalk is continued across a local street intersection. For a “raised” sidewalk extension, it is continued at its original elevation, with the local roadway raised to the level of the sidewalk at the intersection. For an “unraised” sidewalk extension, the sidewalk is lowered to the level of the roadway.
Signalized	An intersection at which traffic signals have been installed, typically to control vehicle movements on all approaches. May also describe a location which has been signalized to permit pedestrians to actuate signals which stop vehicles on an arterial street or collector street so the pedestrians may cross.
Speed Hump	A raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle.
Speeding	To determine whether speeding is a problem on a street during a particular time period, the 85th percentile speed of all vehicles passing during the time period is typically regarded as the representative speed. The 85th percentile speed is the speed exceeded by the fastest 15% of vehicles. When the 85th percentile speed exceeds the maximum legal vehicle speed, this is generally considered as indicating a speeding problem.
Stakeholder	An individual or organization with an interest in transportation issues in a neighborhood or specific location. Examples of stakeholders include residents associations, a chamber of commerce, a local transit agency, cycling advocates, an agency assisting disabled persons, and school boards. See <i>community</i> .
Standard	A value for a specific design feature, which practice or theory has shown to be appropriate where the prevailing circumstances are normal, and where no unusual constraints influence the design.

Streetscaping	A means of enhancing the street environment for all users of the right of way, and a means of modifying motorists behavior, through the use of physical features which provide protection, coherence, security, convenience, community identify, way finding and orientation, aesthetic quality and interest along an urban street.
Textured Crosswalk	A crosswalk incorporating a textured and/or patterned surface which contrasts with the adjacent roadway.
Through Traffic	Traffic which travels through a neighborhood, and does not originate from, nor is destined to, a location within the neighborhood. See <i>local traffic</i> and <i>short-cutting</i> .
Timing	When referring to traffic signals, timing describes the amount of time allocated to each interval within each signal phase. For example, 25 seconds might be allocated to the green interval, followed by a 4-second yellow interval and a 4-second all-red interval, before the next phase begins. See <i>cycle</i> and <i>phase</i> .
Traffic Calming	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.
Traffic Circle	A raised island located in the center of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island.
Traffic Management	The change in traffic routing or flow within a neighborhood street system through a combination of measures which alter route options.
Turn Prohibition	A regulation prohibiting a left turn or right turn at an intersection.
Volume	When referring to traffic, volume is a measure of the number of vehicles which travel along a section of roadway or make a particular movement during a specific time period. Most often, traffic volumes are indicated as vehicles per hour during the peak hour, or vehicles per 24-hour period.

*Amended May 2014.



Request for Neighborhood Traffic Calming

Transportation and Public Works Department

P.O. Box 255

Weatherford, Texas 76086

PH 817-598-4245

FX 817-598-4238

Request for Investigation **Para asistencia en Español llame al 817-598-4245**

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 Traffic Calming Program of the City of Weatherford.

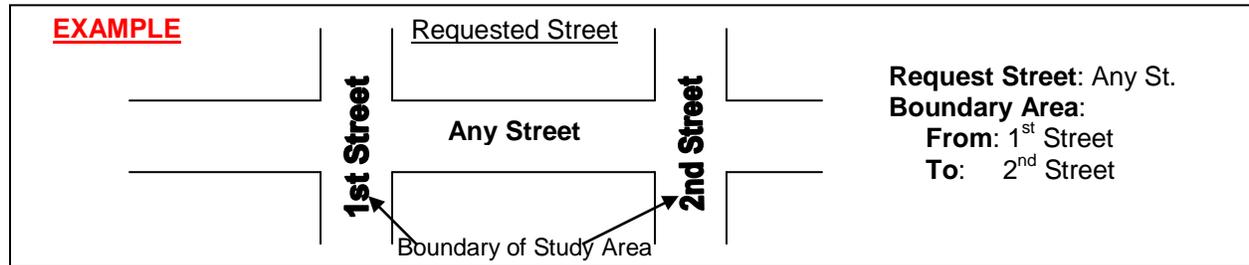
A. Street Study Information

Each request must provide the name of the street on which a study is requested, and the boundaries of the street segment. Traffic studies will be conducted only within the boundaries indicated. Please use the street names for boundary limits, not block ranges.

Requested Street:

Boundary Area: From:

To:



B. Evidence of Neighborhood Support

Please provide evidence of neighborhood support for participation in the program. Additional names can be attached on a separate sheet if so desired. Evidence of support must be within the study area as identified in Section A.

We, the undersigned owners and residents of _____ (subdivision name), hereby offer our support for our neighborhood's participation in the Traffic Calming Program.

Please secure signatures of at least two-thirds of residents in affected area.

			<input type="checkbox"/>	<input type="checkbox"/>	
Printed Name	Daytime Phone#	Address	Owner	Resident	Signature
			<input type="checkbox"/>	<input type="checkbox"/>	
Printed Name	Daytime Phone#	Address	Owner	Resident	Signature

_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
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_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature
_____ Printed Name	_____ Daytime Phone#	_____ Address	<input type="checkbox"/> Owner	<input type="checkbox"/> Resident	_____ Signature

C. Contact Person Information

Each request must provide a contact person who lives on the requested street within the study area boundary. If the request is being submitted from a neighborhood association, please provide the name, address, and telephone number of the duly authorized representative of the neighborhood association. The contact person will receive all correspondence and will be responsible for gathering evidence of support when requested.

Name: _____

Address: _____

Weatherford, TX. Zip: _____ **Phone #:** _____

I agree to be the contact person for the above request, and I understand that a request may not automatically be withdrawn from consideration once a study determines the street to be eligible for traffic calming devices.

Signature: _____