



NEIGHBORHOOD TRAFFIC CALMING POLICY

Providing a safe and inclusive transportation system for the City of Dallas that advances economic vitality, quality of life, and access to mobility for our communities and businesses through the core values of equity, empathy, ethics, and excellence.



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- The purpose of this publication is to provide a high-level understanding of the Neighborhood Traffic Calming Program (NTCP) for residential and mixed-use roads including the criteria, steps, and goals of pursuing a traffic calming project.
- Steps, qualifications, project determination tables, evaluation methods are listed but not exhaustive.
- This Policy is subject to modification based on any new best practices widely accepted by relevant agencies.
- This Neighborhood Traffic Calming Policy is designed to replace the requirements outlined in the previous Road Hump and Street Closure Policies.
- The guidelines in this Policy take into consideration the street design recommendations of the City of Dallas Complete Streets Design Manual (2016), Vision Zero (2021), Bike Plan (2022), Curb Lane Management Policy, and Thoroughfare Management Plan.
- All implementations will follow best practices set forth by the Institute of Traffic Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA); state, regional, and industry standards, and already-built traffic calming projects in cities across the United States.

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Policy Statement

Traffic Calming is the application of techniques at a specific location which result in a reduction in vehicular speeds, traffic volumes, traffic noise, incidents and/or a combination of them. The techniques are based on a combination of engineering, education, and enforcement and may include educational programs, improvements in traffic signing and markings, speed limits reductions, or physical changes to the roadway to alter driving patterns.

The City of Dallas Department of Transportation (DDOT) is committed to maintaining and improving the safety, livability, and integrity of neighborhoods while also meeting the needs of multimodal roadway users. Speeding vehicles and unnecessary cut-through traffic in residential neighborhoods can create safety hazards and negatively affect livability. It is the Department of Transportation's goal to address traffic related problems in a manner least intrusive to the neighborhood and overall transportation network. To accomplish this goal, the department has developed this policy and accompanying procedures to assure a systematic and comprehensive approach to each situation.

The City of Dallas Neighborhood Traffic Calming Policy and Program (NTCP) establishes a process for receiving requests, determining eligibility, and collaboratively working with residents to develop solutions which best address the noted concerns. By following this policy, it will provide an appropriate and consistent application of traffic calming measures throughout Dallas' residential streets. The support of the residents where traffic calming is being considered is critical to the success of any neighborhood traffic calming program and therefore, they must be an integral part of the process.

This policy is supported by following best practices set forth by the Institute of Traffic Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA); state, regional, and industry standards and best practices, and already-built traffic calming projects in cities across the United States. This traffic calming policy is intended to build on the guiding principles set forth in the Strategic Mobility Plan, Connect Dallas, and the Vision Zero Action Plan.

We will achieve traffic calming in appropriate locations through a combination of Engineering, Education, and Enforcement. Coordination with the Dallas Police Department (DPD), Dallas Fire-Rescue (DFR), neighborhood organizations, and other stakeholders will ensure program effectiveness.

Purpose

The Neighborhood Traffic Calming Program (NTCP) represents an important milestone in the development and consistent application of various traffic calming solutions within the City of Dallas. This program addresses the need for specific traffic calming measures when other methods are not appropriate or no longer meet the needs of the neighborhood. Effective and efficient traffic calming measures may minimize negative vehicular impacts associated with

traffic within residential neighborhoods and could provide new or expanded active mobility opportunities for pedestrians, bicyclists, and transit use.

Some traffic concerns may not require the use of the neighborhood traffic calming. Traffic safety concerns will be addressed utilizing a combination of “the 3 Es” of engineering, education, and enforcement. The Department of Transportation traffic safety engineers coordinates with the Dallas Police Department (DPD) when enforcement is needed, ensures proposed traffic calming measures do not inhibit emergency response from Dallas Fire & Rescue (DFR) or DPD, and provides resident and motorist education. This type of transportation management establishes an integrated set of strategies to optimize the performance of existing and future infrastructure to improve equitable security, safety, and reliability in the transportation network.

This Neighborhood Traffic Calming Policy provides clarity to the “process for the planning, evaluation, and implementation of neighborhood traffic calming” ([FHWA, ePrimer](#)) and is designed to replace the outdated Road Hump Policy and Street Closure Policy.

