

**OPR: Engineering
06/06**

**Purpose Section I
Policy II**

I. Purpose

The purpose of this Ordinance is to outline the City’s response to the traffic complaints arising as a result of perceived speeding and/or high traffic volumes within City owned right-of-way.

II. Policy

The City is committed to the safety of its citizens and realizes the potential need for additional traffic calming measures on City streets. The City intends to outline a fair and equitable procedure for the study, installation, and funding for traffic calming measures.

A) Public Complaints

Should a resident, residential community, neighborhood group, or Home Owners Association (HOA) have concerns with traffic in their area, a written request for an evaluation must be filed with the City Engineer. All requests should include the area of concern and complaint type (speed, volume). If an active HOA exists, then the request must come from the HOA.

The person or group requesting the evaluation will be referred to as the Requestor.

B) Review of Complaints

Review of complaints will proceed in the following manner

Table 1: Review and Action Procedure
Action
1. City Engineer receives written request and implements traffic study
2. Review data to determine if non-physical deterrents are warranted
3. Implement Non-Physical Deterrent(s)
4. Collect post installation traffic data and review for improvement
5. If no improvement, City Engineer determines Study Area* and recommends physical deterrents
6. Requestor to petition Study Area to attain 2/3 support for measure
7. Recommendations will be presented by City Engineer for the Requestor, Police, Fire, and City Council approval
8. Construction of temporary physical deterrents
9. Follow up monitoring
10. Construction of permanent physical deterrents or re-evaluation and placement of different type

* Study Area: The road network surrounding the road(s) being considered for traffic calming measures that would be affected by the placement of the measures.

C) Warrants for Action

Table 2: Warrants for Action			
Warrant	Community Collectors	Village Collectors	Residential Streets/ Neighborhood Collectors
1. Minimum Traffic Volume	>8000 vpd or 800 vph	>4000 vpd or 400 vph	>1000 vpd or 100 vph
2. Cut thru traffic	50%	40%	25%
3. 85 th percentile Speed	10 mph > speed limit	5 mph > speed limit	> speed limit
4. Community support*	67 %	67%	67%
5. Accidents per year	6	6	3
6. Percent ADT **Exceeding posted Speed limit	30%	30%	25%

* A community petition stating a concern with the traffic in the Study Area.

** ADT is Average Daily Traffic

Non-Physical Deterrents

Should any of the warrants in Table 2 apply, any of the following non-physical solutions can be implemented with the concurrence of the City Engineer and the Police Chief.

Non-physical deterrents do not involve the use of physical controls (speed humps, roundabouts) or impediments on the roadway system. They are comprised of actions and programs, which are primarily educational, and enforcement based.

Uniform Residential Speed

One Tool is for all residential streets to have a uniform speed limit not to exceed 25 mph.

Designated Residential Zone

The *Official Code of Georgia, Section 40-14-8 (b)* provides that the limitations in subsection (a) [no {radar speed detection} case can be made unless the speed of the vehicle exceeds the posted speed limit by more than ten miles per hour] shall not apply in properly marked residential zones. Roads with speed limits of 35 miles per hour or more shall not be considered residential streets.

Therefore, a Non-Physical Deterrent is to have a residential street be designated and properly marked as a residential zone so that the 25-mph speed limit is enforceable. This tool, if adopted by the City Council and approved by the Georgia Department of Transportation, would be part of the Police Department Traffic Enforcement strategies.

Neighborhood Traffic Safety Program (Education)

This is a program comprised of neighborhood meetings, letters, pamphlets, etc., alerting residents within a neighborhood to speeding and other traffic/pedestrian safety concerns. The City Engineer, with the cooperation of the Police Chief, would conduct this program for any neighborhood association or other

residential group requesting it. This neighborhood awareness program would hopefully, result in neighbors more closely obeying existing traffic laws and in improved safety for all roadway users.

Traffic Signing and Pavement Markings

This includes signs for residential zone designation, speed limits, no thru traffic and other necessary information needed for motorists under the Traffic Calming Program.

Stop Signs

Data provided by the Institute for Transportation Engineers (ITE), shows that stop signs are not effective in controlling speed or volume and have a high violation potential. Therefore, the City of Peachtree City will not use these as means of traffic calming.

No Right/Left Turn Signs

The ITE shows that no turn signs can be effective in controlling traffic volume. It also does not impede emergency response vehicles. The down side of this control is that it has a potential to be violated.

No-Truck Enforcement

In general, trucks are allowed on residential streets unless otherwise posted. If truck traffic is shown to be a problem, the Police Chief will request Council approval for the street to be designated as “No through truck traffic” The Public Works Department will make certain that the proper signing is in place to enforce the No-Truck ordinance.

Traffic Enforcement Actions

This is a traditional enforcement activity on the part of the City Police Department’s traffic enforcement officers. The City Engineer will provide the Police Department data from the traffic study as to the severity of violation and the time of day when most violations occur.

Radar Speed Trailer Deployment

When appropriate, the City Engineer will contact the Police Chief requesting deployment of its radar speed trailer to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. The trailer deployment also can result in allowing concerned neighbors to see that actual speeds may not be as high as what had been perceived.

