

CITY OF ROSWELL

TRAFFIC CALMING PROGRAM

ROSWELL TRANSPORTATION DEPARTMENT

(770) - 594-6420

**Approved by City Council 8/21/00
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Table of Contents

- I. Introduction
- II. Traffic Calming Process
- III. Traffic Problem Definition
- IV. Traffic Calming Study
- V. Feasible Alternative Solutions
- VI. Traffic Calming Proposal
- VII. Petition Forms/Traffic Calming Petition Letter
- VIII. Funding of Solutions
- IX. Review and Analysis of Applied Solution
- X. Flow Chart of the Traffic Calming Project Process
- XI. Definitions

I. Introduction

Residents are often concerned about excessive traffic volumes and speed through their residential neighborhoods. The primary function of local streets in residential neighborhoods is to allow for the safe ingress and egress of the local homeowners to the City's highway network. When neighborhood streets are being used by "cut-through" traffic and are being used with excessive speed, the quality of life and the safety of residents is diminished.

In order to enhance the quality of neighborhood life and the safety of the residents of Roswell, the Transportation Department is establishing this Traffic Calming Program. The goals of this program are:

- Deterrence of cut-through traffic from residential streets to collector streets.
- Reduction of traffic speed to a safe and appropriate limit.
- Emergency Vehicle Access.
- Encouragement and Enhancement of Pedestrian, Bicycle and Transit systems.
- Limit Traffic Calming to Residential Streets.
- Use of Effective, Efficient, Economical and Environmentally Sound Traffic Calming Solutions.
- Involvement of Neighborhood Associations and Residents.
- Multi-Discipline input from Planners, Police, Fire Department, Community Development, and Engineers.
- Continuing Monitoring and Measurement of Speeds, Traffic Volumes and Accidents.
- Deterrence of Truck Traffic and other inappropriate vehicles from residential streets.

It is extremely important to realize that the approach taken by the Traffic Calming Program is a systematic one. While each situation may be somewhat unique, the same definitions and criteria, as outlined in this guide, are applied. Also, the transportation system of the City must be considered as a whole. Solving one local problem should not cause another problem to appear somewhere else.

The Traffic Calming Program is to be used only for residential streets as defined in the next section. It will also be a goal of the program to have the speed limit of all residential streets posted and enforceable at 25-mph.

In keeping with the general guidelines and recommendations as set forth in the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers, uniformly aids in the recognition and understanding of traffic control devices. Standardization of these devices will help ensure that any given traffic

calming measures including the use of speed humps will be equally recognizable and require the same action on the part of the motorist regardless of where they are encountered.

II. Traffic Calming Process

- NEIGHBORHOOD GROUP CALLS AND REPORTS SPEEDING PROBLEM / CUT THRU / ETC., AND REQUEST WE ADDRESS THEIR CONCERNS.
- IF THERE IS A HOME OWNERS ASSOCIATION (HOA), THE (HOA) MUST INITIATE THE REQUEST THROUGH A LETTER AND CLEARLY STATE THEIR CONCERNS.
- IF THERE IS NO HOME OWNERS ASSOCIATION (HOA), THE COMMUNITY OR AN INDIVIDUAL MUST SUBMIT A LETTER AND CLEARLY STATE THEIR CONCERNS.
- THE TRAFFIC DIVISION MANAGER WILL MAKE A FIELD REVIEW OF THE AREA TO DETERMINE WHAT STUDIES WILL BE CONDUCTED.
- THE TRAFFIC DIVISION WILL CONDUCT SPEED STUDIES, VOLUME COUNTS, AND ACCIDENT ANALYSIS TO DETERMINE THE EXTENT OF THE PROBLEM.
- THE TRAFFIC DIVISION MANAGER WILL REVIEW THE RESULTS OF THE STUDIES. IF THE RESULTS OF THE STUDIES INDICATE (NO) THERE IS NOT A TRAFFIC PROBLEM, WE WILL INFORM THE NEIGHBORHOOD IN WRITING.
- IF THE RESULTS INDICATE (YES) THERE IS A TRAFFIC PROBLEM, WE WILL DEVELOP SOLUTIONS AND PRESENT TO THE POLICE AND FIRE DEPARTMENT FOR APPROVAL.
- AFTER APPROVAL FROM THE POLICE AND FIRE DEPARTMENT, WE WILL SUBMIT TO THE TRANSPORTATION COMMITTEE FOR THEIR APPROVAL.
- IF THE TRANSPORTATION COMMITTEE APPROVES THE PROPOSED SOLUTIONS, WE WILL SCHEDULE A NEIGHBORHOOD MEETING TO DISCUSS THE RESULTS OF OUR STUDIES AND PRESENT PROPOSED SOLUTIONS.
- THE NEIGHBORHOOD MUST AGREE TO SHARE THE COST AS EXPLAINED IN THE FUNDING SECTION.