Opportunities

The Neighborhood Traffic Calming Policy provides many opportunities for residents, as they are often the primary group interested in addressing vehicle speed and volume through their neighborhoods. It also provide opportunities for communities and other City of Dallas departments and government entities to collaborate to find the optimal solutions.

Residents:

- Defines consistent process steps to be followed each time
- Creates standardized and familiar approach to address traffic safety concerns
- Reiterates the relationship of “the 3 Es” – Engineering, Education, and Enforcement
- Provides process tracking and a single point of contact for solutions being implemented
- Promotes community engagement with prompt and/or longer-term traffic calming solution planning

Other Stakeholders

- Allows coordination with other City of Dallas departments and external entities such as neighboring cities, TxDOT, and utilities companies that may be impacted by proposed solutions and perceived solutions
 - e.g. Nearby construction is causing increased volume
 - Can another route to be considered?
 - Would better signage reduce/eliminate volume?
 - Would a temporary solution to address the temporary inconvenience suffice instead of installing a permanent solution envisioned by residents?
 - e.g. Add better solutions to capital improvement projects
 - Traffic circle and raised table vs. series of road humps

Goals

The goals of the Neighborhood Traffic Calming Program take into consideration design standards applicable design manuals and standards and planning documents.

These goals are:

- Providing residential neighborhoods potential solutions to mitigate unsafe vehicle speeds and/or volume of non-local traffic in residential areas.
- Mitigating safety risks on the City's transportation infrastructure through quality planning, engineering, parking management, illuminated streets, well-operating signals, and clear markings and signage for our multimodal system.
- Providing for multiple transportation modes-pedestrian, bicycle, transit, and automobile-and include environmentally sustainable solutions appropriate for the situations.
- Utilizing quantifiable data and innovation to create responsible and effective mobility solutions which maximizes the transportation network operating efficiency.

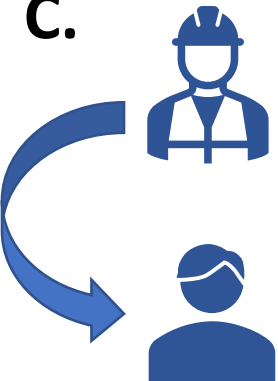
Eligibility for Neighborhood Traffic Calming Program (NTCP)

Traffic calming measures should be implemented only after the existing traffic conditions have been studied and it has been determined that traffic challenges exist with speeding or unusually high traffic volumes. Traffic safety concerns can be addressed utilizing engineering applications, enforcement , and/or education of the specific traffic concern at hand.

Traffic engineers will indicate when and where the Neighborhood Traffic Calming Program is necessary.

The following steps outline the process a resident can follow to initiating the NTCP.

A.		Requestor identifies a Traffic Safety Concern <u>and</u> submits a service request through Dallas' 311 system • Include as much details as possible
B.		Department of Transportation (DDOT) traffic engineer responds to Traffic Safety Concern service request Response activities may include: • Contacting requestor for additional information • Forwarding the service request to other City department or partnering agency for proper handling • Conducting initial site assessment • Begin necessary engineering studies

C. 	DDOT communicates to requestor outcome of the service request. All services requests will result in at least one of the following outcomes: • Engineering – Apply engineering principles and best practices to improve on the effectiveness and functionality of roadways by factoring in safety for all road users. ○ Prompt engineering solutions that can be resolved within 75 days, such as traffic signs or markings, will have a work order created by the appropriate district engineer ○ Longer-term engineering solutions, such as speed cushions or road diets, will be referred to the Neighborhood Traffic Calming Program Coordinator. • Education - Provide information or instruction regarding pertinent ordinances, laws, and best practices that govern bicyclists’, pedestrians’, and motorists’ movements and operations. • Enforcement – Partner with Dallas Police Department for added police presence, speed deterrence, and targeted enforcement.
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Factors to Consider

When evaluating neighborhood streets, the primary factors considered by the traffic engineers are speed, volume, reported crashes, and roadway topography of the street. Each request is independently evaluated based on its location, roadway use, and unique site conditions for traffic calming strategies, therefore what may work for one neighborhood may not be the best solution for another, even if they are in the same general area.

