



Traffic Calming Policy for Residential Neighborhoods

**Resolution #08-08 approved
by Richardson City Council
July 14, 2008**

RESOLUTION NO. 08-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS, ADOPTING THE CITY OF RICHARDSON TRAFFIC CALMING POLICY FOR RESIDENTIAL NEIGHBORHOODS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council desires to adopt a policy aimed at slowing the speed of motor vehicle traffic in neighborhoods or reducing the volume of cut-through motor vehicle traffic; and

WHEREAS, the Traffic Calming Policy for Residential Neighborhoods was reviewed by the City Council, which finds such policy to be in the best interest of the citizens of Richardson; and

WHEREAS, the City Council desires to adopt the City of Richardson Traffic Calming Policy for Residential Neighborhoods, attached hereto as Exhibit "A";

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS:

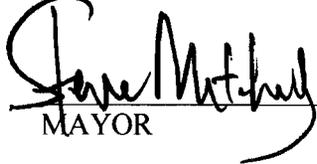
SECTION 1. The City of Richardson Traffic Calming Policy for Residential Neighborhoods attached hereto having been reviewed by the City Council of the City of Richardson, Texas, is found to be acceptable and in the best interest of the City and its citizens, be, and the same is hereby, in all things approved.

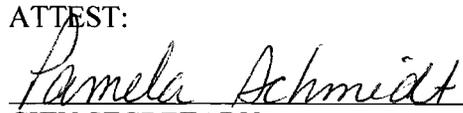
SECTION 2. Notwithstanding the criteria and procedures described in this policy, the City Council, at its discretion, may close, divert or reopen any public street within the City when deemed necessary to preserve or protect the public health, safety, and welfare.

SECTION 3. This Resolution shall become effective immediately from and after its passage.

DULY RESOLVED AND ADOPTED by the City Council of the City of Richardson, Texas, on this the 14th day of July, 2008.

CITY OF RICHARDSON, TEXAS


MAYOR

ATTEST:

CITY SECRETARY

APPROVED AS TO FORM:

CITY ATTORNEY
(PGS/tc 28724 6/16/08)



Traffic Calming Policy

City of Richardson, Texas

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1. Introduction

It is important to the City of Richardson to both maintain the safety and integrity of neighborhoods and meet the needs of drivers on the roadway. In response to this set of objectives, the City has developed a Traffic Calming Policy to address certain neighborhood traffic issues. Traffic Calming methods are aimed at either slowing the speed of traffic in neighborhoods or reducing the volume of cut-through traffic.

This policy allows citizens to request the installation of certain Traffic Calming measures and establishes a procedure for making and evaluating such requests. The policy and the accompanying procedures specify the types of streets that are eligible for consideration, how a request can be made, what procedures will be used to evaluate a request and how the cost for the Traffic Calming measure will be paid. Since a Traffic Calming device may affect streets besides the one being altered, the policy provides a means for property owners beyond the immediate area to participate in the process and to understand the impact on all affected streets prior to providing their feedback on the proposal. If the installation of a Traffic Calming device is approved, the City will work with the neighborhood to select the appropriate device depending upon whether the primary goal is to reduce traffic speeds or to reduce traffic volume.

The Development Services Department – Traffic & Transportation (DST&T) is responsible for the program application process and implementation of any approved Traffic Calming measures. The DST&T staff can be contacted at (972) 744-4320. More information is available at <http://www.cor.net/traffic>.

2. Definitions

An Applicant is the individual designated as the contact person for the group (HOA, subdivision, or a sub-set of an HOA or subdivision) making the traffic calming request.

An **application** will consist of a completed form provided by the City, along with a petition in favor of the proposed Traffic Calming device, signed as described herein, and the required review fee.

Critical service routes consist of streets necessary for the provision of services to the community by Police, Fire, Solid Waste, Emergency Operations, any other City department, or any public utility company.

Neighborhood concurrence is the percentage of homeowners in the Primary Affected Area that must concur with the placement of either a temporary or permanent Traffic Calming device.

The **Primary Affected Area** consists of the private property along 1) the street being considered for a Traffic Calming device; 2) those streets in the area that are likely to experience an increase in traffic after the Traffic Calming measure is implemented due to diverted traffic; and 3) those intersecting streets that depend on the street(s) under discussion for convenient access. The City's Assistant Director of Development Services – Traffic and Transportation will determine the Primary Affected Area for each proposed Traffic Calming measure following a pre-application meeting with the applicant.

Speed control measures include speed humps, speed cushions, speed tables, traffic circles, center island narrowing, midblock narrowing, and intersection neckdowns.

Street closure refers to the partial or complete closure of a publicly-owned and maintained street to through traffic, typically implemented by the installation of a physical device or barrier designed to prevent vehicular traffic from passing, and may include warning signage, pedestrian access through the barrier, emergency vehicle access, and a vehicle turn-around, if required.

Street length is the distance measured along the centerline of the street from the projection of the curb line at the last intersecting street or an existing acceptable turn-around point to the center of the proposed turn-around, dead-end, or cul-de-sac.

A **Traffic Calming measure or device** is a physical barrier or device or a geometric design feature installed for the purpose of reducing the speed and/or volume of vehicles traveling a roadway and classified as either speed control measures or volume control measures.

Volume control measures include full street closures, half street closures, semi-diverters, median barriers, forced turn islands, and gate closures.

The **85th percentile speed** is the speed at or below which 85% of vehicles on the roadway travel and above which only 15% of vehicles travel.

3. General Information

Any request/petition for a Traffic Calming device must be in writing and include the City's standard Traffic Calming Request Application and a check for the review fee. The application must be signed and submitted with the necessary signatures of the Homeowner Association President or designee (if applicable) and the Applicant. Certain dates will be determined as submittal dates by which applications must be turned in to the DST&T to be eligible for consideration. The City of Richardson website will be updated periodically to reflect the latest submittal dates. The website address is <http://www.cor.net/traffic>. Each request will be evaluated according to the requirements and procedures outlined below.

Speed control measures require approval from the DST&T. Volume control measures require the approval of the City Council. In order for a request to be forwarded to the Assistant Director of DST&T or City Council for consideration, all eligibility requirements must be met. This is done by meeting the minimum threshold criteria, achieving the appropriate level of concurrence from the impacted property owners, and conducting the necessary traffic impact analyses.

3.1. Eligibility Requirements

A request for a Traffic Calming device to be placed on a City street is eligible for consideration where the following requirements are met:

(Note: Speed control measures and volume control measures have similar eligibility requirements, but differences do exist as noted below.)

3.1.1. Operational Characteristics:

- The roadway must be classified as either a local street or a two-lane residential collector street. Arterial streets and collector streets with more than two lanes will not be considered.
- Properties fronting or having access to the street must be predominantly residential in character.
- The street must have a posted speed limit of 30 miles per hour.
- For a speed control measure, traffic volumes must be between 500 vehicles/day and 4,000 vehicles/day. For a volume control measure, traffic volumes must be between 1,500 vehicles/day and 4,000 vehicles/day.
- The street must not be a critical service route as identified by the Police, Fire, Solid Waste, Emergency Operations, any other City department, or any public utility company, unless this requirement is waived by the City Council.
- A Traffic Calming measure must not eliminate the only means of vehicular, pedestrian, or service vehicle access to any property or restrict access to utilities.
- A road closure or any other Traffic Calming measure must not create terminated roadway segments, dead-end blocks, or cul-de-sacs that are greater than 500' in length.

3.1.2. Geometric Characteristics:

- The street must have adequate sight distances to safely accommodate the Traffic Calming measure as determined by the DST&T.
- The street must not have curves or grades that prevent safe placement of the Traffic Calming measure. The Traffic Calming measure may not be located on streets that have a vertical grade of more than 5% on their immediate approaches.
- The street must be paved and be at least 1,000 feet in length. If there is no curb and gutter, a special design must be used to prevent vehicles from maneuvering around the device.
- The design and implementation of the traffic calming device must not interfere with the existing street drainage, property access, or driveways.
- The street should not be scheduled for resurfacing or reconstruction within the next two years.

For application requests meeting the above and all other pertinent requirements, City staff will proceed with the analysis described in Section 4.4. If a request is determined not to be eligible, the Applicant will be notified in writing.

