

City of Roswell

TRAFFIC CALMING PROGRAM

Policy and Procedure

Roswell Transportation Department  
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# Traffic Calming Program

## 1. Introduction

Residents are often concerned about excessive traffic volumes and speed through their neighborhoods. Therefore the City of Roswell is supportive of traffic calming measures that ensure safety of the public. The traffic calming program will specifically apply to only local streets with 25 mph posted speed with some exceptions as discussed in section 7. A local street is the lowest level street with a primary function to provide access to individual properties for motorized vehicles, bicycles, and pedestrians. It is supposed to carry traffic that has its destination or origin on that street or from within the local neighborhood.

In order to enhance the quality of neighborhood life and the safety of the residents of Roswell, the Transportation Department maintains a Traffic Calming Program. The goals of this program are:

- Deterrence of traffic from local streets to collector streets.
- Reduction of traffic speed to a safe and appropriate limit.
- Emergency vehicle access.
- Encouragement and enhancement of pedestrian, bicycle and transit systems.
- Limit traffic calming to local streets
- Use of effective, efficient, economical and environmentally sound traffic calming solutions.
- Involvement of neighborhood associations and residents.
- Multi-Discipline input from planners, public safety officials, and engineers.
- Deterrence of truck traffic and other inappropriate vehicles from local streets.

It is extremely important to realize that the approach taken by the Traffic Calming Program is a systematic one. While each situation may be somewhat unique, the same definitions and criteria, as outlined in this guide, are applied. Also, the transportation system of the City must be considered as a whole. Solving one local problem should not cause another problem to appear somewhere else.

## 2. Traffic Calming Process

- Residents contact the City of Roswell and report speeding problems and request that the City investigate their concerns. All requests, whether from a home owners association (HOA) or individual, must be in the form of a letter addressed to the Transportation Department Director, explaining the concerns of the community. The requested local street must be a minimum of 1,000 feet in length and at least 1,000 feet of each street must have grades 7% or less and horizontal curves less severe than a radius of 300 feet.

- The City of Roswell Transportation Department (RDOT) will circulate the request to the Police and Fire Departments for their review/comments.
- RDOT will make a field review of the area to determine what studies need to be conducted. Speed studies, volume counts, and accident analysis may be conducted to determine the extent of the problem. If the results of the studies indicate that there is not a traffic speeding problem, RDOT will inform the resident/neighborhood in writing. If the results indicate that there is a traffic speeding problem, RDOT will establish a plan of action.
- Based on the facts and the extent of the problem, the RDOT may decide to start the process with an education program comprised of neighborhood meetings, letters, pamphlets, etc., alerting residents within a neighborhood to speeding and other traffic/pedestrian safety concerns. The Transportation Department, with the cooperation of the City emergency services, would conduct this educational program for any Neighborhood Association or other residential group requesting it. The objective of the neighborhood educational program will be to cause the drivers on neighborhood streets to obey existing traffic control devices and laws and to improve safety for all roadway users.
- The RDOT may suggest starting the traffic calming process with increased speed enforcement for the problem area with the help of the Police Department. The Police Department will not utilize any speed detection devices on roadways with a grade higher than 7%.
- If educational awareness and law enforcement efforts do not improve the situation, the RDOT will consider hard measure solutions and present them to the emergency services departments for approval.
- After approval from the emergency services department, RDOT will submit the proposed traffic calming measures to the Community Development and Transportation Committee for their approval. If the Committee approves the proposed solutions, a neighborhood meeting will be scheduled to discuss the results of the studies and the proposed solutions and cost estimates.
- The neighborhood must agree to share the cost as explained in the funding section.
- If the solutions are acceptable, RDOT will require the party initiating the request to notify the property owners directly impacted or reasonably expected to be impacted by the proposed traffic calming measures. to sign a petition supporting the proposed traffic calming measures. The signed petition is required to be submitted to RDOT within 60 days after the party is instructed to do a petition. If a property owner does not respond, they will be counted as a no vote, **unless** the applicant chooses to send non-respondents a certified letter, return receipt requested, giving them 14 days to respond or

be considered a non-vote, (these will not be counted either for or against the traffic calming measures). The mailing of this certified letter will be at no cost to the City of Roswell. Proofs of notification with no response are to be delivered to the City along with the petition signed by at least **65%** of the responding property owners supporting the proposed traffic calming measures.

- Once the petition is received and verified, a final cost will be developed and presented to the Mayor and the Council for approval of the traffic calming measures.
- Landscaping, maintenance, and necessary easement(s) or ROW dedication will be funded by the neighborhood.
- 60 days after the installation of the traffic calming device(s) the RDOT will initiate after studies to determine if the traffic calming measure(s) was/were effective.

If the community decides that they no longer want the traffic calming measures, then they must follow the same procedure to obtain **65%** in favor of removal as they did in the original petition. If such device(s) can be removed, then the road must also be brought back to city standards. RDOT approval is required for all removal work. Removal shall be done by a qualified contractor at no cost to the City of Roswell. If there is a homeowners association (HOA), then the petition for removal must come through the association.

### **3. Traffic Calming Study**

For the purposes of the Traffic Calming Program, a traffic speeding problem on a local street exists if any of the following are found during a traffic study:

1. The average speed on a local street is 30-mph or greater.
2. The 85<sup>th</sup> percentile speed on a local street is greater than 10 miles over the posted speed limit.
3. The average daily traffic on a local street is greater than 1000 vehicles.
4. The peak hour volume on a local street is greater than 100 vehicles.
5. The number of speed related accidents on a local street is greater than 5 in one year.
6. The percentage of truck traffic is 1% or more of the total vehicles counted.

### **4. Traffic Calming Measures**

All traffic calming measures will follow current industry standards. All solution projects will be designed to the standards of:

1. Institute of Transportation Engineers (ITE) or

2. American Association of State Highway and Transportation Officials (AASHTO) or
3. American Society of Civil Engineers (ASCE) or
4. Federal Highway Administration (FHWA) or
5. Georgia Department of Transportation (GDOT) or
6. Any other reputable organization involved in the design of traffic calming projects and specifications.

## **5. Funding of Solutions**

The Transportation Department will be responsible for estimating the Traffic Calming Budget for the fiscal year. All approved traffic calming measures are subject to the availability of funds.

The funding of the Traffic Calming Program will be shared as: Applicant will be responsible for 50% of the total cost of the Traffic Calming Device(s) and the City of Roswell for 50% of the total cost.

In special cases where the affected street is a potential cut through route, the City may decide to contribute a higher cost percentage towards construction. Such a project may be considered a benefit to the system and not specifically a benefit to the neighborhood. RDOT will make such analysis and recommend to the Council on a case by case basis depending upon the magnitude and cause of the problem.

## **6. Ranking of Requests**

All requests will be entertained on a first come first basis unless RDOT determines a certain request poses a bigger safety threat and adversely impacts overall transportation system or delays a higher number of travelers.

In such cases, where safety becomes an issue, RDOT will conduct a ranking analysis based on collected data, field investigation and best engineering judgment. In an event where a certain street helps relieve traffic for the benefit of overall transportation system, RDOT may discourage certain hard measures of traffic calming.

## **7. Exceptions to the Policy**

Two raised crosswalks are allowed in the historic downtown business district on Canton Street (a Minor Arterial) as well as one raised crosswalk on the Mimosa Blvd. extension (a Collector) north of Magnolia Street. Further exceptions to the policy will be considered on a case by case basis. The Transportation Department will study and make recommendations on traffic calming measures for approval by City Council. The Transportation Department may identify different funding sources and petition procedures in such cases.

