

KANNAPOLIS



CITY OF KANNAPOLIS NEIGHBORHOOD TRAFFIC CALMING POLICY

PURPOSE

The City of Kannapolis' Neighborhood Traffic Calming Policy was developed to guide City staff and to inform residents on the process for implementing traffic calming in residential areas. The policy is intended to address traffic issues not commonly addressed in the Manual of Uniform Traffic Control Devices (MUTCD), although the MUTCD will be used for traffic engineering reference.

Traffic calming means many things to different people. To some, traffic calming is defined by speed limit reductions, to some it is the installation of traffic control devices or traffic circles and to others traffic calming is an attempt to reduce traffic volume and the negative impacts that large volumes of traffic can have on residential neighborhoods. Each of the perspectives may correctly define traffic calming. In the most basic terms, traffic calming is a programmatic response to inappropriate speeds or volumes on residential streets.

The City of Kannapolis' Streets and Traffic Department will work with residents to recommend solutions to their traffic problems. Streets that are maintained by the City of Kannapolis and are considered a local/residential, minor or major collector will be addressed under this policy. They serve as local circulation for automobiles, bicycles, and pedestrians and do not carry significant volumes of through traffic. These streets also tend to be adjacent to residential areas. **Streets identified as an expressway, major thoroughfare or minor thoroughfare or City streets carrying more than 4,000 vehicles per day are not eligible for the Neighborhood Traffic Calming Program.**

PROCESS

1. Study Initiation

Citizens or neighborhood associations' may contact City staff with a request for traffic calming in their area.

- City staff will verify that the street is classified as a city maintained local / residential, major or minor collector street.
- City staff will contact the Police Department and request speed data to verify that speeding violations exist.

Upon satisfaction of the above items, a Traffic Calming Study Request Form will be sent to the applicant / citizen. Once the project request form has been returned to the City, staff will proceed with additional traffic evaluations and data collection. The City Speed Limit Reduction Policy will also be used in application of the Neighborhood Traffic Claming Policy. The data collection and evaluation process should be completed within 90 days unless special circumstances exist. All requests must be made by submitting the request form and will be evaluated on the criteria listed below:

1. The proposed street must be classified as a two-lane (one or two-way traffic) local, residential or minor collector street as identified in the Unified Development Ordinance (UDO).
2. The street pavement must be less than 40 feet in width.
3. The average daily traffic should be at least 700 vehicles per day and not more than 4,000 vehicles per day.
4. The street must be a minimum of 1,000 feet in length.
5. Fifteen percent of the traffic on the street exceeds the posted speed limit by 5 mph or more.
6. At least 75% of the residents of the street shall sign a petition supporting the traffic calming request and subsequent device or measure.
7. The street's speed limit must be posted at 25 mph if a local / residential street and 35 mph if a minor collector.
8. The street should not be a primary emergency services route.

Applications must meet at least six of the eight above noted criteria. Applications meeting less than six of the criteria will **not** be considered for study or implementation of a traffic-calming device.

The application / request submitted should specifically explain and identify the need for a traffic calming measure or device. Upon receipt of the request, staff will determine if the

request conforms to the Qualifying Criteria noted above. Upon qualification, city staff will conduct additional reviews to determine the priority of need of the request. The priority review will be based on the following criteria:

PRIORITIZATION CRITERIA

Criteria	Points Allowed	Points Awarded	Notes
Traffic Volume	1		For each 200 vehicles per day over 1,500.
Speeding	2		For each mph, the 85 th percentile speed is over the posted speed limit.
Schools, Daycare, etc.	5		If within 1,200 feet of facility
Sidewalks	9		No sidewalks on either side of the road.
Sidewalks	4		Sidewalk on one side of the road.
School crossing	7		If there is an official school crossing on the street.
Pedestrian generator	5		If there is an activity within 1,200 feet that generates high numbers of pedestrians.
Accidents	5		For each accident on the street over a 3 year period.
Residential density	1		Times the R Zoning District.
Waiting list	1		For each month on the list (if applicable)
Total			

The highest ranked requests would be constructed subject to available funding. Council would approve the proposed construction list annually as part of the budget process. Those not funded would be rolled over to the following year. The Qualifying Criteria noted above provides a point for each month that a petition is on the waiting list.

Notice Regarding Emergency Vehicles and Public Safety Response

Emergency Services, Transit Buses and School Buses will be impacted by the installation of on-street traffic calming devices. These vehicles must travel at lower speeds due to the type of equipment and service they provide. According to the recent data, fire trucks typically

slow to 5-7 mph when encountering a traffic-calming device. This will increase emergency vehicle response time by 5-9 seconds per device. As part of the petition process, neighborhoods should be clearly advised of the reduction in response time that is attributed to on-street structural traffic calming devices.

