

**City of Raleigh**  
**Neighborhood Traffic Management Program**

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**Raleigh City Council**

**Transportation Department**  
**Transportation Operations Division**

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# **1 Overview and Objectives**

The City of Raleigh strives to promote safe public streets that contribute to a positive quality of life in the City's neighborhoods. Street design and operation is only one element out of many that influence this goal. It is in the City's best interests to maintain and improve the quality of our neighborhoods and to avoid creating situations that may detract or adversely affect the places where we live. This is a City of Raleigh approved policy. Raleigh City Council has full authority to waive any and all obligations under this policy at its discretion.

The management of traffic speeds and volumes on residential streets is both complicated and nuanced. While traffic engineering standards are uniform for all roadway facilities, some degree of contextual design must be employed on neighborhood streets where residents live and recreate. The purpose of this program is to provide specific techniques and steps for both the public and for City staff to follow in managing neighborhood traffic. The objectives of the Neighborhood Traffic Management Program (NTMP) shall be to promote and maintain a safe and pleasant environment in residential areas for drivers and pedestrians while:

- Achieving moderate vehicle speeds on residential streets by a combination of policies and physical measures;
- Reducing the burden on enforcement resources by providing more consistent sustainable speed reduction;
- Improving multimodal opportunities within a neighborhood, including enhancements for pedestrian, bicycle, and transit accessibility;
- Ensuring that communities are able to actively participate to help inform the project design.

This program shall apply to streets serving residential neighborhoods and mixed use areas with residential components. Issues related to speeding on multilane and industrial streets shall be addressed by the Raleigh Police Department (RPD) or other streetscape initiatives. Traffic management applications shall be universally available to all City residents on publicly-maintained residential streets. Traffic management applications shall be provided at no cost to residents within the affected area. However, residents shall not be allowed to install their own treatments on public streets independently of the program.

## 2 Solutions

The policy covers several solutions or options that can be used to mitigate vehicle speed, reduce cut through traffic, and/or improve the quality of life for citizens residing on neighborhood streets. These include:

- **Speed Limit Reductions:** North Carolina General Statutes specify that all streets in an urbanized setting shall have a speed limit of 35 mph unless otherwise posted. Some residents may feel this speed limit is inappropriate for a particular neighborhood street. Any citizen may initiate the process outlined in Section 3 to reduce the speed limit on eligible streets.
- **Multi-Way Stop Signs:** Stop signs are used to assign right-of-way at intersections. Stop signs are typically placed on the lower traffic volume street allowing vehicles on the more heavily travelled street to pass through an intersection without delay. The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), which is fully adopted by the City of Raleigh, provides guidance when other approaches may benefit from stop sign control. Any citizen may initiate the process outlined in Section 4 to have an intersection evaluated for multi-way stop signs.
- **Traffic Calming Projects:** Poor speed compliance and/or increased traffic volumes on a neighborhood street may occur due to a wide variety of reasons. These can impact the quality of life for citizens residing on these streets. Improper speed compliance and increased traffic on narrow streets can have an exponentially higher impact since both vehicles and pedestrians have less room to maneuver. The width of a roadway can limit the type of treatments available to slow vehicles. Narrow roadways are almost exclusively consigned to vertical treatments, such as speed humps or speed tables. Any citizen may initiate the process outlined in Section 5 by requesting a traffic calming evaluation for a neighborhood street.
- **Neighborhood Streetscape Projects:** Poor speed compliance and/or increased traffic are not limited to narrow streets. Data shows that wider streets generally carry higher volumes of traffic at higher speeds than the majority of their narrower counterparts. Wider streets allow staff more options to slow that traffic. Horizontal treatments such as median islands, curb extensions, intersection bulb-outs, etc. can mediate speed while preserving a neighborhood's character. Any citizen may initiate the process outlined in Section 6 by requesting a traffic calming evaluation for a neighborhood street.