- IF THE SOLUTIONS ARE ACCEPTABLE, WE WILL REQUIRE NOTIFICATION OF THOSE DIRECTLY IMPACTED OR REASONABLY EXPECTED TO BE IMPACTED PROPERTY OWNERS OF THE PROPOSED TRAFFIC CALMING DEVICE(S). IF A PROPERTY OWNER DOES NOT RESPOND, IT WILL BE COUNTED AS A NO VOTE, UNLESS THE APPLICANT CHOOSES TO SEND NON RESPONDENTS THE PETITION BY CERTIFIED MAIL, RETURN RECEIPT REQUESTED, AT NO COST TO THE CITY OF ROSWELL, GIVING THEM 30 DAYS TO RESPOND OR THEY WILL BE CONSIDERED A NON VOTE, AND WILL NOT BE COUNTED EITHER FOR OR AGAINST THE TRAFFIC CALMING DEVICE(S). IN THIS EVENT, PROOFS OF NOTIFICATION WITH NO RESPONSE ARE TO BE DELIVERED TO THE CITY ALONG WITH A PETITION SIGNED BY AT LEAST 65% OF THE RESPONDING PROPERTY OWNERS SUPPORTING THE PROPOSED TRAFFIC CALMING DEVICE.
- ONCE THE PETITION IS RECEIVED AND VERIFIED, A FINAL COST WILL BE DEVELOPED AND PRESENTED TO MAYOR AND COUNCIL FOR APPROVAL OF THE TRAFFIC CALMING DEVICE.
- ANY NEEDED MODIFICATIONS REQUIRED BEFORE PERMANENT FIXTURES MAY INCLUDE SOME TEMPORARY SAFETY MEASURES BEFORE IMPLEMENTATION OF ANY STAGE TWO TOOLS.
- WHEN APPROVED AND FUNDED, IMPLEMENTATION WILL BEGIN ON THE TRAFFIC CALMING DEVICE WITHIN 30 DAYS.
- LANDSCAPING, MAINTENANCE, AND NECESSARY EASEMENT DEDICATION WILL BE FUNDED BY THE NEIGHBORHOOD.
- 60 DAYS AFTER THE INSTALLATION OF THE TRAFFIC CALMING DEVICE “AFTER” STUDIES WILL BEGIN TO DETERMINE IF THE TRAFFIC CALMING DEVICE WAS EFFECTIVE.
- IF THE COMMUNITY DECIDES THAT THEY NO LONGER WANT THE TRAFFIC CALMING DEVICE, THEY MUST FOLLOW THE SAME PROCEDURE TO OBTAIN 65% IN FAVOR OF REMOVAL AS THEY DID IN THE ORIGINAL PETITION. (IF THERE IS A HOME OWNERS ASSOCIATION (HOA), THE PETITION FOR REMOVAL MUST COME THROUGH THE ASSOCIATION.) THE DEVICE(S), SUCH AS SPEED HUMPS, MUST REMAIN AT LEAST 12 MONTHS BEFORE REMOVAL. IF SUCH DEVICE(S) ARE REMOVED THE ROAD MUST ALSO BE BROUGHT BACK TO CITY STANDARDS. REMOVAL SHALL BE DONE BY A QUALIFIED CONTRACTOR AT NO COST TO THE CITY OF ROSWELL.

III. Traffic Problem Definition

For the purposes of the Traffic Calming Program, a traffic problem on a residential street exists if any of the following are found during a traffic study:

1. The average speed on a residential street is 30-mph or greater.
2. The 85th percentile speed on a residential street is greater than 10 miles over the posted speed limit.
3. The average daily traffic on a residential street is greater than 1000 vehicles.
4. The peak hour volume on a residential street is greater than 100 vehicles.
5. The number of accidents on a residential street is three or greater in one year.
6. The percentage of truck traffic is 1% or more of the total vehicles counted.