Liability Concerns

There is limited documentation that specifically indicates that traffic calming devices and measures create direct traffic hazards. However, the installation of on-street traffic calming devices and measures onto the City's streets may create additional liability to the City. This liability must be balanced against the increased safety that results from lower speeds on residential streets.

2. Existing Condition Evaluation

The Streets and Traffic Department will conduct field observations/site visits, determine the established speed limit utilizing the City Ordinance, and collect traffic volumes and speed data.

The following information will be collected:

- Speed data to determine 85th percentile speed
- Traffic volume data
- Vehicle classification data will be collected if deemed necessary
- Geometric features of the roadway (lane width, shoulder width, sight distance, alignment, and sidewalks)
- Pedestrian and bicycle activity
- Housing density and development in the area
- Accident data
- Emergency Services Response and Service Time

3. Recommendations and Guidelines

The Streets and Traffic Department will make recommendations for improvements in cases where the 85th percentile speed is 5 MPH higher than the posted speed limit; there is a geometric deficiency, or a history of accidents. Research will be conducted into state and national traffic calming examples/trends, as well as the Institute of Transportation Engineers (ITE) traffic calming recommendations and procedures. Speed enforcement, educational measures, striping, and signage will be evaluated and considered before structural measures are recommended for traffic calming. Recommendations can include, but are not limited to the following:

- Police enforcement and citizen education

- Signage and warning devices
- Low cost traffic improvements (striping, parking changes, etc.)
- Traffic calming measures / On-street barrier placement

Placement Criteria and Guidelines

The City staff shall determine the type and location of all traffic calming devices according to the criteria listed below. The Police Chief may deem certain traffic safety measures necessary that will be implemented based on protection of the public. Traffic calming device placement will be based on the following qualifying criteria and in a manner not to pose a problem to the street:

1. Positioned a minimum of 200 feet apart.
2. Provide a stopping sight distance of 200 feet or more at 25 mph.
3. Be located a minimum of 200 feet from an intersection.
4. Primarily located at or near a property line.
5. At or near a street light (if applicable).
6. Be located a minimum of 10 feet from a driveway.
7. Plantings must be issued an encroachment and maintained by property owner or homeowners association.

4. Technical Memorandum

A technical memorandum will be prepared documenting the existing conditions, site evaluation and mitigation recommendations. City staff will also provide meeting summaries for each neighborhood meeting attended. Maps, charts, and photos will be used in the technical memorandum to present the data in an easy to read format.

5. Meetings/Presentations

City staff will attend (as requested) any neighborhood meetings or City Council meetings to discuss neighborhood traffic issues and the recommended traffic calming improvements.

6. Public Hearings

A Public Input Session will be advertised and held in the impacted neighborhood once the technical memorandum and information has been finalized. The City will attempt to notify all affected property owners, civic associations, neighborhood associations, abutting residents, etc. to inform them of the meeting. The public input session will be considered before the final recommendations and design are submitted to Council as part of the annual Capital Improvement process.

Once a year, all projects to be implemented using the funds allocated in the budget for this purpose will be presented to Council. These costs will be projected using staff design recommendations. A Public Hearing will be held on these projects. The Council will also be provided with a list of those that qualify for future cycles but are not on that particular funding list. The City Council has the final authority for authorizing projects.

7. Implementation

The City of Kannapolis will be responsible for implementing recommendations made in the Neighborhood Traffic Study. City Staff will present findings to the City Council and the neighborhoods. City Council shall review and approve all traffic calming recommendations and allocate funds in the annual city budget to implement the traffic calming recommendations.

Neighborhoods that have raised funds to cover the full cost of the staff's recommended traffic calming method may chose to pay the City for implementation. In such case, the staff will bring the recommendation to Council for consideration. Council will consider design and implementation time when reviewing the recommendation.

Examples of various Neighborhood Traffic Calming devices are contained in Appendix "A" Traffic Calming Reference Guide

8. Re-evaluation and Monitoring

City staff will review each improvement three months after they have been implemented. This will allow city staff to measure how effective the improvements were in calming traffic. Should traffic conditions change or other reasons arise, the City shall have the ability to remove any or all traffic calming devices. Should changes be made, the affected property owners will be notified of the change.

This policy shall be effective on _____, 2004.

Ray Moss, Mayor

Bridgette Bell, CMC City Clerk