Speed

The speed limit is an essential element of neighborhood traffic safety. Speed limits are considered reasonable when the majority of drivers can operate their vehicle and have the awareness of all neighborhood elements (i.e. schools, parks, pedestrians, other drivers and roadway users, and site-specific features). While higher speeds contribute to heightened potential of incidents on the roadway, speeds that are set too low can also create unsafe roadway conditions. If a formal traffic study is ordered, the traffic safety engineer evaluates the speed of the road users and determines if 85% or more of the vehicles in the study were traveling at or below the posted speed limit. This is known as the “85th percentile speed” and is a standard measure in traffic engineering. *NOTE: Texas Transportation Code 545.352 prima facie speed limit for urban districts is 30 MPH*

Volume

The number of vehicles on a roadway is considered as its volume. Volume in respect to traffic calming measures are generally low. Local internal residential streets with posted speed limits less than or equal to 30 MPH is the target for Neighborhood Traffic Calming Program (NTCP). Neighborhoods also have collector roads with the sole purpose of collecting interior neighborhood traffic and routing them to a larger roadway to accommodate and facilitate traffic movement. To provide safer traffic operation conditions inside our neighborhoods, we must manage the volume and its traffic characteristics and behavior to accomplish safety on our internal neighborhood streets.

Reported Crashes

Crashes are incidents that disrupt or stop traffic. Information collected by various investigation authorities is kept by Texas Department of Transportation (TxDOT) in a database that DDOT uses to aid in the evaluation of safe vehicle operation per unique site conditions. DDOT reviews the previous 24 months of *reported* crashes and the valuable information it contains. These datapoints contribute to determining the best traffic calming resolution.

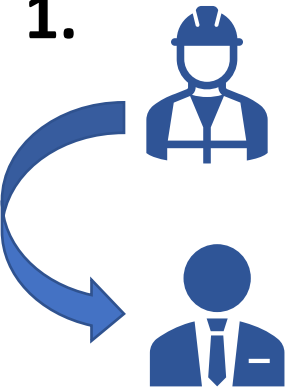
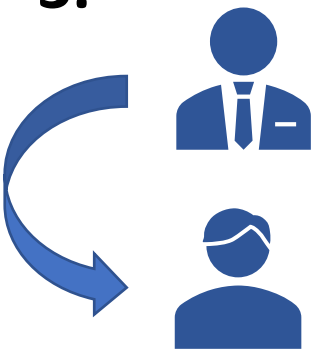
Roadway Topography

The roadway topography includes the road's geometry plus the unique site conditions, e.g. trees, curves and slopes of land, and man-made physical features, homes, buildings, etc. These elements contribute to a driver's ability to safely move along the roadway and for other roadway users to interact with moving vehicles. DDOT uses this information to aid in the assessment of traffic calming enhancements for the NTCP. The combination of the natural features and man-made features with the geometry of the road in question affects the possible traffic calming solutions that can be implemented.

NTCP – Request Evaluation Process

After the traffic engineer evaluates and assesses the traffic safety concern, s/he will determine eligibility for the Neighborhood Traffic Calming Program. If eligible, the traffic safety concern is transferred to the NTCP's coordinator, along with all the supporting documentation obtained from the initial receipt of the service request to the results and interpretations of the traffic study.

Once the NTCP Coordinator has reviewed the documentation and determined the best and most feasible solutions, s/he will contact the initiating Requestor to discuss the possible solutions and any required documentation.

1. 	Traffic Engineer transfer case to Neighborhood Traffic Calming Program (NTCP). • A linked, internal only service request will be created to keep track of the progress of the traffic calming solution for that case.
2. 	NTCP Coordinator reviews initial service request and supporting information • DDOT determines best solutions for traffic safety concern service request • Coordinator gathers relevant documentation and contacts the Requestor
3. 	NTCP Coordinator works with Requestor to explain program and start petition process • Works with Requestor and any other designated representative, e.g. HOA, to determine best method and date for community engagement and education efforts • Explains solutions relevant to neighborhood and how solutions will address their traffic safety concerns • Reviews with Requestor required community survey and other necessary paperwork • Provides due dates when community survey and other necessary paperwork needs to be returned

NTCP – Preparing and Installation

For each proposed project through the Neighborhood Traffic Calming Program, there is required documentation.

At a minimum, the Requestor will be required to fill out a survey that gathers signatures from 2/3 of the adjacent property owners and residents along the petitioned street.