If the results of any traffic study show that a residential traffic problem exists, based upon the above criteria, the Transportation Department will conduct a Traffic Calming Study as explained in the next Section.

IV. Traffic Calming Study

A. Requests for Traffic Study

Under the Traffic Calming Program, the Home Owners Association (HOA) must submit a letter to the Roswell Department of Transportation when a problem is perceived. If however, there is no (HOA), anyone through a letter from the residents, any City agency, the City Council, or the Transportation Advisory Committee can request a traffic study. The Transportation Department will then conduct a traffic study and report the findings to the requestor.

B. Traffic Calming Study

The Transportation Department will analyze the results of the Traffic Study for a particular residential street segment and determine if a problem, as defined in Section III, exists. If there is no problem, a report is made and the results given to all interested parties. The Transportation Department will also archive the results for comparison for future studies.

If a traffic problem, as defined in Section III, does exist, then the Transportation Department staff will analyze the data to determine: the severity of the problem, the causes(s) of the problem, whether the traffic problem is local or is regional and to determine what feasible traffic calming solutions may solve the problem. The Transportation Department will develop a preliminary Traffic Calming Study giving: the results of the Traffic Study, the identification of the problem(s) and

the proposed Traffic Calming solutions in a prioritized list giving the solution, probable effectiveness and cost.

Copies of the study will be given to the City Fire Department, the City Police Department and any other appropriate agency or individual as determined by the Transportation Director.

V. Feasible Alternative Solutions

The feasible alternative solutions are classified into two categories. The first is a Stage One Tool solution and the second is a Stage Two Tool solution. In general, the Stage One Tool solution is easier to implement, easier to undo, costs less and should have prior consideration than a Stage Two Tool solution. This section presents most of the probable traffic calming solutions that will be used by the Transportation Department in the Traffic Calming Program. The Transportation Department will continue to monitor other agencies' results for their traffic calming programs and will have staff attend seminars pertaining to traffic calming. Therefore, solutions presented here may be altered or deleted or new solutions added as experience in this field grows.

Stage One Tool Solutions

Stage One Tools do not involve the use of physical controls or impediments on the roadway system. They are comprised of actions and programs, which are primarily educational, and enforcement based.

Uniform Residential Speed

One Stage One Tool is for all residential streets to have a uniform speed limit set at 25 - mph.

Designated Residential Zone

The *Official Code of Georgia, 1998, Section 40-14-8 (b)* provides that the limitations in subsection (a) [no {radar speed detection} case can be made unless the speed of the vehicle exceeds the posted speed limit by more than ten miles per hour] shall not apply in properly marked residential zones. Thoroughfares with speed limits of 35 miles per hour or more shall not be considered residential streets.

Therefore, a Stage One Tool is to have a residential street be designated and properly marked as a residential zone so that the 25-mph speed limit is enforceable. This tool, if adopted by the City, would be part of the Police Department Traffic Enforcement strategies.

Neighborhood Traffic Safety Program (Education)

This is a program comprised of neighborhood meetings, letters, pamphlets, etc., alerting residents within a neighborhood to speeding and other traffic/pedestrian safety concerns. The Transportation Department, with the cooperation of the City Police Department, would conduct this program for any Neighborhood Association or other residential group requesting it. This neighborhood awareness program will hopefully result in neighbors more closely obeying existing traffic laws and result in improved safety for all roadway users.

Traffic Signing and Pavement Markings

This includes signs for residential zone designation, speed limits and other necessary information needed for motorists under the Traffic Calming Program.

No-Truck Enforcement

In general, no trucks are allowed on residential streets. If truck traffic is shown to be a problem, the City Police Department is to enforce the City's Code against this violation. The Transportation Department will make certain that the proper signing is in place to enforce the No-Truck ordinance.

Traffic Enforcement Actions

This is a traditional enforcement activity on the part of the City Police Department's traffic enforcement officers. The Transportation Department will provide the Police Department data from the traffic study as to the severity of violation and as to the time of day when most violations occur.

Radar Speed Trailer Deployment

When appropriate, the Transportation Department will deploy its radar speed trailer to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. The trailer deployment also sometimes results in allowing concerned neighbors to see that actual speeds may not be as high as what had been perceived.