3.2. Cost Responsibility

3.2.1. Speed Control Measure Costs:

Application fee – The applicant is responsible for payment of the \$250 application review fee at the time of the application submittal.

Installation cost - The cost for the installation of various speed reducing devices (including accompanying signs, pavement markings, etc.) will be paid by the City based on a priority ranking and within the limits of annual funding.

Upon review, the applications submitted will be ranked on a priority basis. The budgeted funds will be spent starting with the highest priority location. The ranking will be based on the 85th percentile speed on the subject street and the degree to which it is over the posted speed. For example, if two streets (A & B) have a posted speed of 30 miles per hour and the 85th percentile speed on street A is 37 miles per hour but it is 39 miles per hour on street B, then street B will have a higher priority ranking; however, the installation of speed humps can be expedited if the requesting party provides the funding for the installation rather than waiting for city funds to become available.

3.2.2. Volume Control Measure Costs:

- Application fee – The applicant is responsible for payment of the \$250 application review fee at the time of the application submittal.
- Trial closure cost - Temporary closure signs and barricades to be used for trial street closures meeting the requirements of Section 3.1 will be provided and installed by the City for the duration of the evaluation process.
- Permanent closure cost - Each request will be evaluated separately and the cost to the applicant will be determined on a case-by-case basis.

- Due to the higher costs associated with volume control measures and street closures, these projects may require placement on the city's Capital Improvement Program (CIP) list for future bond programs. Possible funding sources will be discussed with the Council at the time of approval of the project. The cost for these projects will not be funded in the annual general fund budget.

3.3. Location of Traffic Calming Device

Many factors must be considered in locating Traffic Calming devices for optimal effectiveness. If not correctly placed, localized reductions in speed or volume may occur instead of overall speed or volume reductions along the entire block. Specific site details and conditions should be the dominant consideration in determining the exact location for each of these devices.

3.4. Removal of Traffic Calming Device

The process and procedure for requesting removal or alteration of Traffic Calming devices is the same as the process for installation, except that there is no City participation in cost sharing. All associated costs for the removal must be borne by the Applicant.

3.5. Design Standards and Procedures

The DST&T staff shall prepare and maintain design standards and installation procedures for Traffic Calming devices in accordance with these guidelines.

4. Procedures for Requesting and Installing a Traffic Calming Device

4.1. Project Request

The initial request for installation of traffic calming measures must originate from the property owners residing on the street(s) in question. A request in writing must be forwarded to City of Richardson, Development Services Department – Traffic & Transportation, PO Box 830309, Richardson, Texas 75083-0309, (972) 744-4320, or delivered to City of Richardson, Traffic and Transportation Division, 411 W. Arapaho Rd., Suite 204, Richardson, TX 75080.

4.2. Pre-Application Conference

Prior to submission of an application, the City of Richardson DST&T staff will meet with the applicant to discuss the application process, the eligibility requirements, the limits of the area potentially impacted by the Traffic Calming device (the Primary Affected Area), the evaluation procedure and the implementation process.

4.3. Application

The application will consist of a completed Traffic Calming Request form supplied by the City, the required petition with signatures, and the review fee. The petition must be signed by greater than 50% of the property owners in the Primary Affected Area. If the petition is for a volume control measure, the petition must include signatures from all of the owners of property abutting the street to be modified. Signatures from renters or tenants do not qualify. All signatures must be dated within six months of the issuance of the petition. The applicant is responsible for submitting all of the components of the application in order for review of the Traffic Calming proposal to commence.

A dated petition form will be provided by the City after the pre-application meeting. It will include the names and addresses of property owners living within the Primary Affected Area. The Applicant must obtain the signatures. The petition form in the appendix is only an example.

4.4. Implementation Process for Trial Device

After the application and all its components have been submitted to the city, the Assistant Director of DST&T will evaluate the request and make a recommendation relative to the proposed Traffic Calming device based on a combination of the factors listed below and accepted engineering principles and practices. The following procedures must be followed for a trial Traffic Calming device placement request.

- 4.4.1. DST&T Staff will conduct a traffic study to determine if the subject street meets the eligibility requirements and an infrastructure review to confirm existing conditions. The study may include, but is not limited to, the following:
 - A review of pertinent issues and conditions, including but not limited to, existing traffic conditions, projected traffic conditions, vehicle and pedestrian safety, bus routes (i.e., speed, volume etc.) and other factors.
 - License plate surveys, 24-hour traffic counts, spot speed studies, accident history for the prior three years and crime statistics for the prior three years.

Traffic Calming Policy (cont'd)

- An examination of the technical feasibility, physical conditions, and anticipated impacts of the proposed device.
 - A review of safe school routes and pedestrian flow.
 - Confirmation that the proposed device and resulting traffic flow modifications will not exceed the capacity of streets and intersections impacted by the diverted traffic.
- 4.4.2. The review conducted by DST&T will be sent to all affected City departments, including Public Services, Planning, Police and Fire as well as the franchise utility companies and school district(s) for comment.
- 4.4.3. Once the studies are completed, the City staff will determine if the subject street meets the eligibility requirements and is a good candidate for a Traffic Calming device. If the street either does not meet the eligibility criteria or the petition requirements are not met, the Applicant and HOA representative will be notified of this in writing by the City staff.
- 4.4.4. If a speed control measure meets the appropriate level of concurrence, the location will be placed on the list for trial device installation. The applicant will be notified of the result and where the project is ranked on the list of eligible installations. City Council authorization is not required for speed control measures.
- 4.4.5. If a volume control device is requested and appears warranted by the DST&T, the City Council will be briefed on the request and must approve the trial installation. The DST&T staff will prepare a report and recommendation to be presented to the City Council. The report will detail the Traffic Calming device request, any public comments received, the results of the technical staff review, and the estimated cost for the device. The Council will start evaluating how the cost will be shared between the applicant and the City.
- 4.4.6. Signs giving notice of the trial closure and contact information for questions or comments will be erected by the City at the location of the device approximately two weeks prior to the installation date.
- 4.4.7. The trial period for either a speed control device or a volume control device will last a minimum of 60 days for evaluation. During the trial period, city staff will conduct traffic studies similar to those performed before the trial period to determine the effectiveness of the traffic calming device. A letter explaining the trial device will be sent to the Applicant and the property owners in the Primary Affected Area.
- 4.4.8. After the trial period is over, the studies will be compiled into a report which will be made available to the property owners and City Council (if applicable). Written public comments received during the evaluation period will be attached and summarized in the report. After reviewing the report about the effectiveness of the device and evaluating the public comments, the affected owners and Council (if applicable) will decide if they choose to move forward with a permanent device.

4.5. Implementation for Permanent Device Installation

The trial device evaluation process must be completed, documented and the required percentage of all property owners in the Primary Affected Area must concur prior to approval of the installation of the permanent device. The process is as follows:

- 4.5.1. DST&T staff will estimate the funding necessary to implement the permanent device based on design, right-of-way, and construction costs. If a volume control device is to be installed, prior to the City sending mail-back ballots to all affected property owners, the Applicant must concur with and agree to fund their portion of the device as designed (up to 100%) as prescribed by City Council.
- 4.5.2. If a closure is warranted and will result in a dead-end roadway, the City will determine whether a turn-around area, cul-de-sac, or other acceptable emergency access is required. In addition to, or in lieu of, the turn-around or other emergency access, the Fire Department may require an easement or right-of-way dedication for emergency equipment access. The costs to the Applicant associated with construction of the turn-around area or emergency access will be determined by the City Council on a case-by-case basis.
- 4.5.3. The City will notify all property owners in the affected area by mail of the requested permanent device. At least 75% of all property owners in the Primary Affected Area must concur with the request for the permanent installation of a speed control device. If the device requested is for volume control, there must be 85% concurrence from the Primary Affected Area and 100% concurrence of the owners of property abutting the street to be modified, between the intersecting streets or either side of the proposed installation. The notice will include a mail-back ballot to indicate support or opposition to the request. Ballots from renters or tenants do not qualify. All ballots must be returned within 30 days of the mailing date, and there must be a minimum 50% return rate of ballots from the Primary Affected Area and 100% of the abutting properties adjacent to a closure.
- 4.5.4. If 75% of all property owners in the Primary Affected Area concur with the installation of a permanent speed control device, and all other conditions are met, staff will place the location on the project installation list in priority ranking. If the device requested is for volume control, 85% concurrence is required and the City Council will be responsible for reviewing all findings and determining whether to approve the request. If approved, the permanent volume control installation will be placed on a separate project list and may require funding through the Capital Improvement Program. The DST&T staff (speed control device) or the City Council (volume control device) may approve, deny, or table the request. If the criteria described herein are not met, the application will not be presented for approval consideration and the applicant will be notified in writing.

