CITY OF HASLET

TRAFFIC CALMING POLICY

Approved by Resolution 017-2015 08/17/2015
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Section 1.0 Statement of Purpose

The purpose of this policy is to establish the appropriate application of traffic calming within the City of Haslet. The policy includes the eligibility criteria, traffic calming process, types of traffic calming measures, pictures and diagrams.

Section 2.0 Eligibility Criteria

Requests for implementation of traffic calming measures on public streets will be considered by the City for those streets meeting the following criteria:

A. The street shall be primarily residential in nature;
B. The street shall not be designated as Principal, Major or Minor Arterials on the City’s Master Thoroughfare Plan;
C. The posted speed limit is not greater than 30 miles per hour (mph);
D. The street must not be classified as a primary route, by either Police Department or Fire Department, for emergency response vehicles;
E. The changes in traffic flow will not divert significant amounts of traffic to other residential streets;
F. The changes in traffic flow will not result in unreasonable liability exposure for the City;
G. The street shall have no more than two (2) travel lanes, one (1) in each direction;
H. The street must be longer than 2,500 feet in length and be connected to at least two (2) streets designated as Principal, Major or Minor Arterials on the City’s Master Thoroughfare Plan.
I. The street is being used as a “cut through” to other streets, therefore creating a connection between two (2) streets designated as Principal, Major or Minor Arterials;
J. The 85th percentile speed of vehicles traveling on the street exceeds the posted speed limit by at least 5 miles per hour (mph), or the street daily traffic volume exceeds 500 vehicle trips per day.

Section 3.0 Traffic Calming Process

A. Individual residents or Home Owner Associations (HOA) can submit in writing a petition requesting traffic calming measures for qualified City streets.
   1. Minimum petition requirements:
      a) Current address and phone number for each property owner who signs the petition,
      b) The petition language must clearly explain what is being requested (speed control, traffic volume control, etc.),
      c) The petition should have any additional information (times of day, dates, week days, weekends, holidays, etc.) that may help in evaluating the need for traffic calming measures,
      d) The petition shall have support from greater than 50 percent of the residents within the impacted area;
      e) The petition should identify a Point(s) of Contact (POC) for questions and correspondence about the petition (HOA board member or individual circulating the petition if possible).
B. The City will review any petition to verify compliance with the minimum petition requirements. If the petition contains all the required information the City will verify:
   1. That the street is primarily residential in nature;
   2. The street is not designated as a Principal, Major or Minor Arterial on the City’s Master Thoroughfare Plan;
   3. The Police Department and Fire Department will review to determine the effect on emergency vehicles and that the street is not a primary emergency response route;
   4. That changes in traffic flow will not divert significant amounts of traffic to other residential streets;
   5. That changes in traffic flow will not result in unreasonable liability exposure for the City;
   6. That the street has no more than two (2) travel lanes, one (1) in each direction.
C. If the City determines that the street meets the eligibility criteria, the City will:
   1. Direct City staff to collect data on traffic speed, volume and peak dates and times;
   2. Analyze the data and determine the appropriate type(s) of traffic calming measures available;
   3. Determine if other areas will be impacted by the installation of traffic calming measures;
      a) If other areas are impacted the City may request the POC assist in notifying the residents in the additional affected area;
   4. City staff will prepare a cost estimate of the implementation of traffic calming measures;
   5. City staff will forward the cost estimate, the petition requesting traffic calming measures and a recommendation to the City Administrator for approval of all Type 1 measures. Type 2 measures will go to the next available City Council meeting agenda for consideration of the traffic calming plan and funding;
   6. Approval of Type 1 or 2 measures does not guarantee that the City will have funds available for implementation of the measures. The City may need to approve funding in future years or included in a future Capital Improvement Project. If this occurs, the individual residents or Home Owners Association requesting traffic calming measures shall have the option of waiting until City funding is available or paying 100% of the cost.

Section 4.0 Types of Traffic Calming Measures

Type 1 Measures

A. Speed Trailer:
   Radar display board flashes the speed of the vehicles so that drivers can see how fast they are driving in relation to the posted speed limit. Has the benefit of making drivers more aware of the legal speed limit.

B. Increased Police Enforcement:
   Speeds are typically lowered during the interval of Police presence.

C. Lane Narrowing (Pavement striping/marking):
   Painting of pavement edge and center line stripes that create narrow drive lanes. Creates an illusion of narrow traffic lanes to slow traffic speeds.
D. Dynamic Speed Limit Signs:
Also known as radar speed signs. The signs display the speed of approaching vehicles, making speeding drivers aware if they are exceeding the speed limit. Studies have shown dynamic speed limit signs produce 10-20% reductions in average roadway speeds, along with an increase in compliance with the posted speed limit.

E. Rumble Strips:
Ceramic buttons, bump strips, or dots glued to the pavement to create a strip that causes the vehicle to rumble as it passes over them. Studies show a 5 mile per hour slowing of traffic speed. Rumble strips heighten driver attention and alertness when located just in front of posted speed limit signs.

