

## **Neighborhood Traffic Calming Policy for Public Streets in Residential Areas**

### **Policy**

The City is interested in preserving the quality of life within its neighborhoods. Many residents believe that control of traffic volumes and traffic speeds along residential and collector streets are critical to maintaining an acceptable quality of life. The purpose of this policy is to:

1. Acknowledge the necessity for sound traffic calming design in the planning and development of new residential subdivisions.
2. Set forth the process and criteria by which a citizen request for measures designed to control traffic volumes and speeds will be evaluated and potentially implemented as per Resolution No. 10-21.

This policy only applies to roadways functionally classified as residential and collector streets. Protected street response routes such as alleys and arterials are not included. This policy is applicable only to requests for traffic control measures initiated by residents on the street. This policy is not applicable to design and evaluation of traffic signals, signs and markings based on City, State or Federal policies and guidelines, including the Manual on Uniform Traffic Control Devices.

### **Neighborhood Traffic Management Design**

City staff and residential subdivision developers must be sensitive to quality of life, safety, comfort and convenience issues when designing new residential subdivisions. Planning for residential streets is a critical government responsibility. Residential street design and traffic control should provide neighborhood protection and meet quality of life objectives by managing traffic volumes and speeds while simultaneously enhancing the subdivision aesthetic characteristics.

### **Neighborhood Traffic Calming Measures**

Education, enforcement and engineering are the ingredients necessary to an effective traffic calming program. Education is important throughout this process. Enforcement is critical to the success of the low impact traffic calming methods while engineering is very important to the implementation of the moderate and major impact methods.

There are varying degrees of traffic calming measures. Low impact measures may be implemented by a single citizen request.

Low impact measures are:

1. Temporary placement of mobile radar speed display trailers.
2. Increased traffic enforcement presence.
3. Installation of speed limit signs at entries to the neighborhood.
4. Stop sign reversal or installations of all-way stop controls at residential street intersections where conditions meet City warrants.
5. Installation of "Residential Area" warning signs and/or placards (on existing speed limit signs).

Moderate and major impact traffic calming measures, levels 3 and 4, will require full neighborhood participation as demonstrated by the submission of a petition showing area-wide support for the measures implementation. Petitions must be circulated throughout the area that may be significantly impacted by the traffic calming device. Generally, 70% of the residents in the affected area must be in favor of the traffic calming measure. Property owners who do not sign off on the petition are considered opposed to the installation. Additionally, 100% of the property owners located within 50 feet of the device must be in favor of the traffic calming measure.

Moderate impact measures are:

1. Turn prohibition signs (may be for selected times of day)
2. One-way traffic signs
3. Speed Humps
4. Speed Cushions
5. Marking bike lanes to reduce vehicular lane widths, where feasible with existing street width and on-street parking patterns.
6. Fixed Mounted Radar Speed Display Signs

Major impact measures are:

1. Diverters (barriers) constructed to restrict selected turn movements or through movements at intersections.
2. Roundabouts
3. Street Closures/ Cul-de-sac
4. Chokers/Chicanes (narrowed street sections) to reduce vehicular lane widths and curvilinear movement along an existing straight street.
5. Others options suggested by residents.

The Public Works Department has the option to utilize new technologies and concepts while conferring with the Police Department and Fire District before new traffic calming measures are deployed within the right of way.

### **Traffic Calming Process**

The process for initiating traffic calming review is as follows. For emergencies of health and safety the Public Works Director is authorized to deviate from this process.

1. A resident contacts the City to report a problem involving excessive traffic volume and/or traffic speed along a residential or collector street.
2. The Public Works Department will survey the conditions (street type, street design, land uses, traffic volume and/or speeds).
3. Based on the survey of conditions, measures with low impacts are suggested to the residents.
4. If low impact measures have been implemented in the neighborhood, but are not acceptable or ineffective based upon follow-up surveys by the Public Works Department, then more significant traffic calming measures may be pursued.
5. The resident completes a Traffic Calming Request form provided by the City (see attached form on page 15). The form must include the names of at least 5

- residents (from separate households in the affected neighborhood) who will assist the Public Works Department staff with project coordination.
6. The Public Works Department will help the neighborhood group organize and distribute notification about a neighborhood meeting on traffic calming.
  7. A neighborhood meeting is held to identify traffic-related concerns, to focus on the area of greatest concern, and to form a committee of residents willing to work on identification and evaluation of traffic calming measures.
  8. The Public Works Department will assist the citizen committee in evaluating the positive and negative aspects of the proposed traffic calming measures.
  9. A follow-up neighborhood meeting is held by the committee to obtain comments on their proposed traffic calming solution. If proposed measures are not favored by a majority of residents, the committee may choose to work on alternative measures, circulate petitions, or discontinue the project.
  10. When the committee's proposed traffic calming solution is found to be generally acceptable by the residents, petitions provided by the City are circulated by the committee to demonstrate the required level of area-wide support.
  11. The Public Works Department will provide traffic calming implementation cost estimates for measures found to be warranted and provides this information to the neighborhood committee.
  12. A location may not be studied by the Public Works Department more than once in a twelve month period, unless significant changes in traffic conditions occur.

