

NEIGHBORHOOD TRAFFIC CALMING POLICY

The Town of Huntersville continually strives to strengthen and protect its neighborhoods by improving the quality of life in residential areas. Traffic conditions on residential streets can greatly affect neighborhood livability. Speeding traffic and unnecessary through traffic in neighborhoods create safety hazards on residential streets. When traffic problems become a daily occurrence, our sense of community and personal well-being are threatened.

The Town of Huntersville's *Neighborhood Traffic Calming Policy* was developed to guide Town staff and inform residents about the processes and procedures for implementing traffic calming on residential streets. Under this policy, the Town's Engineering and Public Works Department will work with residents to identify traffic problems in their neighborhoods and seek appropriate solutions.

Citizen participation is an important part of all traffic calming projects. Experience in other cities has shown that traffic calming projects that are implemented without involving the neighborhood are frequently unsuccessful, often resulting in the future removal of traffic calming measures. The Town's goal is to give the people who live and work in the project area the opportunity to become actively involved in the planning and decision-making process.

What Streets will be addressed under this Policy?

This Policy addresses local residential and neighborhood collector streets. Local residential service streets make up the majority of Huntersville's street system. These streets serve local circulation needs for motor vehicle, bicycle, and pedestrian traffic and provide access to residences and some businesses on occasion. Local service streets are not intended to carry significant volumes of through traffic.

Neighborhood collector streets are somewhat more difficult to define. Collector streets are typically streets that provide access between local service streets or from local service streets to thoroughfares. Collector streets often carry some amounts of through traffic. To be considered under this Policy, a collector street must be primarily residential.

This *Neighborhood Traffic Calming Policy* incorporates **Education**, **Enforcement**, and **Engineering** into resolving traffic issues in neighborhoods. Residents can actively participate through neighborhood committees providing education and awareness of the issues and solutions available. Increased education and enforcement through spot speed enforcement and increased law enforcement visibility effectively cause self-enforcement of speed regulations. Finally, where increased education and law enforcement have not made a measurable improvement in speed reductions, then engineering measures, through physical means may be the last resort to effectively reduce neighborhood speeds, hence Traffic Calming.

Neighborhood Awareness Campaigns and Education

Many people drive too fast in their own neighborhoods. "Speeders" are not always bad guys from somewhere else – most are neighbors and friends, responsible people like ourselves who are committed to safe, peaceful neighborhoods. Nevertheless speeding in residential areas is a bad habit, and we need to help each other break it. That's why neighborhood activity is so important.

Neighbors remind neighbors to pay attention to their driving habits and of their mutual responsibility to the residents – particularly the children – living in the community. Residents can undertake several creative methods of reducing traffic problems in neighborhoods:

- ◆ Write letters to local newspapers or neighborhood/community newsletters letting drivers know the threat posed by speeding on our sense of community and well-being.
- ◆ Hold a “slow down” block party to get people to think about their driving habits.
- ◆ Groups of residents can walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety.
- ◆ Leave the cars at home. Encourage family and friends to ride bicycles, walk or take the bus to destinations. This will reduce the traffic volume and speeding in your neighborhood. In addition, the presence of people (not just people in cars) on the street reminds drivers that they are in a neighborhood, not on an interstate highway.
- ◆ “Keep Kids Alive Drive 25” safety campaign. Visit the website at www.keepkidsalivedrive25.org

These are just a few examples of ideas to bring neighborhoods together to help fight neighborhood traffic problems. It is the responsibility of the petitioners to begin this process and to keep the Staff apprised of the methods that are being employed.

Implementation and Funding

The Town of Huntersville will be responsible for implementing recommendations made in the Neighborhood Traffic Study. Town Staff will present findings to the Town Board and the neighborhoods. The Town Board shall review and approve all physical traffic calming recommendations (Type 2 Options) prior to installation. All non-physical traffic calming recommendations (Type 1 Options) will be installed at the Staff’s discretion.

Traffic calming measures will be funded through an annual appropriation to be determined by the Board of Commissioners from the Town’s Powell Bill fund. Once this allocation is expended, additional citizen requests will be carried forward to the next fiscal year. If a neighborhood requests decorative traffic calming devices, the residents will be responsible for paying the difference in cost between the decorative measures and standard traffic calming measures. Neighborhoods that have raised funds to cover the full cost of the staff’s recommended traffic calming method may choose to pay the Town for implementation. In such case, the staff will bring the recommendation to the Board for consideration. The Board will consider design and implementation time when reviewing the recommendation.