Landscaping

This is a method by which the land adjacent to the curb is landscaped so as to give the appearance of a narrower corridor. This appearance would cause a motorist to slow down. With the assistance of the City's arborist or landscape architect, a landscaping plan will be developed for the desired affect. Maintenance of the use of landscaping will be at the expense of the Community.

Stage Two Tool Solutions

Stage Two Tool solutions generally involve the “hard” physical modifications intended to control traffic speeds and/or volumes. These solutions are generally quite expensive and are often permanent. Therefore, before the Transportation Department will implement any Stage Two Tool Solution, the following are required:

1. Approval by the City Police Department.
2. Approval by the City Fire Department.
3. Approval by the Transportation Committee.
4. Approval by 65% of those directly impacted or reasonably expected to be impacted property owners and an agreement to pay 25% of the total cost.
5. Approval by the Mayor and City Council.
6. Approval for funding by the City Council.

Failure to obtain any of the above approvals will result in the proposed Stage Two Tool Solution not being implemented.

All Stage Two Solution Traffic Calming Projects will be designed to the standards of:

1. Institute of Transportation Engineers (ITE) or
2. American Association of State Highway and Transportation Officials (AASHTO) or
3. American Society of Civil Engineers (ASCE)
4. Federal Highway Administration (FHWA) or
5. Georgia Department of Transportation (GDOT) or
6. Any other reputable organization involved in the design of traffic calming projects and specifications.

The following is a list of Stage Two Tool solutions. Specific designs are not provided in this document but can be found in the publications of the above-mentioned organizations. The Transportation Department will develop design standards and specifications for the City of Roswell for these Stage Two tools as they are first implemented and the results studied.

Speed Humps

A speed hump is a raised portion of pavement designed to reduce speed. Speed humps will be designed for the 25-mph speed limit. In order to be effective, speed humps should be placed between 200 feet and 750 feet apart. The estimated cost for each speed hump is between \$2500 and \$5000 including the appropriate signing and pavement marking. It should be noted that the Georgia Department of Transportation has made it clear that it will not approve any federal or state money for resurfacing a street that has speed humps. Therefore, before any speed hump project is implemented, the street should be thoroughly examined for pavement deficiencies. Any pavement deficiencies should be

corrected by a resurfacing project before implementing a speed hump project. Speed studies must show that the 85th percentile speed for the proposed street is greater than 10 miles over the posted speed limit before consideration of speed humps. Speed humps will only be considered for streets classified as residential streets.

Traffic Circles

This device is a raised circular island in the middle of a residential neighborhood intersection. Direct straight through movements are obstructed by the raised island causing traffic to move to the right and around the circle. The intersection approaches are normally controlled by yield signs, which serve to alert motorists to the need to slow their speed entering the intersection.

Curb Extensions, Chokers, Chicanes

These are various methods of narrowing the roadway by extending raised curbs into the street. These can be done at street entries and exits as well as mid-block locations. The narrower street generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

Median Entry/Exit Islands

These are traffic islands used to create narrower roadway passages at entry and exit points.

Median Barriers

These can be either a barrier or raised island along the center of a roadway to prohibit left turns or crossing traffic.

Mid-Block Raised Medians

This is a median placed in the center of a roadway to create a narrower travelway and also reduce pedestrian crossing distances.

Forced Turn Islands, Barriers, Channelization

These are traffic islands or curbs specifically designed to prevent traffic from making specific movements at an intersection.

Diagonal Dividers

These are barriers placed diagonally across an intersection to force drivers to make a particular turn but not allow other movements.

One-Way Streets

This solution is self-explanatory. However, there should be a dual one-way street going in the other direction for efficient system operation.

One-Way Chokers, Half Closures or Semi-Diverter

These are barriers to traffic in one direction that permit traffic in the opposite direction to proceed.

Street Closures

This effectively closes a street from through traffic. It can be constructed to allow emergency vehicles and police to pass. Closing of a street will only be considered after receiving a legal opinion from the Roswell Legal Department.

Cul-de-sacs

This is a type of street closure that involves constructing an effective turn-around for traffic. A cul de sac will only be considered after receiving a legal opinion from the Roswell Legal Department.

Edgelines

Pavement markings or white lines used to narrow the traveled lane and designate bike lanes.