### **3 Speed Limit Reductions**

The following process shall be employed in addressing a speed limit reduction:

- 3.1.1** Eligible streets will be limited to streets classified as one of the following under the City's Comprehensive Plan: Neighborhood Street, Neighborhood Local, Grandfathered 2-Lane Avenue, Neighborhood Yield, Multi-Family Street and Main Street with Parallel Parking.
- 3.1.2** Speed limits may be reduced to thirty (30) miles per hour on any eligible street with volumes over four thousand (4,000) vehicles per day.
- 3.1.3** Speed limits may be reduced to twenty-five (25) miles per hour on any eligible street with volumes under four thousand (4,000) vehicles per day.
- 3.1.4** In no case shall a posted speed of less than twenty-five (25) mph be considered.
- 3.1.5** NTMP staff shall issue a speed limit reduction petition for the signature of residents along the street to reduce the speed limit.
- 3.1.6** A valid petition will have signatures from seventy-five percent (75%) or more of the properties along the street. Only one (1) signature per property is required.
- 3.1.7** Upon receipt of a valid petition, staff shall initiate a consent agenda for City Council consideration.
- 3.1.8** Implementation of all associated signage for the approved speed limit reduction shall occur seven (7) days after Council's approval when the City Ordinance takes effect.
- 3.1.9** Unsuccessful petitioners must wait a minimum of six (6) months before requesting another speed limit reduction petition.

### **4 Multi-Way Stop Signs**

The following process shall be employed in addressing a multi-way stop request at an intersection.

#### **4.1 Eligibility**

Staff receives a request to evaluate an intersection for multi-way stop signs.

Eligible streets under this policy shall be streets classified as Neighborhood Local, Neighborhood Street and 2-Lane Avenue.

**4.1.1** Staff will conduct an engineering evaluation of the intersection that includes:

- A speed and volume study on all approaches to the intersection
- Review the reported crash history

- Review the intersections sight lines
- Review all pedestrian/bicycle activity and trip generators (schools, parks, greenways, etc.) near the intersection
- Review the intersection's location as it pertains to the entire neighborhood network
- Review the intersection geometry to ensure conflicts are minimized

If conditions warrant, staff shall initiate a consent agenda item for City Council consideration. Implementation of all associated signage and striping for the approved installation shall occur seven (7) days after Council approval when the City Ordinance takes effect.

## **4.2 Appeal Process**

- 4.2.1** Intersections that are not recommended for multi-way stops through the evaluation process may appeal that decision.
- 4.2.2** The requestor may appeal the multi-way stop decision to the Director of the Department of Transportation. The Director will make a determination on the appeal within Thirty (30) days.

## **4.3 Removal Process**

- 4.3.1** Intersections with multi-way stops in place for over two-years may be eligible to have the stop signs on the major street removed.
- 4.3.2** Staff will re-evaluate the intersection per Section 4.1. If staff determines that the multi-way stops are appropriate, the request for removal is denied.
- 4.3.3** Denied removal requests may be appealed and will follow the process outlined in Section 4.2
- 4.3.4** If the evaluation deems the multi-way stops unnecessary, ballots will be sent to all properties within a five hundred-foot (500') radius of the intersection in question. A successful vote will have a minimum of sixty percent (60%) of the ballots returned with at least seventy percent (70%) of the returned ballots in favor of removal.
- 4.3.5** All successful votes will cause staff to initiate a consent agenda item for City Council consideration.
- 4.3.6** All articles approved by City Council must have the signs removed in seven (7) days when the new ordinance will take effect.

## **5 Traffic Calming Projects**

Traffic Calming projects reduce speed on narrower neighborhood streets by using devices like speed humps, speed tables and/or raised crosswalks. These devices are called vertical treatments because vehicles must go up and over them.

