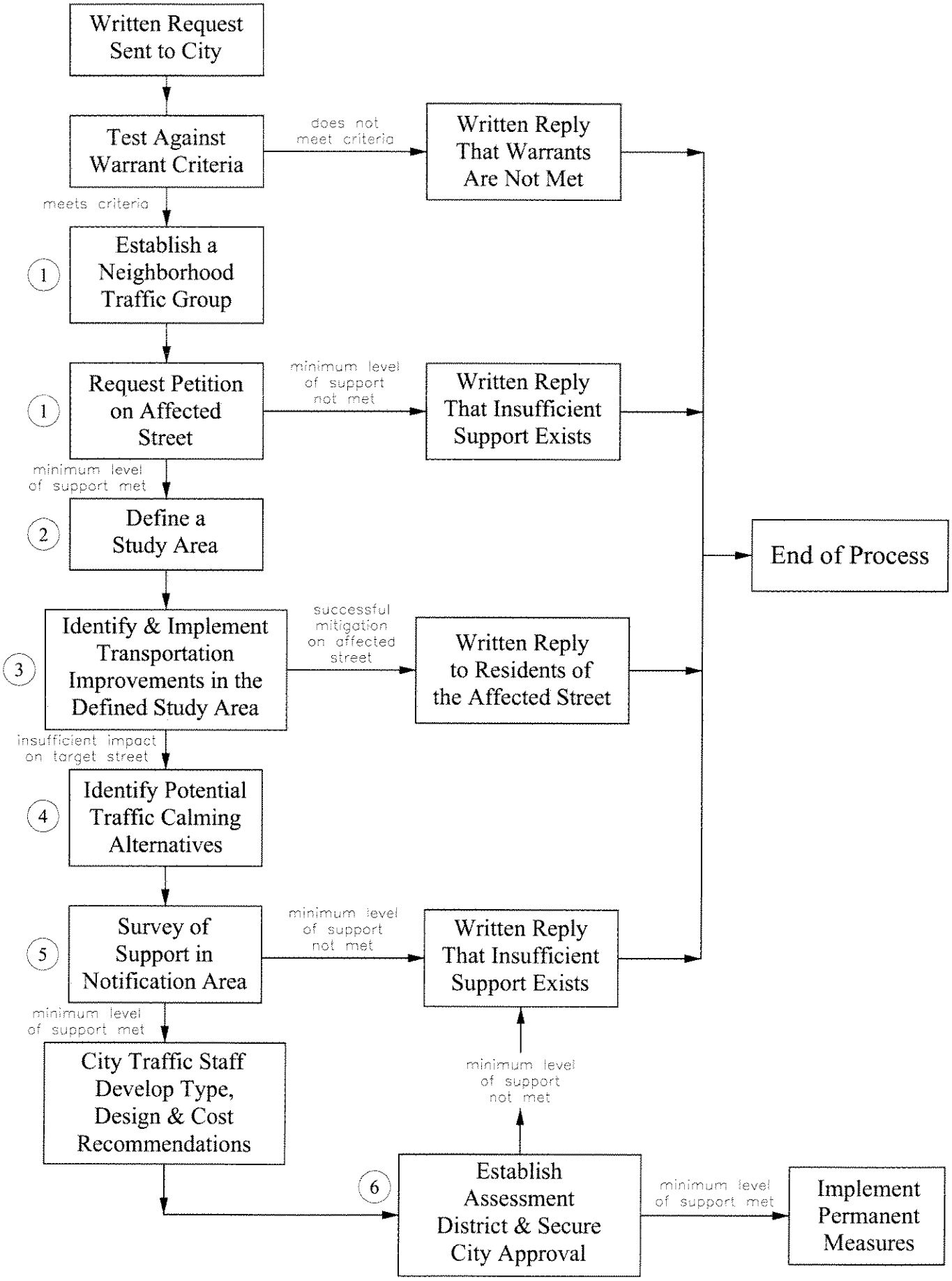
FARGO TRAFFIC CALMING APPLICATION PROCESS



(#) KEY NUMBERS: 1,2,3,4 & 5 refers to the applicable traffic calming definitions.

Revised: 7/16/2003

Traffic Calming Warrant Criteria

<table>
<tr><th>Warrant</th><th>Criteria</th></tr>
<tr><td>A</td><td><u>Roadway System Warrant</u>
1. Neighborhood road system is substantially complete, with more than 75% of the study area developed.
2. The traffic volume on the affected street is less than 3,500 vpd regardless of its classification.
3. The affected street is a local street or a local collector street with residential land use adjacent to the roadway.
4. The affected street has a minimum of 50% of the residential property directly fronting the roadway.</td></tr>
<tr><td>B</td><td><u>Volume/Speed Warrant</u>
<table>
<tr><th></th><th>Condition 1</th><th>Condition 2</th><th>Condition 3</th></tr>
<tr><td>Roadway Classification</td><td>Daily Volume</td><td>Average Speed*</td><td>85% Speed*</td></tr>
<tr><td>Local</td><td>>1,000</td><td>>30</td><td>>35</td></tr>
<tr><td>Local Collector</td><td>>2,500</td><td>>30</td><td>>35</td></tr>
</table>
* Speeds are based on streets with a posted speed of 25 mph.
1. This warrant is met when any two of the three warranting conditions are met.</td></tr>
<tr><td></td><td>Traffic calming measure will be considered when warrant criteria A and B are both satisfied.</td></tr>
</table>

<table>
<tr><th>Key No.</th><th>Traffic Calming Definitions</th></tr>
<tr><td>1</td><td><u>Neighborhood Traffic Group</u>
Representatives of the affected street who are responsible for petitioning the neighborhood and working with the City staff.
<u>Request Petition</u>
Petition for traffic calming measures submitted by 75% of the property owners on the affected street.
<u>Affected Street</u>
A roadway section of 3 blocks or a minimum of 1,000' in length with residential land use having more than 50% of the properties that are directly fronting the roadway section.
<u>Direct Fronting</u>
A property is considered direct fronting when its address and driveway are orientated to the roadway section.</td></tr>
<tr><td>2</td><td><u>Study Area (See Attachment)</u>
Analysis area bounded by collector or arterial streets, interstates, or other natural barriers.</td></tr>
<tr><td>3</td><td><u>Transportation Improvement</u>
Traffic operation improvement or critical roadway link within the study area that may mitigate the need for traffic calming measure on the affected street.</td></tr>
<tr><td>4</td><td><u>Traffic Calming Alternatives</u>
A physical feature of the roadway constructed for the purpose of slowing the speed of traffic or reducing the potential for cut through traffic intended to improve neighborhood safety. Such features include speed humps, raised cross walks, median islands, road narrowings, landscaping, etc. <u>Stop signs are not an approved Traffic Calming Alternative.</u></td></tr>
<tr><td>5</td><td><u>Survey of Support (for Proposed Calming Measure)</u>
Survey conducted by the City within the notification area.
<u>Notification Area (See Attachment)</u>
Affected street (No. 1 above) and ½ block or a minimum of 300' on each end as measured along the affected street.
<u>Minimum Level of Support</u>
60% of respondents (50% minimum response rate) in notification area must support proposed traffic calming measure.</td></tr>
<tr><td>6</td><td><u>Assessment District (See Attached)</u>
All fronting property along affected street (No. 1 above).
<u>Minimum Level of Support (for Assessment)</u>
60% of all property owners in the assessment district must support the assessment district.</td></tr>
</table>