4.5.5. If a permanent device is approved by the DST&T or the City Council, the temporary devices may remain in place for up to 90 days after the trial period. Once funds to construct any permanent modifications are identified, the design and construction process will begin as outlined below.

- City staff will initiate the preliminary design and review process to implement the device.
- The applicant will be notified and have the opportunity to review the design with staff prior to construction; however, the City will have final design approval.
- The City will develop a final design and cost estimate for the device and the applicant's cost, if applicable, will be adjusted accordingly.
- Once the applicant's share of the project cost is received (if applicable), the City will finalize the design and schedule construction of the Traffic Calming device, subject to the availability of the City's portion of the funds.

Notwithstanding the criteria and procedures described in this policy, the City Council, at its discretion, may close, divert or reopen any public street within the City when deemed necessary to preserve or protect the public health, safety, and welfare.

5. Types of Traffic Calming Measures

Traffic Calming measures are installed to meet one of two specific needs. These needs can be broken down into one of two categories: speed control or volume control. Both are listed below with various measures described in each.

5.1. Speed Control Measures:

5.1.1. Speed Cushions

- A rubber overlay that measures 6 feet by 7 feet, about 3 inches high, placed in sets of two or more across a roadway depending on the width of the roadway. Speed cushions are wide enough that they force regular vehicles to travel over them, but they allow wide axle vehicles (i.e. emergency vehicles) to travel over them without slowing down.
- Estimated cost \$1,000 per cushion; if the street width requires three cushions, then the cost would be approximately \$3,000.
- Rubberized speed cushions may be used as trial or permanent devices.
- Reference Exhibit #1 in the Appendix.

5.1.2. Speed Humps

- A pavement overlay placed on the roadway, approximately 14 feet in length, about 3.5 inches high, extending from curb to curb. The ends are tapered to be flush with the street at the curbs and gutter to allow water to drain.
- Estimated cost \$2,000 - \$3,000 per location.
- Reference Exhibit #2 in the Appendix.

5.1.3. Speed Tables

- A pavement overlay placed on the roadway, approximately 22 feet in length, and about 3.5 inches high, extending from curb to curb. The ends are tapered to be flush with the street at the curbs and gutters to allow water to drain.
- Estimated cost \$2,500 - \$6,000 per location.
- Reference Exhibit #3 in the Appendix.

5.1.4. Traffic Circles

- Raised island, often landscaped, placed in an intersection, around which traffic circulates.
- Estimated cost \$6,000 - \$15,000 per location.
- Reference Exhibit #4 in the Appendix.

5.1.5. Chicanes

- Series of two or more staggered curb extensions on alternating sides of the roadway. A raised island can be added to the center of the road to prevent motorist from crossing the center line.
- Estimated cost \$22,500 - \$37,000 per location.
- Reference Exhibit #5 in the Appendix.

5.1.6. Center Island Narrowings

- Also called midblock medians, slow points, or median chokers; medians placed down the center of the street to narrow the lanes to slow traffic; often landscaped to provide a visual amenity and neighborhood identity.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit #6 in the Appendix.

5.1.7. Midblock Narrowings

- Curb extensions at midblock that narrow a street by widening the sidewalk or planting strip.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit #7 in the Appendix.

5.1.8. Intersection Neckdowns

- Curb extensions at intersections that reduce roadway width between curbs.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit # 8 in the Appendix.

5.2. Volume Control Measures:

5.2.1. Full Street Closures

- Physical barrier placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open; the most aggressive traffic control measure.
- Estimated cost \$12,000 per location. (In some cases, a cul-de-sac or turn-around may be required, which would necessitate RIGHT-OF-WAY and significantly increase the cost.)
- Reference Exhibit #9 in the Appendix.

5.2.2. Midblock Closures

- Physical barrier placed across the entire street at the midblock preventing any through traffic, usually leaving only sidewalks or bicycle paths open, does not allow sufficient area for turn-around
- Estimated cost \$12,000 per location.
- Reference Exhibit #10 in the Appendix.

5.2.3. Half Street Closures

- Physical barrier that blocks travel in one direction for a short distance on otherwise short-distance streets; sometimes called partial closures or one-way closures.
- Two half-closures placed across from one another at an intersection are often referred to as a semi-diverter.
- Estimated cost \$35,000 - \$40,000 per location.
- Reference Exhibit #11 in the Appendix.

5.2.4. Diagonal Diverters

- Physical barrier placed diagonally across an intersection to block through movements.
- Estimated cost \$85,000 - \$90,000 per location.
- Reference Exhibit #12 in the Appendix.

5.2.5. Median Barriers

- Raised islands installed across the centerline of a street and continuing through an intersection so as to block through movement at a cross street.
- Estimated cost \$10,000 - \$30,000 per location.
- Reference Exhibit #13 in the Appendix.

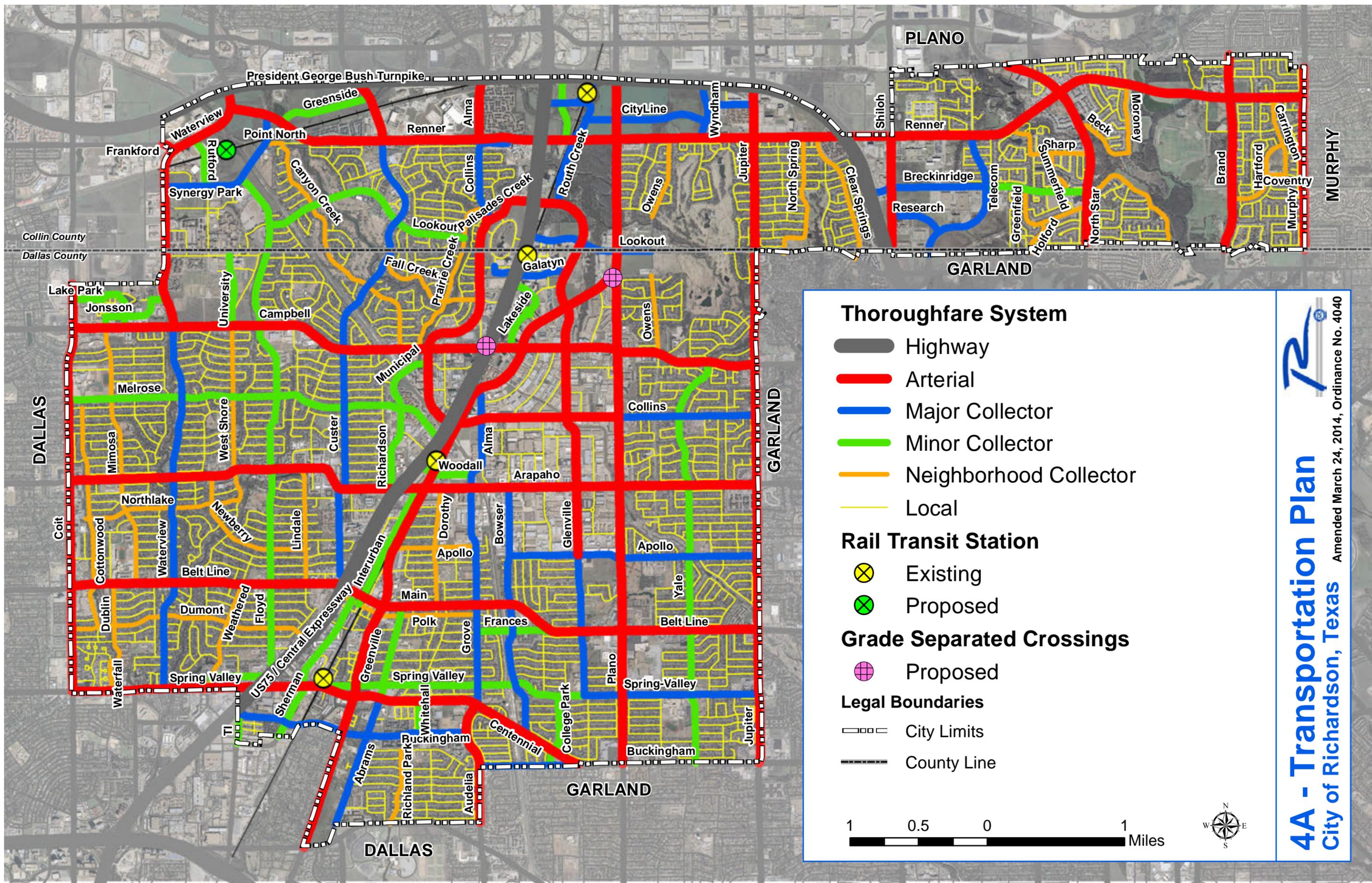
5.2.6. Forced Turn Islands

- Physical barrier that blocks certain movements on approaches to an intersection, forcing a vehicle to turn.
- Estimated cost \$25,000 - \$35,000 per location.
- Reference Exhibit #14 in the Appendix.