### **Speed Hump**



**Northbrook Drive**

### **Speed Table**



**Wimbledon Drive**

The following process shall be employed in establishing a Traffic calming project:

### **5.1 Eligibility**

- 5.1.1** Eligible streets will be limited to streets classified as one of the following under the City's Comprehensive Plan: Neighborhood Street, Neighborhood Local,

Grandfathered 2-Lane Avenue, Neighborhood Yield, Multi-Family Street and Main Street with Parallel Parking.

- 5.1.2 Staff performs the evaluation based on the criteria described in Section 9 (Evaluation Criteria).
- 5.1.3 Street must have either no curb-and gutter or have curb-and-gutter and be thirty-one feet (31') wide or less from back-of-curb to back-of-curb.
- 5.1.4 The street earns enough points to be placed on the Traffic Calming project list and is ranked according to its score.
- 5.1.5 Streets with average volumes below five hundred (500) vehicles per day or average volumes above six thousand (6,000) vehicles per day will not be included on the project list regardless of the evaluation score.
- 5.1.6 The Traffic Calming ranking list is approved by City Council. (See Section 8 – Project Ranking Lists)

## 5.2 Introduction/Notification

- 5.2.1 The residents along the top ranked streets and their surrounding neighborhoods (defined in Section 5.2.2) are notified, by mail, of an introductory meeting.
- 5.2.2 A neighborhood is defined as a two (2) block radius around the subject street and will include parallel streets, cross streets, interconnecting streets, loop roads and cul-de-sacs.
- 5.2.3 At the introductory meeting, staff will answer citizen questions and describe the process for a street to move toward a Traffic Calming project.

## 5.3 Citizen Approval Process

- 5.3.1 There is a two-phase citizen approval process.
- 5.3.2 First, the affected properties along the street will receive a ballot to be filled out and mailed back. The ballot will also have an authorization code to allow an online version of the ballot to be used. At least fifty percent (50%) of the properties must participate and seventy percent (70%), or more, of those participating must be in support of a project.
- 5.3.3 Similarly, the neighborhood will receive a ballot by mail to be filled out and sent back. These ballots will also have an authorization code to allow an online version of the ballot to be used. Twenty-five percent (25%) of the properties must participate with sixty percent (60%) or more of the returned ballots in support of a project.

Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
- A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.

- A single property having multiple owners will receive one (1) ballot.

**5.3.4** If either of the two (2) steps fails then the street is removed from the project list and must wait one (1) year to begin the process again starting with a new request for a traffic calming evaluation.

**5.3.5** If both steps are successful, the street moves to the design phase.

## **5.4 Design Phase (Preliminary)**

**5.4.1** Residents of the street and its surrounding neighborhood (section 5.2.2) will be invited to a preliminary design workshop where they will work with staff to determine the types of treatments and their locations along the street.

**5.4.2** Staff will prepare a preliminary design based on the information gathered at the workshop.

**5.4.3** Staff shall conduct field markings of the treatments proposed in the preliminary design.

**5.4.4** Residents will be notified of the preliminary design and the field markings.

**5.4.5** Public comment on the preliminary design will be received for at least fourteen (14) days after the notification.

## **5.5 Design Phase (Final)**

**5.5.1** Staff will review public comment and make any necessary adjustments to the treatment plan.

**5.5.2** Residents of the street and its surrounding neighborhood will be invited to a second design workshop where comments recommending changes to the preliminary design will be discussed and staff will attempt to build a consensus for the final design.

**5.5.3** A second ballot will be sent to residents of the street and its surrounding neighborhood seeking approval of the final design. The ballot process will follow the same procedure as outlined in Section 5.3.

## **5.6 Project Approval, Installation and After Studies**

**5.6.1** If the second ballot is successful, staff shall prepare a consent agenda item requesting a design review with public input on the draft preliminary design.

**5.6.2** Staff shall provide a notification letter and mailing lists to the City Clerk's office for notification of the design review. A link to the final design on the City's website will also be provided.

**5.6.3** After completion of the design review and upon receiving authorization to proceed to construction from City Council, NTMP staff shall assume responsibility for project management.