VI. Traffic Calming Proposal

After input from all parties, the Transportation Department will select an appropriate solution. The recommended solution will be either a Stage One traffic-calming tool or a Stage Two traffic calming tool as explained in Section V. The Transportation Department will incorporate the recommended solution in a Traffic Calming Proposal. This proposal will include: the results of the traffic study, all comments and suggestions made by any party, how and why the recommended solution was chosen as being preferred, how the recommended solution will be implemented, what the expected results of the solution are, and the estimated cost of the solution.

If the recommended solution is a Stage One traffic-calming tool, the Transportation Department will implement the solution with any necessary assistance from the City Police Department and/or the appropriate Neighborhood Association. The funding of a Stage One tool solution will come from the general Traffic Calming Fund as explained in Section VIII.

If the recommended solution is a Stage Two tool, then the Transportation Department will:

1. Obtain the other necessary approvals from Fire and Police.
2. Obtain the required neighborhood approval through a petition and agreement to share the costs, as outlined in the Funding Section.
3. Prioritize the need with other Stage Two requests.
4. Finalize the design of the Stage Two solution.
5. Request approval and funding from the City Council.
6. Implement the solution either in-house or by contract.
7. Study the effectiveness of the solution.
8. Report back to the Neighborhood Association and City Council the results of the solution.

As explained in Section V, Stage Two solutions must be implemented with care and consensus. Once installed, it may be difficult and expensive to remove a Stage Two tool.

TRAFFIC CALMING PETITION LETTER

DATE: _____

ROSWELL TRANSPORTATION DEPARTMENT
TRAFFIC & OPERATIONS DIVISION
38 HILL STREET
ROSWELL, GEORGIA 30075
(770) 594-6420

Attn: Traffic Division Manager

PETITION FOR _____

LOCATION: _____

WE THE UNDERSIGNED, ALL BEING PROPERTY OWNERS

_____, DO HEREBY PETITION THROUGH OUR
COMMUNITY FOR INSTALLATION OF _____.

THE PETITION ATTACHED ALSO AGREES THAT WE HEREBY PLEDGE AND
CONSENT TO THE SHARING OF THE COST, AS OUTLINED IN THE FUNDING
SECTION OF THE TRAFFIC CALMING PROGRAM. THERE ARE

_____ NUMBER OF LOTS CURRENTLY EXISTING IN
“ _____ ”

AND EACH OWNER AS SHOWN ON THE TAX RECORDS HAS AFFIRMATIVELY
SIGNED THIS PETITION OR THEIR INDICATION FOR DISAPPROVAL IS NOTED
HEREIN.

THIS PETITION REPRESENTS _____% OR MORE OF THE PROPERTY
OWNERS OF THIS SUBDIVISION TO BE IMPACTED JOIN IN THIS REQUEST.

***SPECIAL NOTE ***

YOUR SIGNATURE ON THIS PETITION INDICATES THAT YOU HAVE READ
AND FULLY UNDERSTAND ALL INFORMATION CONCERNING THE TRAFFIC
CALMING PROGRAM.

Personally appeared before me a Notary Public, the undersigned affiant, who says an oath that _____
Is one of the subscribing witness to the within instrument; that each of said witness saw the execution and delivery of the
same by each grantor therein for the purpose set forth; and that each of said witness signed the same as purported.

Sworn to and Subscribed before me.

this _____ day of _____, 20____.

Present Homeowners Assoc. or Neighborhood Rep.

Notary public
State of Georgia

Subscribing Witness

VII.

**PETITION
FOR THE INSTALLATION OF**

Page (____) of (____)

(_____)

LOCATION: _____

DATE: _____

(Signature as appears on Tax Bill) Community, or
Subdivision Name: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

Print Name (First, Last) Yes No _____
Witness

Signature Address: _____

VIII. Funding of Solutions

The Transportation Department will be responsible for estimating the Traffic Calming Budget for the fiscal year. The Traffic Calming Budget will consist of three parts.

The first part of the Budget will be for the conducting of the needed traffic studies. Included in the budget will be funding for the labor, the purchase of any needed traffic counting devices, the maintenance of traffic counting devices, the purchase and/or maintenance of computer hardware and software necessary for the generation of the traffic studies.