#### **Petition Requirements**

1. The committee circulating petitions must attempt to contact all affected residents, property or business owners as defined by the City.
2. Completed petitions must contain signatures from not less than 90% of the property owners or businesses in the affected area, including persons in favor and opposed to the proposed traffic calming measure.
3. Public Works staff will provide the petition documents to include an exhibit showing the placement of the traffic calming device.
4. The petition form will clearly discuss the implementation cost and how the device is to be funded.
5. Public Works staff will provide the boundary of the area for which the petition is to be circulated by the committee. The petition area boundary must include streets to which traffic may be diverted due to the implementation of the measure.
6. Any level 3 or 4 traffic calming measure must receive area-wide support as demonstrated by not less than 70% of the property owners signing the petition in favor of implementing the proposed device. Only one signature per household or business will be counted to determine 70% approval.
7. One hundred percent (100%) of the property owners located within 50 feet of the level 3 or 4 devices, to be installed on a residential or collector street, must be in favor of the traffic calming measure.
8. Completed petitions must be returned to the City no later than 90 calendar days from the date they were obtained from the Public Works Department. City staff may inactivate the request if it exceeds 90 calendar days.
9. Public Works staff will review the completed petitions and will respond back to the committee.

### **Evaluation**

Prior to City approval, proposed traffic calming methods must be evaluated as follows:

1. Public Works shall maintain a list of criteria justifying the implementation of each type of traffic calming device.
2. Traffic calming measures will not be approved nor implemented unless warrants are met.
3. Petition requirements must be met.
4. Traffic calming measures will not be implemented if emergency service providers, (police, fire, ambulance services) citing adverse impacts, do not approve the proposed measure.
5. All traffic calming measures involving reconstruction in the roadway (e.g., barriers, speed humps, traffic circles, street closures) may affect stormwater runoff. The City Engineer will evaluate the drainage impact of the proposed measure.

### **Level 4: Traffic Calming Device Design**

1. The residents will contract with a registered professional civil engineer who will design the level 4 traffic calming device and revise the subdivision drainage report. These documents shall be stamped by the engineer and submitted to the Public Works Department for review.
2. The City Engineer shall be responsible for approving the design of all level 3 and 4 traffic calming devices. This design will serve as the approved plan for construction by the installation contractor.
3. The City will provide the residents a list of contractors capable of installing the traffic calming device.
4. The residents will be responsible for contracting and funding the installation work.
5. The work will be subject to all applicable plan review, permitting and inspection requirements of the City.
6. The City will provide and install the necessary advance warning signs and pavement markings.
7. The City will be responsible for the perpetual maintenance of the level 4 traffic calming device.

### **Traffic Calming Device Removal**

Requests for removal can be made no earlier than 12 months after the project has been completed unless it is for health and safety reasons. The process to remove traffic calming devices shall be similar to the process that was implemented to have the devices installed. For example, if a petition was used for initial installation of a device, a petition shall be used to remove the device. If the neighborhood wants to remove any traffic calming device, a petition indicating not less than 51% approval from the property owners within 50 feet of the traffic calming device must be submitted to the City. If approved, the neighborhood is responsible for any associated street repairs. Once traffic calming devices are removed from a location under this process, that location cannot be reconsidered for a traffic calming device installation for three years after they are removed, unless significant changes in traffic conditions occur.

## **Procedure for Requesting Speed Humps or Speed Cushions**

Due to the increasing demand for speed control devices on residential and collector streets, the City of Apache Junction has established a mechanism by which the more common level 3 speed humps or speed cushions can be installed to address speeding and cut-through traffic concerns on residential and collector streets. Speed humps are raised devices placed perpendicular across the street to slow traffic. They are typically 3" in height and 6' in width. Speed cushions are three small speed humps placed equal distance apart and placed perpendicular across the street to slow traffic. Speed cushions will allow wider axle emergency vehicles to pass through without slowing them down. They are typically 3" in height and 36" and up in width.

Experience in other communities has shown that speed humps and speed cushions have both advantages and disadvantages.

### **Advantages**

1. Reduced speeds by about 7 mph at the speed hump or speed cushions. Virtually no speed reduction one block away from the hump or cushions. For effective speed reduction, speed humps and speed cushions are needed at about 500 foot intervals on long, straight streets.
2. May divert traffic to other non-residential streets.
3. They are physical devices that provide round-the-clock service.

### **Disadvantages**

1. Creates noise when cars drive over the hump or cushions and could cause loss of control of a vehicle.
2. Results in complaints about cars driving on the sidewalk or shoulder to avoid humps or cushions.
3. Complaints from residents who do not like the "speed hump/speed cushion" warning signs in front of their homes.
4. Traffic diversion may cause traffic problems on parallel residential streets in the neighborhood.
5. Costs about \$2,000.00 per speed hump or speed cushions to install.

