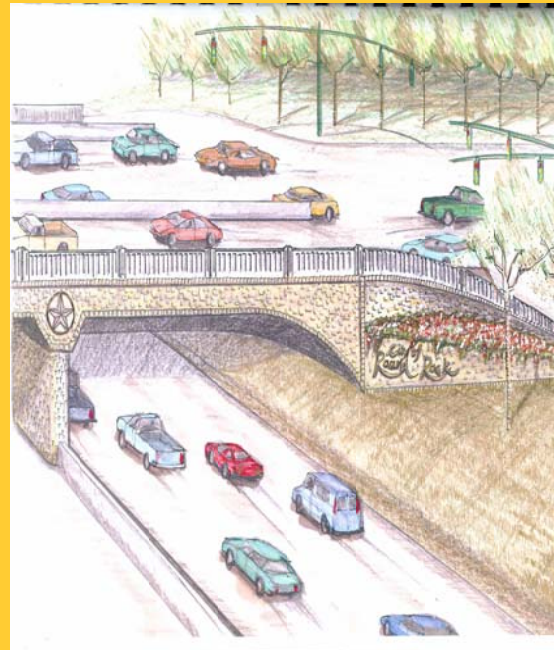


City of Round Rock
Transportation Services Department

Tel: 512-218-5562



Traffic Calming Program



Last Updated: August 2003

TRAFFIC CALMING PROGRAM

Traffic Calming is an area wide, structured program involving education, enforcement, and engineering used to reduce the speed and/or volume of traffic to acceptable levels on neighborhood streets in the City of Round Rock.

WHY CONSIDER TRAFFIC CALMING?

Traffic calming can (1) reduce occurrence of excessive speeding, (2) reduce cut through traffic, (3) reduce truck traffic, (4) reduce accidents, (5) provide a safer environment for pedestrians and children, and (6) reduce noise, vibration, and air pollution.

ELIGIBILITY REQUIREMENTS

Initial reports of speeding vehicles should be referred to the Round Rock Police Department for normal enforcement.

Speeding Problem Definition: A street is considered to have a speeding problem if a traffic study conducted by the City identifies that 15% of the vehicles on the street are traveling 5-mph or more over the speed limit in a 24-hour study period or there have been five or more reported speed related accidents during the last 36-month period.

In order for a street to be eligible for traffic calming, it must satisfy the Speeding Program Definition and meet all of the following requirements:

- ◆ Completed an initial referral and normal enforcement with Round Rock Police Department.
- ◆ Must be classified as a **local** or local **collector** street. (A local collector is a street which typically connects local streets to arterials, has driveways, and a daily traffic volume of less than 6,000 vehicles per day.
- ◆ Must NOT provide for more than one moving traffic lane in each direction.
- ◆ Must NOT have a speed limit greater than 30-mph.

- ◆ Must have a 2-way traffic volume greater than 250 vehicles per day and not more than 6,000 vehicles per day to be eligible for the program.

PROGRAM OBJECTIVE

The objective of the Traffic Calming Program is to obtain compliance with neighborhood speed limits in the least intrusive and restrictive manner possible.

Upon receiving a written request outlining the perceived problem and the street(s) of concern, the City will conduct 24-hour speed studies and traffic counts, and evaluate all reported accidents for the last 3-years for the streets identified in the request. The results of the studies and accident evaluations will then be compared to the **Speeding Problem Definition** and the **Program Eligibility Requirements** to determine if the area meets the requirements for the Traffic Calming Program.

If the area studied does not meet the **Speeding Problem Definition** or the **Program Eligibility Requirements**, the person submitting the request will be provided a written explanation of the findings of the traffic and engineering studies, and why the request do not meet the requirements of the Traffic Calming Program.

If the area studied does meet the **Speeding Problem Definition** and the **Program Eligibility Requirements**, a Traffic Calming Program will be initiated for the area identified in the study. The program components must be implemented in the order and manner described.

EDUCATION COMPONENT

The education component is a 3-month effort to provide appropriate information about the speeding problem to the neighborhood residents, and other identifiable groups of concern with a goal of gaining voluntary compliance with appropriate

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speed limits within a neighborhood.