The second part of the Budget will be for the implementation of Stage One Tools for the solution of residential street traffic problems. Estimation will be made for each category namely:

- Traffic Sign purchase, maintenance and installation.
- Pavement Marking, purchase, installation and maintenance.
- Neighborhood Traffic Safety Program.
- Speed Trailer purchase and/or maintenance.
- Neighborhood Speed Watch Program.
- Landscaping.

The third part of the Budget will be for the implementation of Stage Two Tools for the solution of residential street traffic problems. Each proposed project will have an estimated cost, similar to any construction project managed by the Transportation Department.

All three parts of the Traffic Calming Program Budget are to be placed before the City Council with the Transportation Department Budget. The City Council has the option to approve or disapprove any portion therein.

If during the fiscal year, it becomes apparent that the amount of money budgeted for any of the three parts of the Traffic Calming Budget is inadequate, the Transportation Department will estimate the needed additional money needed and the justification. The City Council can then either approve or disapprove the request for additional funding.

The Home Owners Association, applicant or group must agree to fund a portion of the Traffic Calming Device(s). They must also petition the City with the signatures of at least 65% of those directly impacted or reasonably expected to be impacted property owners of the neighborhood supporting the Traffic Calming Device(s). Notification of all affected property owners of the proposed traffic calming device is required. If a property owner does not respond, it will be counted as a no vote, **unless** the applicant chooses to send non respondents the petition by certified mail, return receipt requested, at no cost to the City of Roswell, giving them 30 days to respond or they will be a non vote, and **will not be counted** either for or against the traffic calming device(s). In this event,

proofs of notification with no response is to be delivered to the city along with the petition signed by at least 65% of the impacted responding property owners supporting the proposed traffic calming device(s).

The funding of the Traffic Calming Program will be shared as follows:

Applicant will be responsible for 25% of the total cost of the Traffic Calming Device(s) and the City of Roswell for 75% of the total cost.

IF A NEIGHBORHOOD BELIEVES THEY SHOULD BE EXEMPT FROM PARTICIPATING IN THE FUNDING OF A TRAFFIC CALMING MEASURE, THEY CAN SUBMIT A LETTER OF EXEMPTION TO MAYOR AND COUNCIL. THIS LETTER WILL EXPLAIN WHY THE NEIGHBORHOOD IS UNABLE TO SHARE THE COST WITH THE CITY OF ROSWELL. THE MAYOR AND COUNCIL WILL VOTE ON WHETHER TO GRANT A NEIGHBORHOOD AN EXEMPTION.

IX. Review and Analysis of Applied Solution

At least 60 days after a Traffic Calming solution has been implemented, the Transportation Department will conduct another traffic study to determine the effectiveness of the solution. This traffic study will encompass surrounding streets that may also have been affected by the solution implementation.