### **Criteria for Speed Hump/Speed Cushions Qualification**

Speed humps or speed cushions shall be considered for installation only when a location meets **ALL** of the qualification criteria listed below.

1. Must be a paved, residential or collector street with a speed limit of 30 mph or less. There are no fewer than 6 houses per one-eighth of a mile with driveways onto the street. The street is a minimum of 600 feet in length with a maximum length of one mile.
2. Streets must have a normal crown with drainage occurring along the sides of the street.
3. Street drainage must not be significantly compromised, as determined by the City Engineer.

4. The residents shall be responsible for funding the installation work when the vehicle traffic count is recorded at less than 500 trips per day. When a vehicle traffic count of between 500 and 999 trips per day is recorded, the installation cost of the traffic calming measure will be equally split between the neighborhood and the City. The work shall not be performed until the neighborhood share of the installation cost is provided to the Public Works Department. When vehicle traffic counts exceed 1,000 trips per day, the Public Works Department will fund the installation of the traffic calming measure.
5. Surveyed speeds must show at least 15% of the motorists exceeding the speed limit by not less than 8 mph.
6. The placement of proposed speed humps or speed cushions must be approved by the Apache Junction Police Department and the Apache Junction Fire District.
7. Speed humps or speed cushions will not be installed: on unpaved streets, on grades of more than 3%, within 200 feet of a stop sign, within 200 feet of a sharp curve, on a sharp curve, over manholes, water valves, junction boxes or other appurtenances, or where the logical result would be to divert traffic to a parallel residential street.
8. The petition requirements are met.

### **Process**

The City of Apache Junction needs to be assured that strong neighborhood support exists, particularly by residents living nearest the speed humps or speed cushions. The neighborhood residents need to be aware that they are responsible for the speed hump or speed cushions installation costs. The following steps will guide residents through the request process.

1. Residents interested in pursuing traffic calming options must complete a Traffic Calming Request form provided by the City (see attached form on page 15). The form must include the names of at least 5 residents (from separate households in the affected neighborhood) who will assist City staff with project coordination.
2. The Public Works Department will help the neighborhood group organize and distribute notification about a neighborhood meeting on traffic calming.
3. A neighborhood meeting is held to identify traffic-related concerns, to focus on the area of greatest concern, and to form a committee of residents willing to work on identification and evaluation of traffic calming measures.
4. The Public Works Department will assist the citizen committee in evaluating the positive and negative aspects of the proposed traffic calming measures.
5. A follow-up neighborhood meeting is held by the committee to obtain comments on their proposed traffic calming solution. If proposed measures are not favored by a majority of residents, the committee may choose to work on alternative measures, circulate petitions, or discontinue the project.
6. When the committee's proposed traffic calming solution is found to be generally acceptable by the residents, petitions provided by the City are circulated by the committee to demonstrate the required level of area-wide support. Any level 3 or 4 traffic calming measure must receive area-wide support as demonstrated by

not less than 70% of the property owners signing the petition in favor of implementing the proposed device. Only one signature per household or business will be counted to determine 70% approval.

7. One hundred percent (100%) of the property owners located within 50 feet of the level 3 or 4 devices to be installed on a residential or collector street must be in favor of the traffic calming measure. Completed petitions must be returned to the City no later than 90 calendar days from the date they were obtained from the Public Works Department. City staff may inactivate the request if it exceeds 90 calendar days.
8. Completed petitions must contain signatures from not less than 90% of the property owners or businesses in the petition area, including persons in favor and opposed to the proposed device.
9. Once the petition is checked and approved, the residents shall submit it to the Public Works Department for review. The work will be subject to all applicable plan review, permitting and inspection requirements of the City. The City will provide and install the necessary advance warning signs and pavement markings. The City will be responsible for the perpetual maintenance of the traffic calming device.
10. For a speed hump or speed cushions, the residents will be responsible for full or partial funding of the installation but the work will be performed by the City.
11. If, in the future, the neighborhood residents want to remove any speed hump(s) or speed cushions, a petition with at least 51% of their signatures must be submitted to the City Engineers Office. If approved, the neighborhood will be responsible for removal costs and associated street repairs.

Questions about this process may be directed to the Public Works Department at 480-474-8500.

# Traffic Calming Request Form

Contact Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Address: \_\_\_\_\_

Location of the traffic problems: \_\_\_\_\_  
\_\_\_\_\_

Concerns at that location: \_\_\_\_\_  
\_\_\_\_\_

This form must include names of at least 5 residents (from separate households in the affected neighborhood) who will assist the Public Works Department with project coordination.

Name	Address	Phone Number

Please submit form to 575 E Baseline Ave, Public Works Department. If you have any questions feel free to contact us at (480) 474-8500 or by email at [hhodgman@ajcity.net](mailto:hhodgman@ajcity.net).