Educational information provided should:

- ◆ quantify the speeding problem,
- ◆ provide the recipient information about how speed affects safety,
- ◆ emphasize the importance of each driver taking personal responsibility for their driving, and
- ◆ provide information about how residents and neighborhood organizations can be involved in the education effort.

The education effort may include newspaper articles, television spots, and announcements on Channel 10, door hangers, utility bill inserts, flyers sent home with school children, direct mailers, placing the speed trailer at appropriate locations within a neighborhood, training sessions with concerned residents, organized neighborhood events, and other appropriate activities. The education component will last 3-months.

Following the completion of the education component, traffic studies will be conducted to assess the impact of the education component on the speeding problem. If the study determines that the speeding problem has been reduced to less than the policy definition, the program will be considered successful and will transition to periodic monitoring of travel speeds in the neighborhood. If the study determines that the speeding problem continues to be greater than the policy definition, then the Traffic Calming Program for that neighborhood will escalate to the enforcement component of the Program.

ENFORCEMENT COMPONENT

The enforcement component is a 3-month effort by the Round Rock Police Department to target the enforcement of speed limits and other traffic regulations on streets within an area identified for traffic calming to gain compliance with traffic laws and regulations.

Enforcement activities may include:

- ◆ placement of a speed trailer at appropriate locations,
- ◆ counseling visits by police officers,
- ◆ issuance of warning tickets by police officers, and
- ◆ issuance of traffic citations by police officers.

The enforcement component will be organized to impact the speeding problem identified in previous traffic studies, and will be conducted over a 3-month period in the following manner:

- ◆ Directed patrols and intensive enforcement for 14 to 20 days.
- ◆ Normal enforcement conducted on a random basis for 30 days.
- ◆ Repeat the cycle once.

Following the completion of the enforcement component, traffic studies will be conducted to assess the impact of the enforcement component on the speeding problem. If the study determines that the speeding problem has been reduced to less than the policy definition, enforcement activities will continue on a random, as needed basis to maintain acceptable compliance with neighborhood speed limits. If the study determines that the speeding problem continues to be greater than the policy definition, then the Traffic Calming Program for that neighborhood will escalate to the engineering component of the Program.

ELIGIBILITY REQUIREMENTS FOR ENGINEERING SOLUTIONS

In order for a street to be eligible for the engineering component, it must meet **all** of the following additional requirements:

- ◆ Must NOT be designated as a Primary Emergency Service Response Route.
- ◆ Any traffic-calming request that escalates to the engineering component will require a demonstration of support within a directly affected neighborhood.
- ◆ 75% of the residents living on the street proposed for a traffic calming device, and within 1/4 mile of the proposed traffic calming device, as measured along the centerline of the street, must

concur with the installation.

- ◆ Additionally, 75% of the residents living on any cul-de-sac or loop street which connects to the street proposed for the traffic calming device, and whose residence is within 1/4 mile of the proposed traffic calming device, as measured along the centerline of the streets traveled, must also concur with the installation.

TRAFFIC CALMING DEVICES

Types of traffic calming devices that may be used are Speed Humps, Traffic Circles, Curb Extensions, Semi-diverters, and additional pavement markings.

CURB EXTENSION



SPEED HUMP



TRAFFIC CIRCLE



SEMI-DIVERTER



REMOVAL OF TRAFFIC CALMING DEVICES

Residents may request to have the traffic calming devices removed if the following conditions are met:

- ◆ a minimum of 1 year has elapsed since the devices were installed **and**
- ◆ a petition signed by at least 2/3 of the residents living on the street with a traffic calming device, and within 1/4 mile of the traffic calming device, as measured along the centerline of the street, must concur with the removal of the traffic calming device **and** 2/3 of the residents living on any cul-de-sac or loop street which connects to the street on which the traffic calming device exists, and whose residence is within 1/4 mile of the traffic calming device, as measured along the centerline of the streets traveled, must also concur with the removal.

Traffic Calming Devices may also be removed if the device has been determined to be unsafe or ineffective by the City Traffic Engineer, or any unforeseen reason such as negative impacts that cannot be mitigated. If the Traffic Calming Device needs to be removed due to this type of situation, removal will be paid for by funds budgeted for this type of circumstance.

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