Note: The estimated costs for each traffic calming measure cannot replace detailed cost estimates using quantities and local unit prices for work items associated with specific projects; however, these estimates are provided for use in the conceptual planning phase, as they show order-of-magnitude differences among the various calming measures.

Appendix

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- Thoroughfare System**
- Highway
 - Arterial
 - Major Collector
 - Minor Collector
 - Neighborhood Collector
 - Local

- Rail Transit Station**
- X Existing
 - X Proposed

- Grade Separated Crossings**
- X Proposed

- Legal Boundaries**
- City Limits
 - County Line



4A - Transportation Plan
 City of Richardson, Texas Amended March 24, 2014, Ordinance No. 4040

Traffic Calming for Residential Neighborhoods Application

Prior to submission of an application, the applicant must meet with the City of Richardson Development Services Department – Traffic & Transportation (DST&T) staff to discuss eligibility requirements, the Primary Affected Area of impact, the evaluation procedure and the implementation process. A completed application with petition and filing fee must be submitted to initiate the evaluation of the proposed trial closure.

Submittal Date _____ Review Fee: \$ 250.00

HOA/ Neighborhood _____ (Subdivision Name and Home Owners Association Name, if Applicable)

Brief Description of Traffic Calming Request _____ (Include Street Name and address limits of requested Traffic Calming device, attach a map with limits of the desired Traffic Calming area clearly identified)

Reason for Request Attach an "Applicant's Statement" to this application detailing the reason for the requested Traffic Calming device.

Application Petition Following the pre-application meeting, the City will provide a petition form that must be signed by at least 50% of the property owners in the Primary Affected Area as determined by the City to initiate a trial installation. For proposed street closures, the petition must include all the owners of property abutting the street to be modified, between the last intersecting street and the next intersecting street. Signatures from renters or tenants do not qualify. For consideration of a permanently-installed device, a separate poll of all impacted property owners will be conducted by the City. A favorable vote of 75% of the ownership for speed control (85% for volume control) would be required before permanent modification of the street is considered by Staff (or City Council).

HOA Acknowledgement and Applicant's Signature I hereby certify that I am the Homeowners Association (HOA) President (or duly authorized agent of the HOA, subdivision or neighborhood); and I acknowledge this request submitted by the Applicant listed herein. Approval of the HOA is not required for this application; this acknowledgement only indicates that the HOA has been made aware of the request. (Please print legibly or type on the lines below).

HOA / Neighborhood Representative

Applicant / Contact Person

HOA Representative Title

Title (if applicable)

Address

Address

City, State, Zip

City, State, Zip

Telephone

Telephone

Fax

Fax

e-mail address

e-mail address

Signature (must be original signature)

Signature (must be original signature)

Traffic Calming Petition Form

This petition is required by the City of Richardson in order to consider an application requesting the placement of a Traffic Calming device on a residential street. The purpose of the City’s Traffic Calming Policy is to provide uniform guidelines for evaluation and implementation of citizens’ requests for Traffic Calming devices. The policy and procedures specify what type of streets may be modified, what procedures should be used to evaluate the request, how to implement the process and how the cost for the device should be paid. Since the placement of a Traffic Calming device may affect other streets, the policy provides a means for area property owners to participate in this process and to understand the impact on all affected streets prior to a permanent modification.

An application for speed control measures must consist of a petition in favor of the proposed device signed by greater than 50% of the property owners in the Primary Affected Area plus the application fee. Signatures from renters or tenants do not qualify. For volume control measures (closures), the petition must include the owners of all property abutting the street to be modified, from the last intersecting street to the next intersecting street. Obtaining a completed petition is only one step in the process and does not guarantee a street will be modified.

By signing this petition, the property owners in the Primary Affected Area concur with the request for a study to be conducted on the feasibility of placing a Traffic Calming device on the subject street. Fifty % of all property owners in the Primary Affected Area must concur with the request for the study and review process; 75% must concur for permanent placement of a speed control device, such as a speed hump; 85% must concur for permanent placement of a volume control device, such as a street closure.

| Property Address | Mailing Address | Property Owner | Signature |
|---|---|--------------------------|------------------|
| 123 Main Street Richardson, TX 75081 | 123 Main Street Richardson, TX 75081 | John & Jane Doe | |
| 124 Main Street Richardson, TX 75081 | 321 Broadway Dallas, TX 75214 | Bob Smith | |
| 125 Main Street Richardson, TX 75081 | 125 Main Street Richardson, TX 75081 | Sally Johnson | |
| 126 Main Street Richardson, TX 75081 | 126 Main Street Richardson, TX 75081 | John & Mary Williams | |
| 127 Main Street Richardson, TX 75081 | 127 Main Street Richardson, TX 75081 | Jane Moore | |
| 128 Main Street Richardson, TX 75081 | 128 Main Street Richardson, TX 75081 | George Smith | |
| 129 Main Street Richardson, TX 75081 | 123 Country Lane Richardson, TX75082 | Susie Taylor | |
| 130 Main Street Richardson, TX 75081 | 130 Main Street Richardson, TX 75081 | Mike Jones | |
| 131 Main Street Richardson, TX 75081 | 131 Main Street Richardson, TX 75081 | Mark & Alice Richards | |
| 132 Main Street Richardson, TX 75081 | 132 Main Street Richardson, TX 75081 | Billy & Betty Johnson | |

Primary Affected Area - Example



Sample Primary Affected Area Speed Control Measure

Neighborhood Traffic Calming

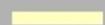


Legend:

Affected Area - 

Speed Hump - 

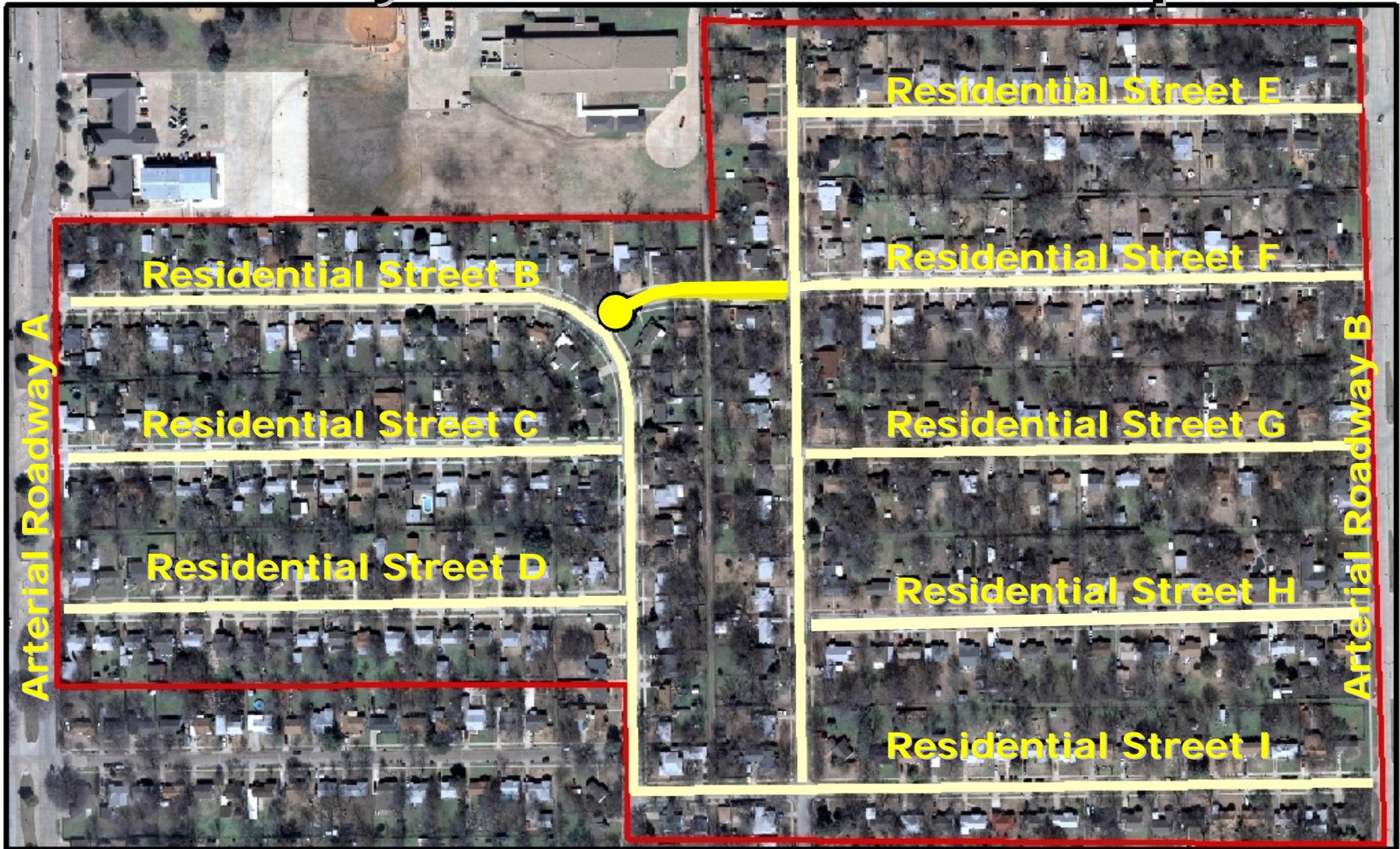
Target Street - 

Affected Street - 

0 62.5 125 250 Feet



Primary Affected Area - Example



Sample Primary Affected Area Volume Control Measure

Neighborhood Traffic Calming



Legend:

Affected Area - 

Target Street - 

Affected Street - 

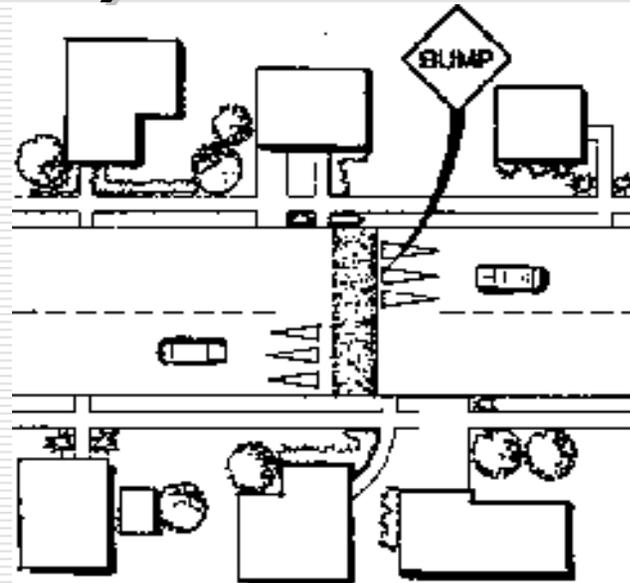
0 35 70 140 Feet



Exhibit 1. Speed Cushions (undulations)



Exhibit 2. Speed Humps (undulations)



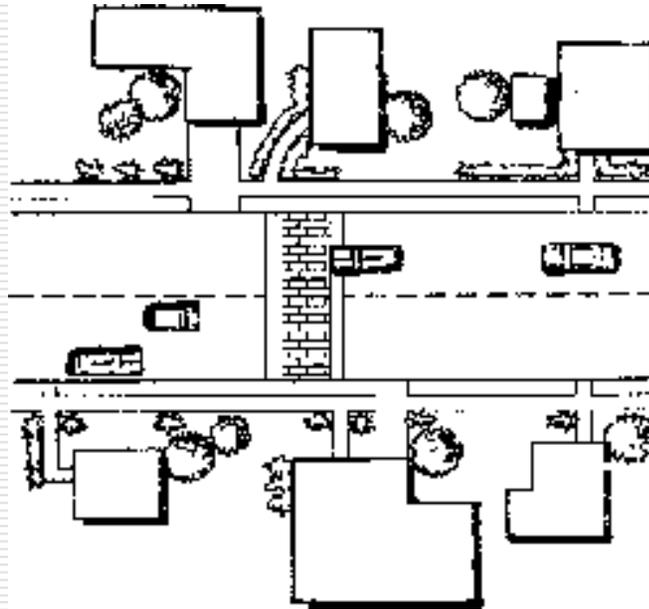
14' Portland, OR



12' West Palm Beach, FL



Exhibit 3. Speed Tables (trapezoidal humps, flat topped humps)



Bellevue, WA

Charlotte, NC

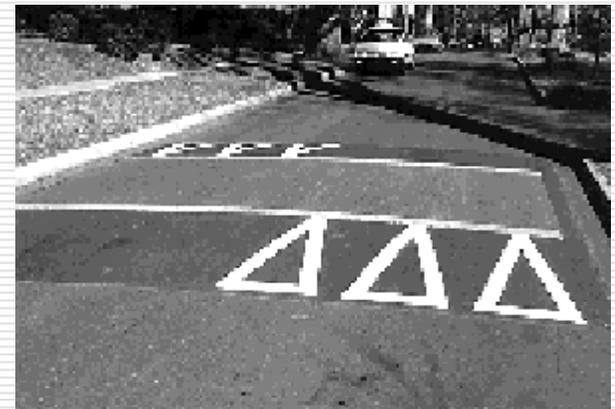
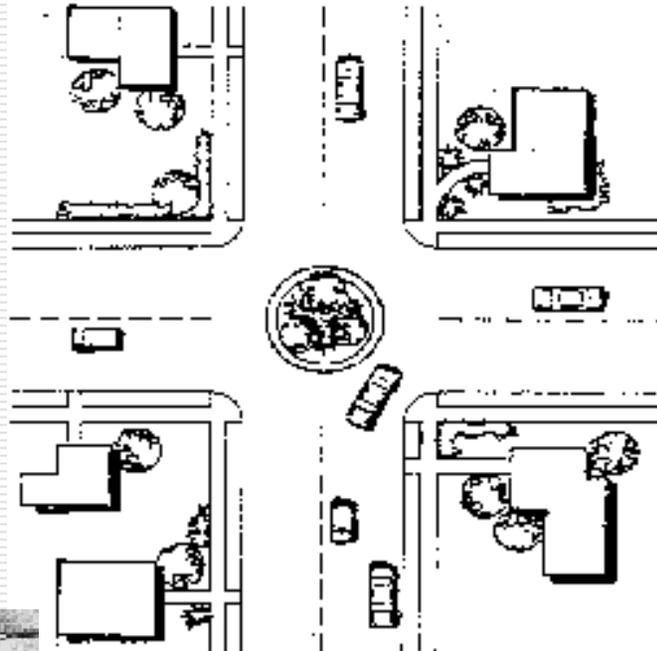


Exhibit 4. Traffic Circles (rotaries, intersection islands)