**5.6.4** Approximately, six (6) months after the treatments are installed, staff shall conduct speed and volume studies to determine the effectiveness of the installations. The results shall be part of the yearly program report. (Section 12)

## **6 Neighborhood Streetscape Projects**

Neighborhood Streetscape projects reduce vehicle speeds on wider neighborhood streets using devices like median islands, chokers, chicanes and other similar items. These are called horizontal treatments that create a weaving-type pattern that vehicles must drive around. The following process shall be employed in establishing a Neighborhood Streetscape project.

### **6.1 Eligibility**

- 6.1.1** Eligible streets will be limited to streets classified as one of the following under the City's Comprehensive Plan: Neighborhood Street, Neighborhood Local, Grandfathered 2-Lane Avenue, Neighborhood Yield, Multi-Family Street and Main Street with Parallel Parking.
- 6.1.2** Staff performs the evaluation based on the criteria described in Section 9 (Evaluation Criteria).
- 6.1.3** Street must have curb-and gutter on both sides and be wider than thirty-one feet (31') from back-of-curb to back-of-curb.
- 6.1.4** The street earns enough points to be placed on the Neighborhood Streetscape project list and is ranked according to its score.
- 6.1.5** Streets with average volumes below five hundred (500) vehicles per day or average volumes above six thousand (6,000) vehicles per day will not be included on the project list regardless of the evaluation score.
- 6.1.6** The Neighborhood Streetscape ranking list is approved by City Council. (See Section 8 – Project Ranking Lists)

### **6.2 Introduction/Notification**

- 6.2.1** The residents along the top ranked streets and their surrounding neighborhoods (defined in Section 6.2.2) are notified, by mail, of an introductory meeting.
- 6.2.2** A neighborhood is defined as a two (2) block radius around the subject street and will include parallel streets, cross streets, interconnecting streets, loop roads and cul-de-sacs.
- 6.2.3** At the introductory meeting, staff will answer citizen questions and describe the process for a street to move toward a Neighborhood Streetscape project

### **6.3 Citizen Approval Process**

- 6.3.1** There is a two-phase citizen approval process.
- 6.3.2** First, the affected properties along the street will receive a ballot to be filled out and mailed back. The ballot will also have an authorization code to allow an online version of the ballot to be used. At least fifty percent (50%) of the

properties must participate and seventy percent (70%), or more, of those participating must be in support of a project.

- 6.3.3** Similarly, the neighborhood will receive a ballot by mail to be filled out and sent back. These ballots will also have an authorization code to allow an online version of the ballot to be used. Twenty-five percent (25%) of the properties must participate with sixty percent (60%) or more of the returned ballots in support of a project.

Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
- A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.
- A single property having multiple owners will receive one (1) ballot.

- 6.3.4** If either of the two (2) steps fails then the street is removed from the project list and must wait one (1) year to begin the process again starting with a new request for a traffic calming evaluation.

- 6.3.5** If both steps are successful, the street moves to the design phase.

## **6.4 Design Phase**

- 6.4.1** Using traffic speeds, traffic volume, crash reports and field operations, staff will develop traffic calming treatment options for various locations along the street.

- 6.4.2** Residents of the street and its surrounding neighborhood (section 6.2.2) will be invited to a preliminary design workshop where they will provide input to staff on their preferred set of interventions. To increase awareness of the workshop, notification signs will be posted along the street.

- 6.4.3** Public feedback on treatment options will also be taken via online means for a period of fourteen (14) days after the preliminary design workshop.

- 6.4.4** Staff will develop a preferred conceptual design based on the information gathered.

- 6.4.5** Residents of the street and its surrounding neighborhood (Section 6.2.2) will be invited to a design review where they will provide feedback on the conceptual design. To increase awareness of the workshop, notification signs will be posted along the street.

- 6.4.6** Public feedback on the conceptual design will also be taken via online means for a period of fourteen (14) days after the design review.

