

# **TRAFFIC CALMING POLICY**

## **Sec. A. Purpose**

The Traffic Calming Policy is adopted to aid citizens in resolving traffic problems in residential areas. In the City, traffic calming techniques are limited to local residential streets. A local residential street is defined as all minor streets, marginal access streets, residential collectors and cul-de-sacs primarily serving residential property. Traffic calming is a means in which to reduce speeds and minimize vehicular traffic on local neighborhood streets. Citizen involvement in neighborhood traffic management activities is strongly encouraged.

## **Sec. B. General Procedures**

The following procedures are considered typical for receiving, responding to, and managing citizens' requests for residential traffic management on their streets or in their neighborhoods. Variations in this process may be approved by the City Council when deemed appropriate due to unique circumstances.

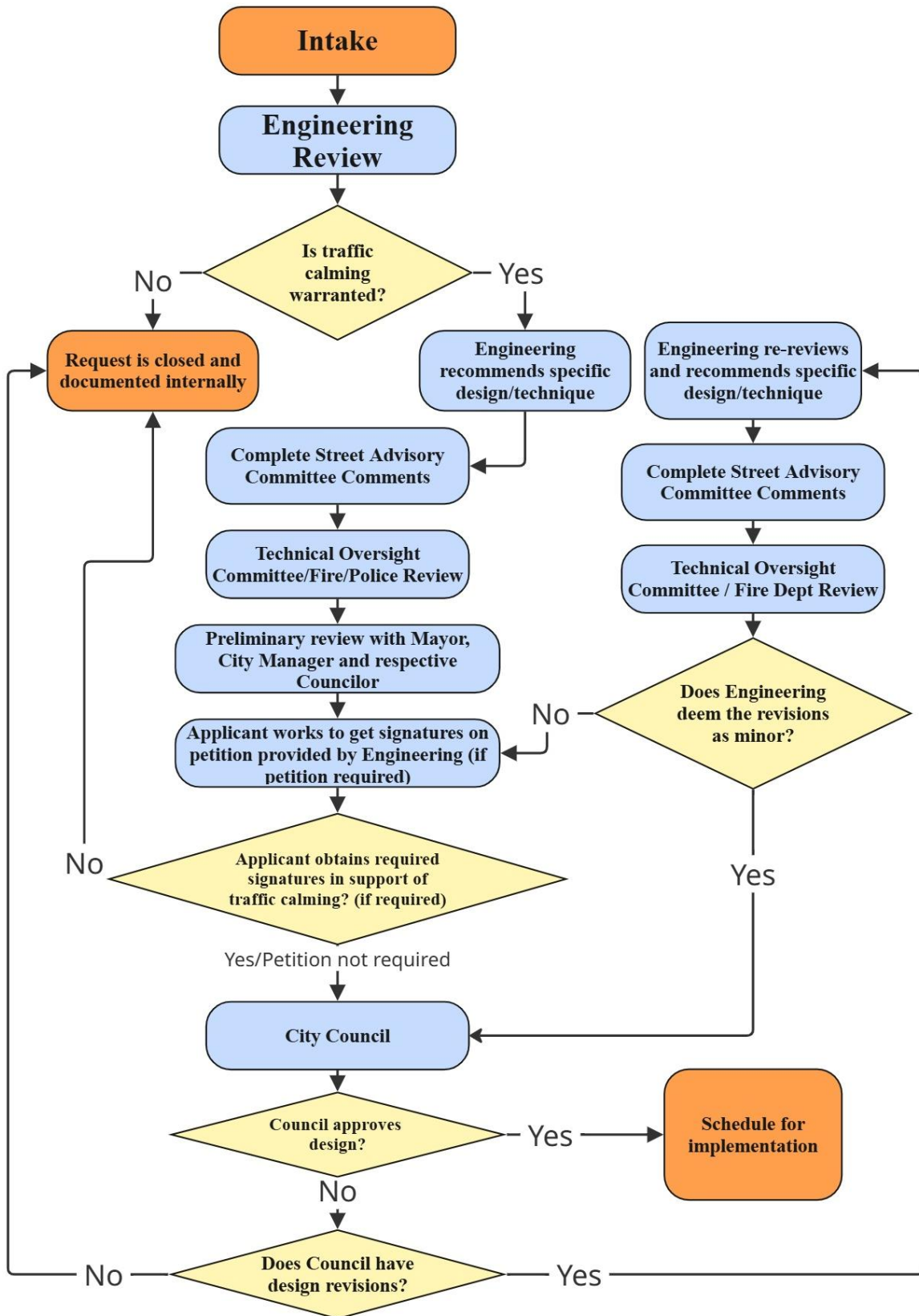
Traffic Calming Requests are created on the City's website under the "Report an Issue" option at the homepage. The Engineering Division will review the request and evaluate whether certain criteria are met for traffic calming techniques to be implemented.