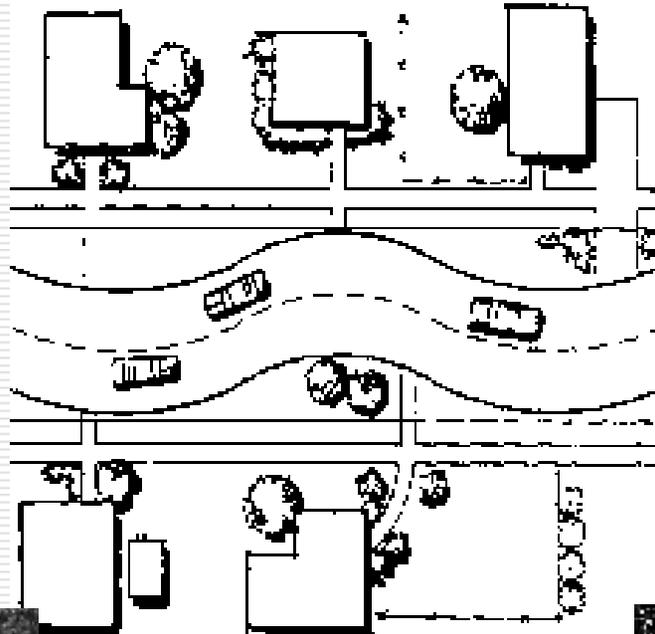
Charlotte, NC

Portland, OR



Exhibit 5. Chicanes

(deviations, serpentine, reversing curves)



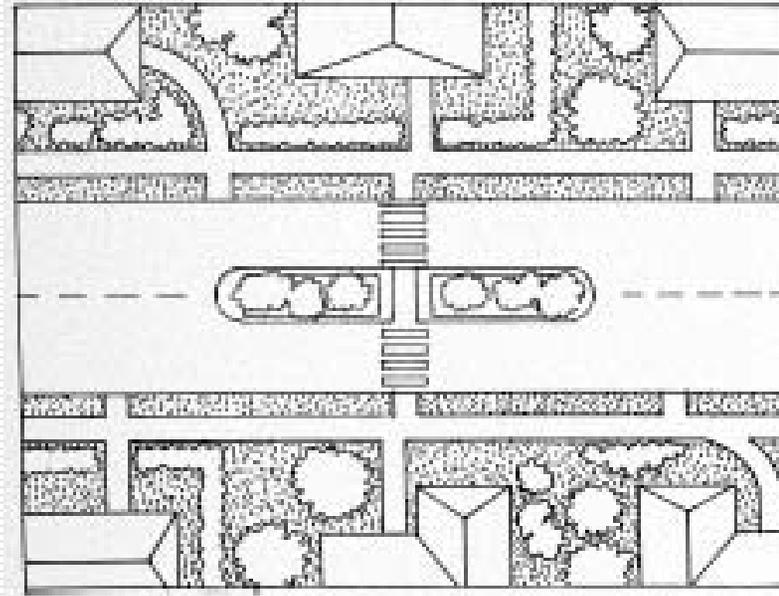
Montgomery County, MD



Alachua, FL



Exhibit 6. Center Island Narrowings



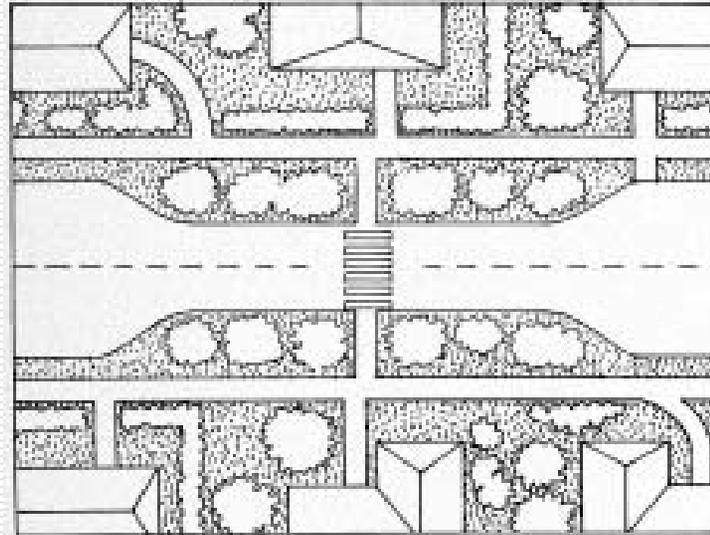
Dublin, OH



Portland, OR



Exhibit 7. Midblock Narrowings (chokers, curb extensions)



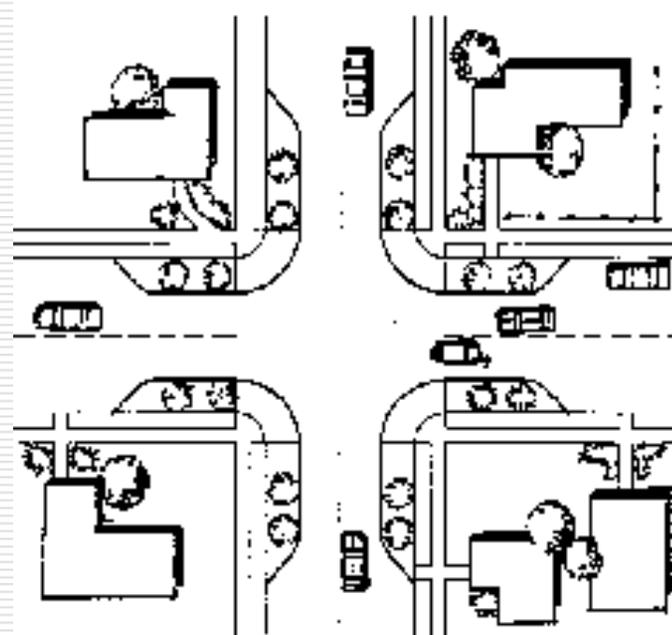
Surrey, British Columbia



Beaverton, OR



Exhibit 8. Intersection Neckdowns (nubs, bulbouts, knuckles, intersection narrowings, corner bulges)