The petition will include at a minimum the following information, so residents signing for/against the proposed solution will be informed:

- Description of impacted areas, with map identifying boundary zone
- Description of problem: speeding, cut-through traffic, etc.
- Number of elementary or middle schools
- Pedestrian generators, within or adjacent to requested street
- Adjacent land use
- Roadway type (e.g. arterial, collector, local residential)
- Number of reported crashes within past 24 months (fatalities & injuries)
- Traffic volumes; amount of traffic in each direction
- Existing speed limit on roadway within impacted area
- 85th percentile speed in both directions within petition area

Additionally, the Department will engage in public outreach with the community in the preparation of a traffic calming plan for the identified project area. This will always occur whether the project is reactive (responding to a Requestor's traffic safety concern) or proactive (DDOT staff identifying problems and initiating action prior to complaints, crashes, and other adverse consequences).

Notice and outreach may include original request for traffic calming, neighborhood associations, community organizations, business owners, and any other stakeholders within the impacted area deemed essential by DDOT.

Once outreach is completed and all considerations are made, the project coordinator will create a final draft design, timeline for implementation, expected outcomes and method of measuring expected outcomes.

4. 	NTCP Coordinator works with Requestor on necessary paperwork: • Engineering preliminary design and conceptual drawings • DPD and DFR approval, as needed • NTCP Coordinator gathers finalized survey from Requestor no later than 45 days after Requestor is provided the community survey.
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5. 	DDOT facilitates community engagement and provides information of proposed solutions including: • Conceptual layout and/or plan • Estimated time line to implement • Cost and funding availability • Ideal outcome from implementation • Community responsibilities
6. 	DDOT will finalize design plans • Plans sent to contractor for installation • Estimate of time to complete work is documented

NTCP – Monitoring and Evaluation

A post implementation traffic evaluation may be conducted to ensure the planned outcome is achieved and the traffic calming measure is effective. If a project does not meet its objectives, additional measures may be considered with respect to available funding. A measure not fully effective does not automatically justify removal.

Measures of Effectiveness (MOE)

At the end of any project, the work completed should be reviewed and measured to determine if what was done meets the needs of the neighborhood. There are two primary categories that measure the effectiveness of traffic calming devices - *devices that reduce speed* and *devices that reduce volume*.

Devices to *reduce speed* have the goal of reducing excessive neighborhood speeds to acceptable levels. Common examples may include road humps/speed cushions.

Devices to *reduce volume* have the goal to reduce cut-through traffic on local residential roads that should otherwise be traveling on collector roads.

7.



DDOT determines effectiveness of traffic calming solution

- Visual traffic assessment conducted after 9-12 months to look at new traffic patterns

Maintenance

The City of Dallas embraces infrastructure and safety improvements. It's important to consider who is responsible to maintain these improvements over time. Planned projects must have an agreed-upon maintenance agreement to move forward with installation and construction.

Any necessary maintenance related to transportation improvements will be the responsibility of the City. The installation of signage and marking must conform to DDOT standards and the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

Removal of an Improvement

DDOT reserves the right to modify or remove any traffic calming measure for traffic safety or emergency response needs. If DDOT determines that a measure should be modified or removed, notification will be made to the adjacent property owners and residents along the petitioned street.

If neighborhood representatives would like to have a traffic calming measure modified or removed, the process is the same as for installation and it is subject to review by the Assistant Director or Director of Transportation. A Neighborhood Traffic Management survey with signatures from property owners representing at least 2/3 of the adjacent property owners and residents along the petitioned street.

Definitions

- Collector road – a street with the sole purpose of collecting interior neighborhood traffic and routing them to a larger roadway
- Community survey – a benchmarking document to determine the neighborhood consensus for traffic calming implementation
- DDOT – the City of Dallas Department of Transportation
- Neighborhood traffic calming – the effort of traffic calming a primarily residential area ([FHWA, ePrimer](#))
- Neighborhood Traffic Calming Program (NTCP) – strategies and processes DDOT uses to “reduce automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling” ([FHWA, ePrimer](#))
- NTCP Manual – a guide providing design criteria and means and methods for proposing the most feasible solutions
- Residential street – all local interior streets to a neighborhood

References

Bike Plan

Complete Streets Design Manual

Curb Lane Management

DDOT Standards - 251D

Federal Highway Administration (FHWA)

Neighborhood Traffic Calming Program Manual

Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Texas Transportation Code

Thoroughfare Management Plan

Vision Zero