Re-evaluation and Monitoring

Town Staff will review each improvement six months after they have been implemented. This will allow Town Staff to measure how effective the improvements were in calming traffic. Should traffic conditions change or other reasons arise, the Town 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.

Procedure for initiating a neighborhood traffic study:

1.	An association or neighborhood representative should contact the Town of Huntersville’s Engineering and Public Works Department at (704) 875-7007 or submit a request form to request Traffic Calming. The form for such a request is attached or can be download and submitted electronically from the Town’s website at www.huntersville.org/engandpublicworks/trafficalming .								
2.	Staff will meet with the petitioner’s representatives to discuss the process that will be followed. Staff will detail the properties that will be affected and be required to sign the petition and pledge forms. Once the required signatures are collected the data collection process will begin.								
3.	All traffic-calming projects provide for and encourage citizen involvement. The staff maintains a close dialogue with neighborhood residents and works with them to develop an acceptable traffic-calming plan. A project can be undertaken only if it has the support of residents.								
4.	Staff collects and analyzes data about the traffic issues that have been identified and presents the findings to the neighborhood representative. The data collection and evaluation should be completed within 90 days unless special circumstances exist.								
4a.	During the data collection and analysis it will be the responsibility of the petitioners to begin the education process in the neighborhood that the traffic calming devices have been requested.								
5.	If the criteria for traffic calming measures (listed below) are met, then Type 1 option alternatives will be examined. These are as follows:								
5a.	Type 1 Options								
	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">◆</td> <td>Traffic Control Signage, Regulation Signage</td> </tr> <tr> <td style="text-align: center;">◆</td> <td>Striping centerlines, edgelines, stop bars, crosswalks, etc.</td> </tr> <tr> <td style="text-align: center;">◆</td> <td>Request increased police presence</td> </tr> <tr> <td style="text-align: center;">◆</td> <td>Radar trailer program</td> </tr> </table>	◆	Traffic Control Signage, Regulation Signage	◆	Striping centerlines, edgelines, stop bars, crosswalks, etc.	◆	Request increased police presence	◆	Radar trailer program
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5b.	A follow-up study will be conducted within 90 days after Type 1 options are installed/performed. If Type 1 options are ineffective at controlling the undesired traffic conditions, then Type 2 options will be examined. Applications that do not meet the following criteria will not be considered for physical traffic calming measures.								

To be eligible for physical traffic calming measures, a street must meet the following qualifications:

Criteria for Qualification Installation of Traffic Calming Measures

◆	It must be classified as a two-lane Local residential or neighborhood collector street.
◆	It cannot be designated as an emergency response or transit route.
◆	It cannot be more than two travel lanes wide and must be less than or equal to 40 feet.
◆	The average daily traffic should be at least 750 vehicles per day but not more than 4,000 vehicles per day.
◆	15 % of the traffic on the street exceeds the posted speed limit by 5 mph or more.
◆	The street's speed limit must be posted at 25 mph if classified as a local residential street and 35 mph or lower if classified as a neighborhood collector.
◆	At least 80% of the residents of the street shall sign a petition supporting the traffic calming request and subsequent device or measure. It will be determined by Staff what additional households may be affected and included in the petition process.
◆	A letter of endorsement by the neighborhood association is required.
◆	The street surface must be to current Town standards, and maintained by the Town.

6. Prior to installing any Type 2 option alternative, the above criteria must be met. A meeting will be held between Staff and the neighborhood liaisons to report on the survey results, identify the issues, and discuss possible solutions, including alternative designs. Meeting participants give staff ideas about possible solutions they would like to see pursued. The neighborhood liaisons will be responsible for relaying this information back to their constituents. Staff will attend neighborhood meetings as schedules permit.

The Type 2 options for consideration will be:

◆	Speed Hump	◆	Traffic Circle
◆	Textured Pavement	◆	Chicane
◆	Raised Sidewalk	◆	Center Island Narrowing
◆	Multi-way Stops (Only when warranted)	◆	Other methods approved by Staff.