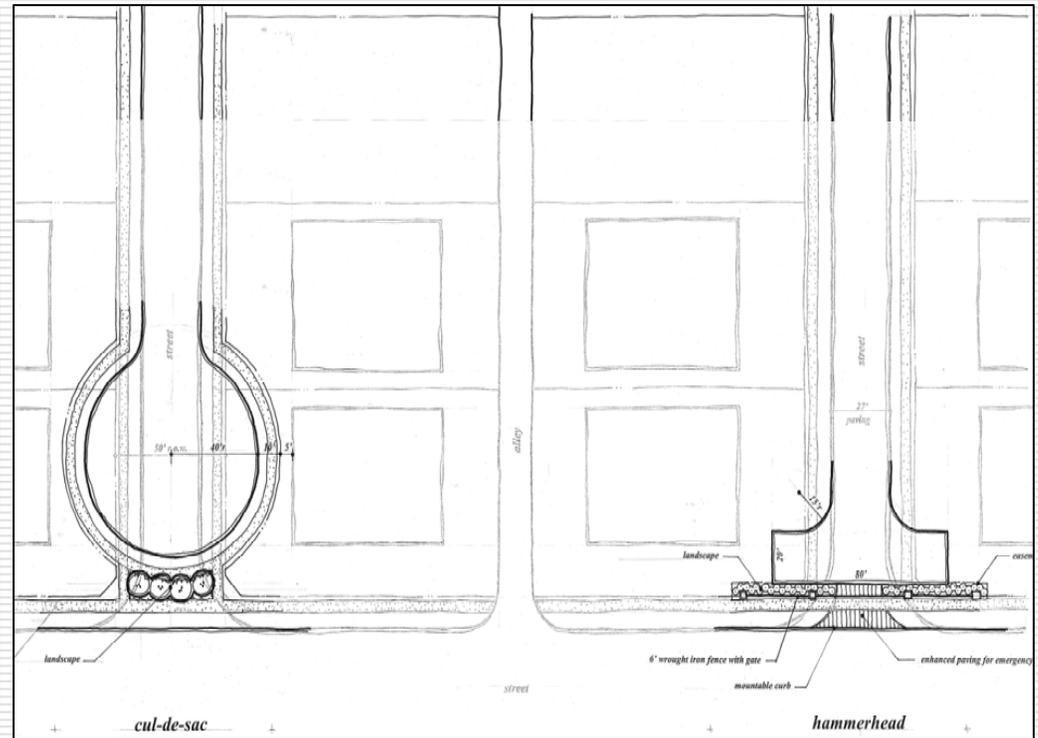
Eugene, OR

Sarasota, FL



Exhibit 9. Full Closure

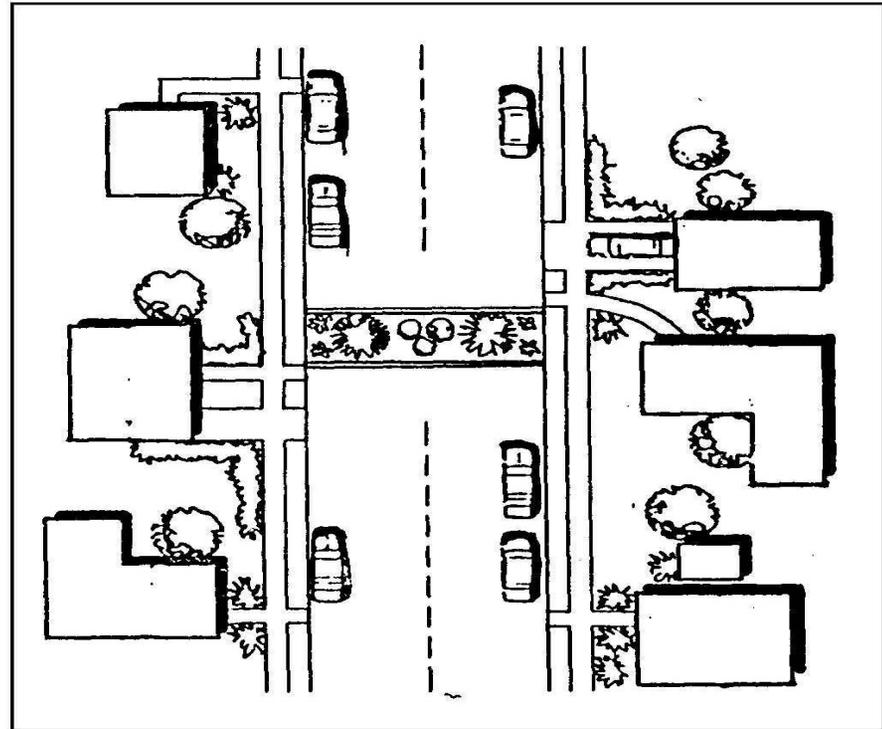
(shown with Cul-de-sac or Hammer head)



Turn-around may be required and will necessitate acquisition of right-of-way or easements from adjacent residential lots



Exhibit 10. Mid Block Closure



- Creates a dead-end street without sufficient area for turn-around
- May cause confusion to persons who don't drive in the area on a regular basis (visitors, delivery vehicles, etc.)

Exhibit 11. Half Street or Partial Closure



- Two-way traffic allowed on remainder of street
- May cause confusion to persons who don't drive in the area on a regular basis (visitors, delivery vehicles, etc.)

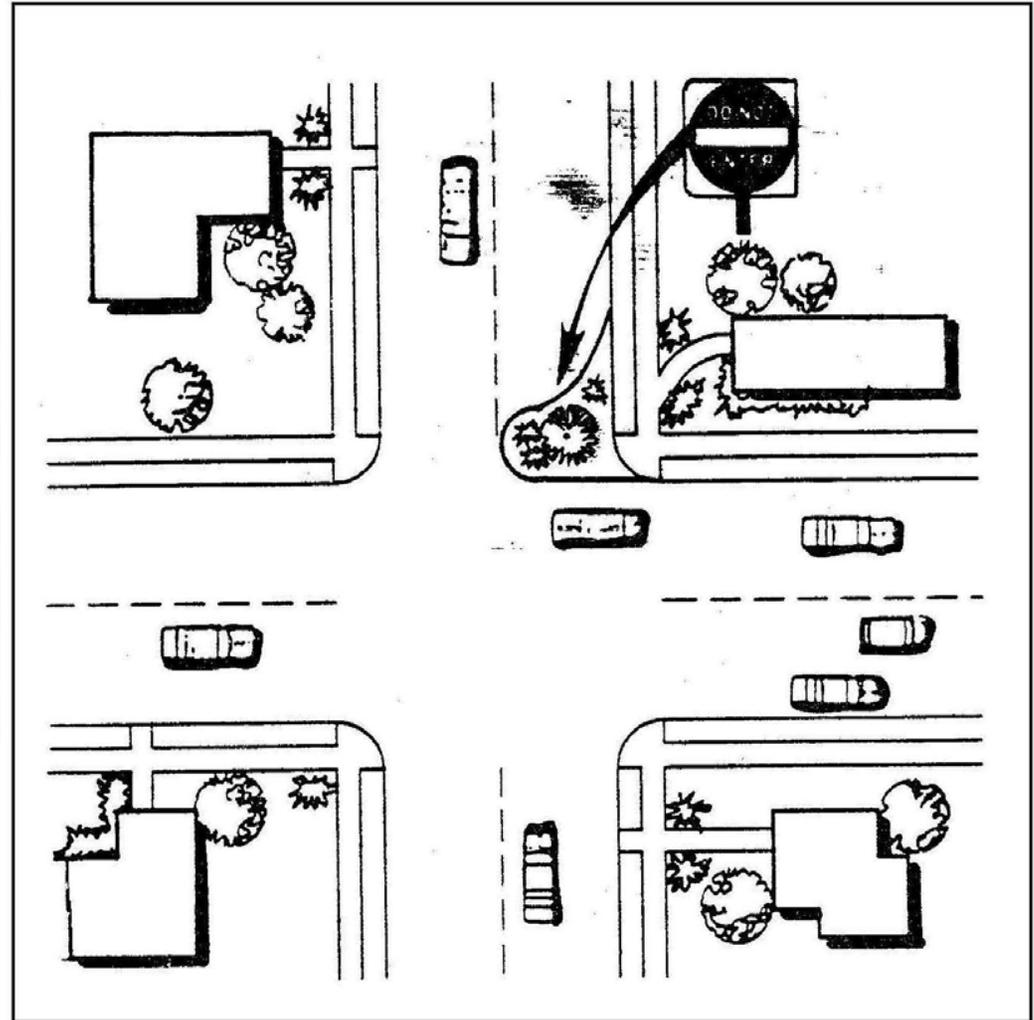
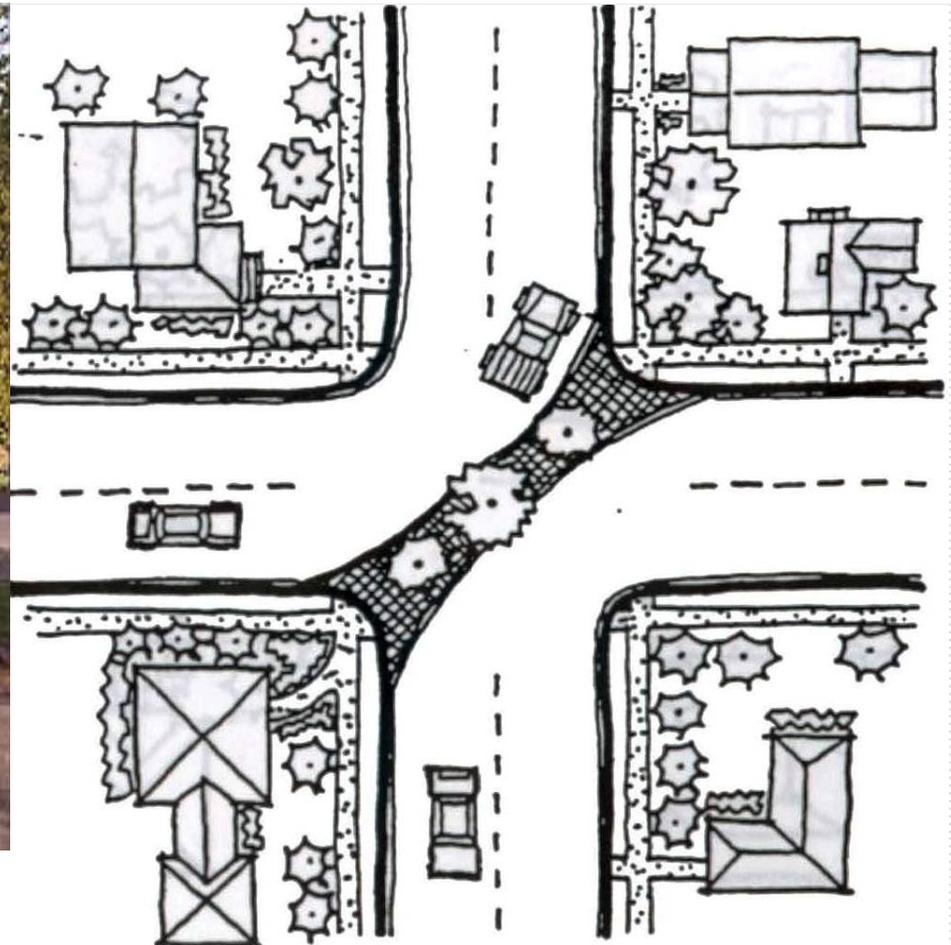


