

The Traffic Services Division is responsible for managing the safe and efficient flow of traffic on city streets.

The division provides a variety of traffic control and traffic engineering services to the community which include maintenance of traffic signs, pavement markings, and traffic signals, as well as, the daily operation of the city wide computerized traffic signal system. They also provide temporary traffic control for road closures and special events. Other services they provide include traffic engineering support to other departments and agencies, completion of traffic study requests, and administration of the downtown parking, red light camera, thoroughfare streetlight and commercial driveway permit programs. Lastly, they administer the review of traffic calming strategies as described in this pamphlet.

City of Fayetteville
Traffic Services Division
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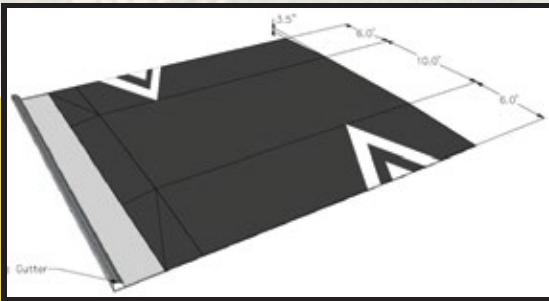


Traffic Calming

Traffic

SPEED HUMPS

The Traffic Services Division is responsible for collecting data and information on all speed hump requests. Speed humps are only considered on local residential roadways posted at 25 mph. The roadway would be evaluated to determine if speed and volume requirements are met.



Speeds from 85 percent of motorists must be traveling at least 32 mph. The volume requirement is between 1,000 and 3,000 vehicle a day. If conditions are met, an affected area will be identified by city staff and the community contact person would collect signatures on a petition from the affected area. The speed hump program is operated on first-come, first-serve basis. Funding is approved by City Council on an annual basis.

Calming

TRAFFIC CIRCLE

Traffic circle locations can be recommended as an option when traffic volume thresholds are exceeded during the speed hump roadway evaluation or when mid-block intersections have a pattern of correctable accident history.



Traffic circles would typically be located along residential collector type streets to provide a level of traffic calming while enhancing safety at an intersection. Funding is approved by City Council on an annual basis.

Strategies

MULTI-USE LANES

Multi-use lanes are typically installed in residential areas where roadway widths are 28 feet or greater. Roadways with multi-use lanes are striped with solid white lines to provide a paved shoulder area for multiple uses.

These markings help identify where motorists should travel within the roadway while providing an area that could be used by bicyclists, pedestrians or citizens to park their vehicles.