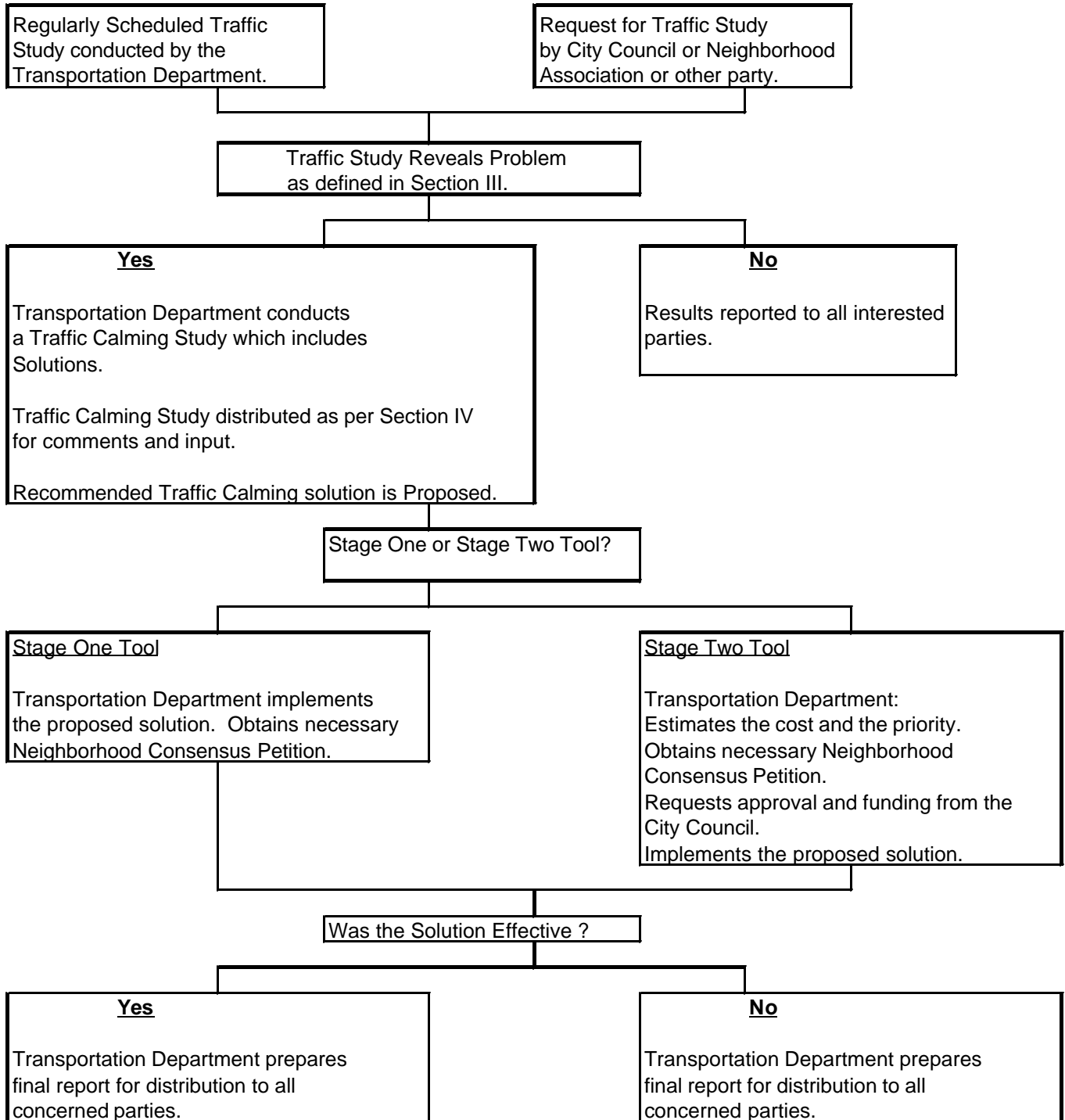
The Transportation Department will place its findings in a report as to the effectiveness of the solution, citing before and after data. Of particular importance will be whether the stated goals (traffic volume reduction, speeds, truck diversion, etc.) have been accomplished and to what degree.

Copies of the final report will be sent to:

- Mayor
- City Council
- Transportation Advisory Committee
- Neighborhood Association or residents group
- Other City Agencies, as requested
- Citizens, as requested

For Stage Two solutions, traffic studies may be made periodically to determine if they are still achieving the stated goals.

X. **Flow Chart of the Traffic Calming Project Process**



XI. Definitions

For the Traffic Calming Program, the following definitions apply:

Average Daily Traffic:	The average amount of traffic, measured in both directions during a 24-hour period. For residential streets the ADT (Average Daily Traffic) should be 1000 vehicles or less.
Bike Lane:	A designated part of the roadway or separate paved area delineated exclusively for the operation of bicycles.
BulbOut:	A bulbous extension of the curb, usually at an intersection, that narrows the vehicular pathway and inhibits fast vehicle turns.
Chicane:	Series of fixed objects, usually extensions of the curb that alter a straight roadway into a zigzag or serpentine path to slow vehicles.
Choker:	A narrowing of the street, often in mid-block, sometimes at an intersection. May be done with curb extensions, landscaping or islands in the street.
Circle:	A small island in mid-intersection, as small as 16 to 25 feet in diameter that forces traffic to slow and negotiate the curve. Mostly used in residential areas, they can be landscaped or islands in the street.
Collector Street:	A street that collects and distributes traffic from residential streets to arterial streets and usually has an ADT of 1000 to 5000 vehicles.
Curb Extensions:	Curbs that stick out into the roadway, narrowing the path for vehicles. They reduce pedestrian crossing distances, prevent the passing of turning vehicles and require no deviation from straight line.
Diagonal Diverter:	A partition that connects two diagonally opposite curbs, bisecting the intersection, to force motor vehicles to slow down and turn. A traversable barrier allows emergency vehicles, as well as bicycles and pedestrians, to cross over.
Diverter:	Road barriers that force traffic to turn. Semi-diverters, one-way chokers or half-closures are all used to prevent entrance into an otherwise two-way street.
Entry Treatments or Gateways:	These are mostly alterations in the pavement surface, such as brick, stamped concrete or different colors, which signal to the driver that he or she is entering a residential neighborhood which has a 25-mph speed limit. Pillars and archways are also used.
Emergency Vehicle:	Any vehicle such as police or fire, which if delayed or blocked could result in loss of property or life, or both.
Major Arterial Street:	A street which connects major activity centers and usually has an ADT of 15,000 to 50,000 vehicles.
Median:	An island in the center of a street or intersection to protect pedestrians and provide landscaping. Medians prevent passing and left-turns, separate opposing travel lanes and provide visual enhancement.