Landscaping

This is a method by which the land adjacent to the curb is landscaped so as to give the appearance of a narrower corridor. This appearance would cause a motorist to slow down. With the assistance of the City’s arborist or landscape architect, a landscaping plan will be developed for the desired effect.

Physical Deterrents

If following a four-month trial of a Non-Physical Deterrent traffic data does not improve, then a physical deterrent will be considered.

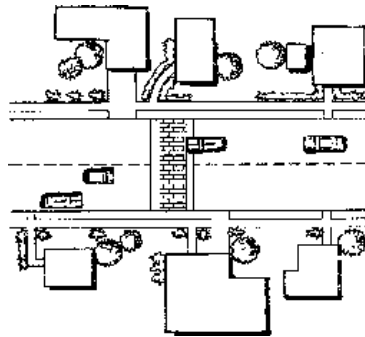
The City Engineer will review the data and determine if/which one, or combination of the following deterrents would aid in the reduction of traffic concerns. The City Engineer will make a

recommendation to the Requestor and follow the Implementation Procedure at the end of this Physical Deterrents section.

Speed Humps

A speed hump is a raised portion of pavement designed to reduce speed. Speed humps will be used only for speed limits 30-mph or less. Also, all of the following must apply.

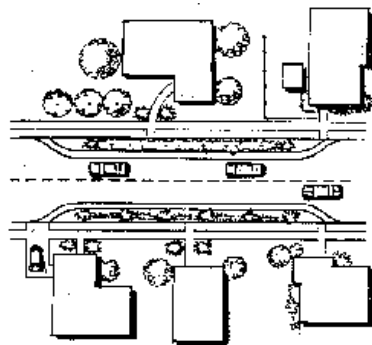
- Streets must be classified as Residential or Neighborhood Collectors and must not be a higher classification.
- **Travel width must be less than 28 feet and have no more than two travel lanes**
- Horizontal curves must have a 300 foot radius or greater
- Vertical curves must support adequate stopping sight distance
- Grade must be less than or equal to 8%
 - Must be placed between 200 feet and 600 feet apart
- The Requestor must pay 50% of the cost
- Speed studies must show that the 85th percentile speed for the proposed street is greater than 10 mph over the posted speed limit



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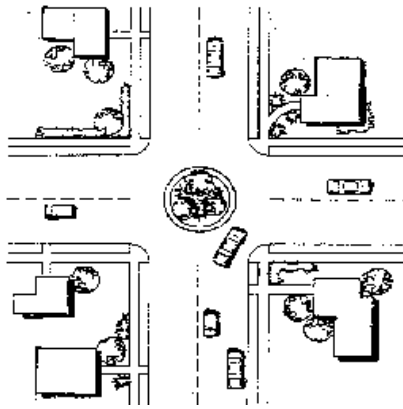
Chokers

The ITE shows that chokers are not very effective at reducing traffic and only have a minor impact on speed. Also, this method provides a minor constraint to emergency vehicles.



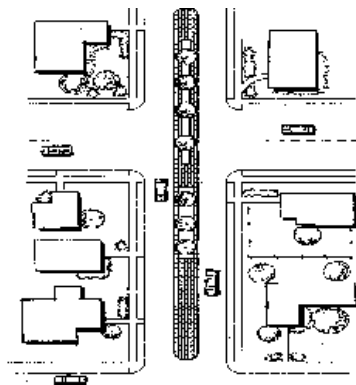
Traffic Circles

Although traffic circles can cause minor constraints to emergency response vehicles, they can effectively reduce both speed and volume of traffic flow.



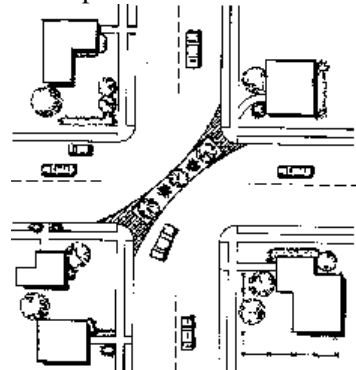
Median Barrier

Median barriers are effective at reducing volume, but unlikely to reduce speeding. Also, they are a minor constraint to emergency vehicles.



Forced Direction Diverters

Forced direction diverters include forced turns, semi-diverters, diagonal diverters and cul-de-sacs. These force the flow of traffic to take a desired route. These methods are very effective at controlling volume and potentially speed. They do however impose some constraints to emergency response vehicles.



Implementation Procedure

If all warrants in this ordinance have been met, coordination and approval must be met as follows:

- Police Chief and Fire Chief must approve, indicating minimal impediments to emergency routes
- 67% (2/3) of the residents in the Study Area must support the installation of the devices
- The Requestor must agree to pay 50% of the cost of materials and installation
- The City Engineer must have factual data supporting the proposed control
- The City Manager must concur with the recommendation
- The City Council must approve the recommendation
- Upon approval, placement of temporary physical deterrents will be placed and the results will be evaluated. If the temporary devices perform as expected, permanent deterrents will be constructed. If the devices do not perform as expected alternative devices may be considered.

APPROVAL:

Mayor & Council

City Manager

Assistant City Manager/Developmental Services Director

City Engineer