If traffic calming is warranted, Engineering will recommend a specific design and technique for traffic calming. Next, Engineering will present the recommendations to the Complete Streets Advisory Committee (CSAC) for feedback, then the recommendations will be reviewed by the Technical Oversight Committee, Fire Department, and Police Department for approval to move forward. The Technical Oversight Committee consists of the City Engineer, one Planning staff member, one Public Works staff member, and one Traffic staff member. Next, Engineering will hold a preliminary review with the Mayor, City Manager, and respective Councilor to discuss the proposed traffic calming and any comments from the CSAC, Technical Oversight Committee, Fire, and Police.

If vertical traffic calming measures (i.e. speed cushions, speed bumps) are part of the final recommendations, a neighborhood petition from the affected area is required, and Engineering will notify the representative of this additional requirement. The affected area is defined as those properties along streets expected to receive traffic calming techniques and any properties deemed by Engineering to be potentially affected by the traffic calming measure. Engineering shall be responsible for final approval of the affected area to be petitioned. More information on neighborhood petitions is provided in Section E of this document.

Once the completed petition reflecting a positive response has been returned, Engineering will place the item on the City Council agenda. If approved by the City Council, Engineering will schedule the project for implementation. Figure 1 below displays a simplification of the traffic calming process.

Figure 1: Traffic Calming Process



## **Sec. C. Existing Conditions**

Engineering will perform any necessary data collection and analysis to assess and quantify the traffic and safety conditions in the neighborhood. Engineering staff will identify the tentative study area, collect preliminary information from files and other potentially affected agencies, and complete any needed traffic analyses. While there are no absolute minimum criteria or warrants established for use of traffic calming techniques, staff will refer to the following guidelines when evaluating the magnitude of traffic and safety problems, potential for improvement using traffic calming techniques, and establishment of priorities for project implementation.

### **Minimum Vehicular Volume**

Traffic volume data is collected to quantify roadway usage in terms of vehicular demand. Volumes are evaluated using Annual Average Daily Traffic (AADT), which estimates the average number of vehicles traveling per day over a typical year. AADT normalizes short-term variability in traffic counts by accounting for seasonal variation, weather conditions, and day-to-day fluctuations, providing a more statistically representative and consistent basis for comparison of roadway segments and operational conditions.

### **Speed**

A speed study will be conducted to evaluate existing vehicle speeds along the subject roadway. Speed is assessed using the 85<sup>th</sup> percentile speed, which represents the speed at or below which 85% of drivers travel on the road. This metric is widely used in traffic engineering to understand driver behavior.

### **Crashes**

Locations that experience five (5) or more reported speed-related crashes during a period of five (5) consecutive years are considered significant. Traffic calming requests that involve a location with a documented history of significant crashes may be given a higher priority than those without significant crash history in terms of funding and implementation.

### **Street Grade and Alignment**

Vertical traffic calming measures are not typically installed on streets with grades exceeding eight (8%) percent, or where a combination of vertical and horizontal alignment would result in inadequate stopping sight distance for motorists encountering traffic calming measures.

### **Emergency Routes**

Traffic calming techniques involving vertical deflections (speed humps, tables, etc.) will require approval from the Homewood Fire Department and Police Department to ensure proper response times will be met.