Median Slow Points:	Center-located barriers dividing opposing roadway travel lanes at either intersections or midblock.
Minor Arterial Street:	A street which collects and distributes business and commercial traffic and usually has an ADT of 3,500 to 15,000 vehicles.
Neckdown:	Curb extensions at the corner of intersections to slow motor vehicles and give pedestrians a shorter distance to cross. Also called a “BulbOut”.
No Right Turn On Red:	Allows unimpeded pedestrian crossing and paces the traffic flow into the cross street.
Pavement Marking:	Markings on the street or roadway that designate travel lanes, no passing areas, pedestrian crossings and bikepaths.
Peak Hour Volume:	The maximum amount of traffic measured in both directions during one hour of the day. For residential streets the PHV should be 100 vehicles or less.
Speed Board Speed Trailer Speed Wagon:	Unmanned units that automatically measure speed of approaching vehicles. Speed boards and wagons display the measured speed to the driver on a large electronic sign.
Raised Crosswalk:	A traditional pedestrian crossing area purposely raised like a long flat-topped speed hump to give better vision of the crossing area. It interrupts a driver’s momentum and signals a yielding to pedestrians.
Rumble Strips:	Paving that creates a change of texture in the road surface, alerting the motorist of a roadway condition; stop ahead, sharp curve ahead, etc.
Residential Cut-Thru Traffic:	Traffic which uses residential streets to travel through a neighborhood without having an origin or destination within the neighborhood.
Residential Street:	A street whose primary function is to provide ingress-egress access to neighbor residents along the street.
Speed Bumps Speed Humps Speed Tables:	Raised pavement designed to slow traffic speeds. The terms are used interchangeably by the public and many municipalities, but most traffic engineers insist that a speed bump is a narrow abrupt strip found mostly in parking lots; speed tables/humps have a 6’ taper and a 10-foot flat-topped section. A standard speed humps is 3 5/8” high.
Stage One Tool:	A traffic calming tool that is relatively inexpensive to implement and does not radically alter the roadway. Such tools include traffic enforcement, education program, Neighborhood Speed Watch Program, pavement marking, installation of signs and radar speed trailer deployment.

Stage Two Tool:	A traffic-calming tool that is rather expensive to implement and permanently alters the roadway. Such tools include: installation of speed humps or speed tables, traffic circles, curb extensions, chokers, chicanes, median entry/exit islands, median barriers, diagonal diverters, one-way streets, one-way chokers, half-closures or semi-diverters, street closures and cul-de-sacs.
Traffic Calming:	Methods used to reduce vehicular speed and volume, and increase the sharing of streets by pedestrians and other users. Generally refers to physical measures and roadway design changes, but enforcement and education can be components.
Traffic Calming Device:	An approved element of the traffic-calming plan which may be selected to solve a residential traffic problem.
Traffic Calming Study:	A study, based upon a traffic study, which determines if a problem exists and what traffic calming device(s) is appropriate, if any.
Traffic Mitigation:	Used interchangeably with “traffic calming”.
Traffic Study:	A study conducted by the Transportation Department that measures vehicle speed, types of vehicles, vehicle volumes and accidents for a particular street and/or intersection.
Traffic Sign:	A sign placed along the roadway to warn motorist of speed limits, traffic laws or other information.
Truck:	A vehicle as defined under City Ordinance, which must legally travel on designated routes, generally not residential streets unless making a delivery.