Type 2 Measures

A. Speed Humps/Speed Tables:
Rounded raised areas of pavement 12 to 14 feet in travel length for humps and 22 to 24 feet for tables. Generally spaced from 300 to 600 feet apart.

B. Chicanes:
A series of narrowing’s or curb extensions alternating from one side of the street to the other forming S-shaped curves. Has the advantage of providing opportunities for landscaping.

C. Chokers:
Curb extensions or widened planting strips used mid-block or at intersections that narrow the street. At intersections, sometimes called neck downs. Studies show a reduction in speeds from 4% to 14%. At intersections chokers discourage trucks from entering the street. Can provide opportunities for landscaping.

D. Center Island Narrowing:
A raised island located on the centerline of the street that narrows the travel lanes. Best when used on curbed streets or with chokers on open drainage ditch streets. When used at entry points to a neighborhood (Gateway Treatment), they may be landscaped to provide a visual amenity and identify the residential neighborhood. Islands discourage truck traffic from entering the street and reduce traffic speed. Can provide opportunities for landscaping.

E. Roundabout (Traffic Circle):
Raised islands at intersections, around which traffic circulates. Requires drivers to slow to a speed that allows them to comfortably maneuver around the island. Drivers must yield to traffic already in the intersection. Discourages truck traffic. Provides an opportunity for landscaping when designed to allow adequate sight distance.

F. Street Closures:
1. Partial/Half Closure:
   Barriers that block travel in one direction for a short distance on a two-way street.
2. Full Closure:
   Barriers placed across a street to completely close the street to through traffic.

May create residents only streets and raise concerns about the effect on emergency responses. Partial and full closures may only be applied if other measures have failed.
Speed Trailer
Lane Narrowing (Pavement stripping/marking)

Advantages:
- Fast, cost effective solution;
- Especially appropriate for rural roads without shoulders.

Disadvantages:
- Most effective immediately after installation;
- Long term success rate is not proven.
Dynamic Speed Limit Signs
Rumble Strips

Advantages:
- Relatively inexpensive;
- Increases driver awareness;
- Effective when used in series;
- Minimal inconvenience to local traffic;
- May reduce traffic speed.

Disadvantages:
- Strips are noisy;
- May not reduce traffic speed;
- High maintenance.
Attachment 2

Type 2 Measures
Speed Humps/Speed Tables

**Advantages:**
- Relatively inexpensive
- Easy for bicycles to cross if designed appropriately
- Effective in slowing travel speeds

**Disadvantages:**
- Cause a "rough ride" for all drivers, and can cause pain for people with certain skeletal disabilities
- Force large vehicles, such as emergency vehicles and those with rigid suspensions, to travel at slower speeds
- May increase noise and air pollution
- Cannot be used on Emergency Response Routes
- May create drive around on streets without curbs
Chicanes

Advantages:

- Discourage high speeds by forcing horizontal deflection
- Easily negotiable by large vehicles (such as fire trucks) except under heavy traffic conditions
- Landscaping opportunity

Disadvantages:

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be costly, especially if there are drainage issues
- May require the elimination of some on-street parking
- Maintenance if landscaped
Chokers

Mid-Block

Intersection

Advantages:

- Improve pedestrian circulation and space
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Reduce speeds, especially for right-turning vehicles
- Landscaping opportunity

Disadvantages:

- Effectiveness is limited by the absence of vertical or horizontal deflection
- May slow right-turning emergency vehicles
- May require the elimination of some on-street parking near the intersection
- May require bicyclists to briefly merge with vehicular traffic
- Maintenance if landscaped
Center Island Narrowing

Mid-Block

Entry Point

Advantages:
- Increase pedestrian safety
- Can have positive aesthetic value
- Reduce traffic volumes
- Signal a change from a thoroughfare to a residential street
- Landscaping opportunity

Disadvantages:
- Speed-reduction effect is somewhat limited by the absence of any vertical or horizontal deflection
- May require elimination of some on-street parking
- Maintenance if landscaped
Roundabout (Traffic Circle)

Advantages:

- Can moderate traffic speeds on an arterial
- Aesthetically pleasing if well landscaped
- Enhance safety compared to traffic signals
- Can minimize queuing at the approaches to the intersection
- Less expensive to operate than traffic signals

Disadvantages:

- Smaller roundabouts may not allow large vehicles (such as fire trucks) to perform typical "fishhook" left and must instead turn in front of the central island
- Design may require adjacent sidewalks to be installed
- May require the elimination of some on-street parking
- Landscaping must be maintained
Partial/Half Closure

Advantages:
- Effective in reducing traffic volumes

Disadvantages:
- Causes circuitous routes for local residents and emergency services
- May limit access
- Depending on the design, drivers may be able to circumvent the barrier.
Advantages:

- Very effective in reducing traffic volume

Disadvantages:

- Cause circuitous routes for local residents and emergency services
- May be expensive
- May limit access
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<th>Traffic Calming Measure</th>
<th>Cost Variable</th>
<th>Approval</th>
<th>Increase in Maintenance Cost</th>
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