## Sec. D. Results of Traffic Calming Analysis

Utilizing the information gathered from analyses and speed studies, Engineering will determine whether traffic calming is warranted and which traffic calming technique is most appropriate using the following process:

### Step 1: Traffic Volume Screening

| AADT     | Recommended Traffic Calming Technique                                              |
|----------|------------------------------------------------------------------------------------|
| <500     | Increased police enforcement for traffic violations                                |
| 500-4000 | Eligible for additional traffic calming evaluation                                 |
| >4000    | Eligible for additional traffic calming evaluation, vertical devices not permitted |

### Step 2: Speed Evaluation

| 85 <sup>th</sup> Percentile Speed        | Recommended Traffic Calming Technique                                                                                  |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| ≤6 mph above the posted speed limit      | Not recommended                                                                                                        |
| 6mph – 9mph above the posted speed limit | Signage or striping modifications, increased police enforcement for traffic violations, or a combination of techniques |
| ≥10 mph above the posted speed limit     | Vertical devices* or a combination of techniques                                                                       |

Note:

\*Vertical traffic calming measures will not be considered for roadways where the posted speed limit is greater than 30 mph

Stop signs are not considered a traffic calming measure. New stop signs will be proposed where they are warranted according to engineering standards.

If the collected data indicates that traffic calming measures are not recommended, the request will be considered closed and may be reconsidered if a new request is submitted after 12 months.

## **Sec. E. Neighborhood Petitions**

When a proposed vertical traffic calming technique is warranted and approved by Engineering staff, the Technical Oversight Committee, Fire, and Police, Engineering will prepare a petition package to be circulated by the applicant. Signage modifications, striping modifications, and increased police patrolling do not require a neighborhood petition.

The petition will include the name and address of each of the property owners in the affected area, as determined by Engineering staff, as well as the description and detail of the proposed technique. The petition package may be distributed electronically to the applicant for printing at their discretion, or staff may produce a printed petition package to be collected at Engineering offices located in Homewood City Hall.

It is the responsibility of the applicant to circulate the petition within the affected area. The petition must be delivered (in a legally acceptable manner) or offered to all property owners in the affected area. A positive response must be obtained by seventy-five (75%) percent or more of the total number of properties in the affected area to proceed further with the traffic calming project. The petition must be returned to Engineering within three (3) months of receipt of the petition package by the Applicant.

Upon return of a petition reflecting at least 75% approval, Engineering staff will place the project onto the City Council's agenda for approval. Should City Council require any revisions to the traffic calming design, the applicant will be notified, Engineering staff will reevaluate design recommendations, and the traffic calming process will restart. Upon re-review by the CSAC, Technical Oversight Committee, Fire Department, and Police Department, if Engineering deems the design revisions to be minor, then the applicant will not be required to distribute a new petition.

## **Sec. G. Implementation**

Once a traffic calming project has been approved to move forward and a positive response has been received for any required petition, Engineering will schedule design and implementation of the project within budgetary constraints. All designs shall follow ITE or other nationally recommended guidelines. Depending on the City's log of approved traffic calming projects, a project may be placed on a waiting list and prioritized based on relative need.

Diagram illustrating the layout of a speed cushion on a 32-foot wide road. The diagram shows the placement of the speed cushion relative to the curb, center line, and other road features.

- EXISTING CURB**: Indicated on both sides of the road.
- Center of speed cushion**: The central point of the speed cushion.
- See Note**: Points to the speed cushion structure.
- Speed Hump (W17-1) - see Note.**: Located at the ends of the road.
- Maximum spacing from curb**: 2.5' (from curb to center of speed cushion).
- CENTER LINE YELLOW STRIPING SEE NOTE 1.**: Located in the center of the road.
- C/L**: Center Line.
- 12-inch white markings**: Located on the road surface.
- 12 inches**: Dimension for the white markings.
- EXISTING CURB**: Indicated on both sides of the road.
- Maximum spacing from curb**: 2.5' (from curb to center of speed cushion).
- Speed Hump (W17-1) - See Note.**: Located at the ends of the road.