Exhibit 12. Diagonal Diverter



Right-of-way corner clips or easements likely to be required on narrow streets to provide adequate turn radii and landscaping in the diverter

Exhibit 13. Median Barrier

- May require acquisition of right-of-way or easement from adjacent residential lots for median construction on narrow streets
- On-street parking prohibited

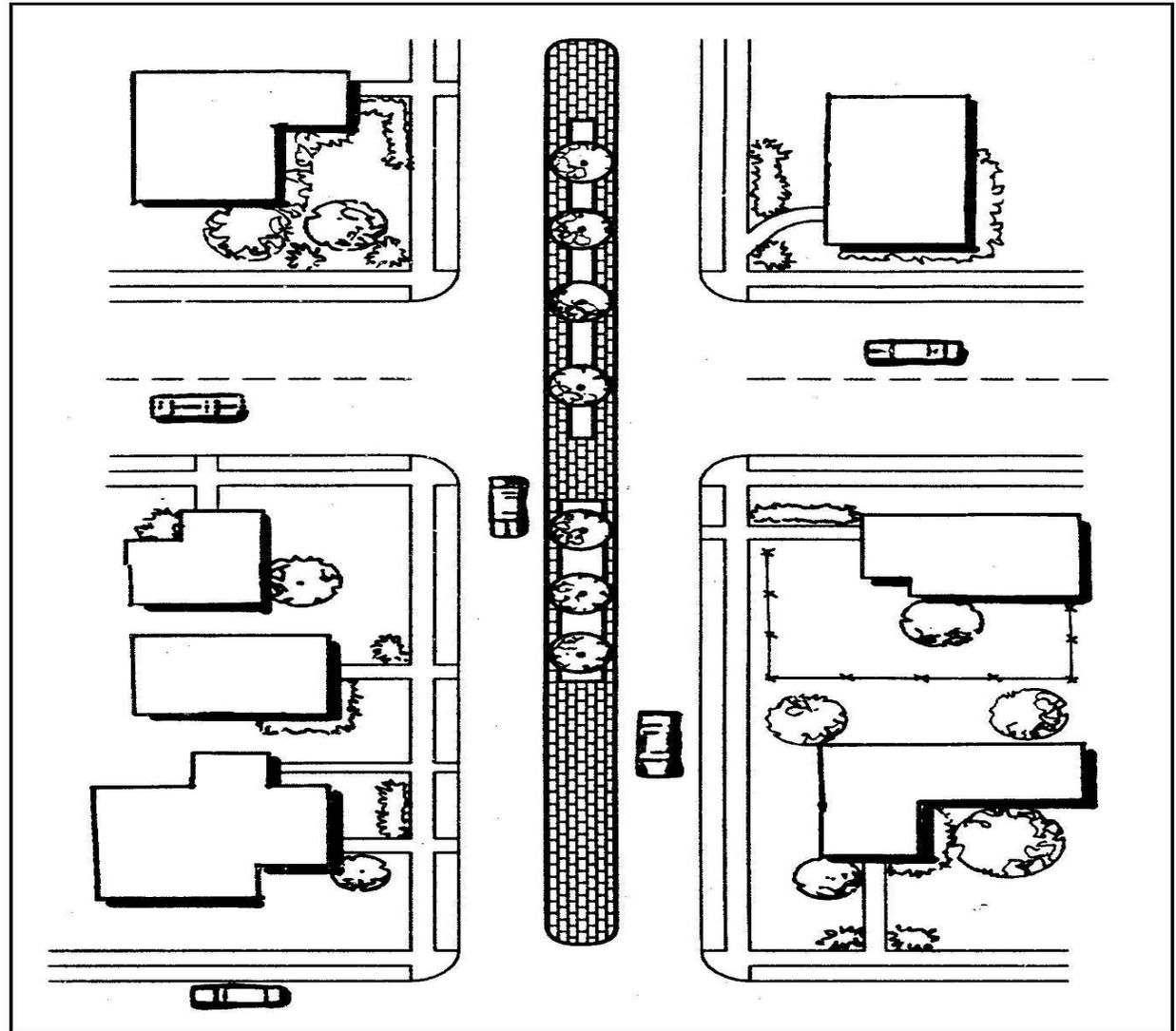
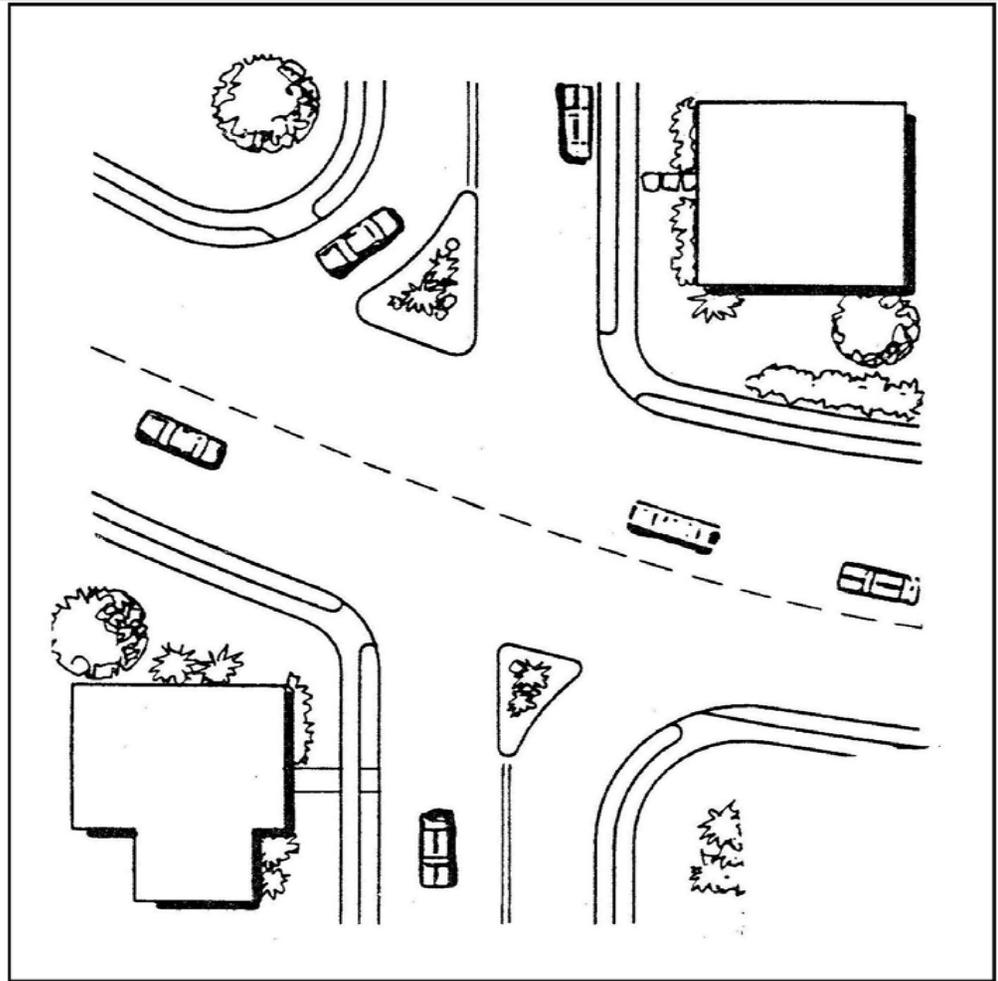


Exhibit 14. Forced Turn Island



May require acquisition of right-of-way or easement from adjacent residential lots for island construction and turn radius