- 6.4.7** Steps 6.4.4 through 6.4.6 will be repeated as necessary to develop a project that has consensus support for project stakeholders.

- 6.4.8** From the conceptual design, staff will prepare plans suitable to install temporary treatment measures.

## **6.5 Temporary Installation and Evaluation**

- 6.5.1** Staff will communicate readiness to install temporary measures to City Council via a consent agenda item.
- 6.5.2** Staff will install treatments using temporary materials such as flexible curbing and plastic bollards. Signs will be posted to communicate the purpose of the temporary installation to the public.
- 6.5.3** During a sixty (60) day adjustment period, staff will observe the installation carefully, making adjustments as necessary.
- 6.5.4** After the sixty (60) day adjustment period, staff shall conduct speed and volume studies to determine the effectiveness of the installations.

## **6.6 Project Approval**

- 6.6.1** Staff shall present the results of the speed and volume studies to the public.
- 6.6.2** The residents along the project street and the surrounding neighborhoods (defined in Section 6.2.2) will provide input on the project via a second ballot process.
- 6.6.3** First, the affected properties along the street will receive a ballot to be filled out and mailed back. The ballot will also have an authorization code to allow an online version of the ballot to be used. At least fifty percent (50%) of the properties must participate and seventy percent (70%), or more, of those participating must be in support of a project.
- 6.6.4** Similarly, the neighborhood will receive a ballot by mail to be filled out and sent back. These ballots will also have an authorization code to allow an online version of the ballot to be used. Twenty-five percent (25%) of the properties must participate with sixty percent (60%) or more of the returned ballots in support of a project.

Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
  - A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.
  - A single property having multiple owners will receive one (1) ballot.
- 6.6.5** If the project does not receive the required support through the ballots, staff will consider the feedback received, the level of support and the results of the traffic study to determine if the project should return to step 6.4.4 for a design revision or if the project should be canceled as described in step 6.3.4. Staff shall make the recommendation to City Council via a consent agenda item

- 6.6.6** If the conceptual design is to be revised (6.4.4), the temporary treatments will remain and be modified. If the project is to be canceled (6.3.4), the temporary treatments will be removed.
- 6.6.7** If the project receives the required support through the ballots, staff shall recommend that City Council authorize design and construction of permanent traffic calming treatments. Temporary treatments will remain until the permanent project begins construction.
- 6.6.8** Approximately, six (6) months after permanent treatments are installed, staff shall conduct additional speed and volume studies to determine the effectiveness of the project. The results shall be part of the yearly program report. (Section 12)

## **7 Removal of Existing Treatments**

The following process will be employed for the removal of existing traffic calming treatment(s).

### **7.1 Eligibility and Citizen Approval**

- 7.1.1** The treatment(s) must have been in place for at least three (3) years.
- 7.1.2** Treatment removal will follow the same two-phase procedure as the installation.
- 7.1.3** First, the affected properties along the street will receive a ballot to be filled out and mailed back. The ballot will also have an authorization code to allow an online version of the ballot to be used. At least fifty percent (50%) of the properties must participate and seventy percent (70%), or more, of those participating must be in support of the removal.
- 7.1.4** Similarly, the neighborhood will receive a ballot by mail to be filled out and sent back. These ballots will also have an authorization code to allow an online version of the ballot to be used. Twenty-five percent (25%) of the ballots must be returned with sixty percent (60%) or more of the returned ballots in support of the removal.

Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
  - A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.
  - A single property having multiple owners will receive one (1) ballot.
- 7.1.5** If either of the two (2) steps fails then the treatment(s) will remain in place and a two (2) year waiting period begins before another attempt at removal may commence.

## **7.2 Removal Approval**

- 7.2.1** If both steps are successful, staff will prepare a consent agenda item for City Council approval of the removal of the treatment(s).
- 7.2.2** Once the authorization for removal is received, staff will add the removal of treatment(s) to a future traffic calming, neighborhood streetscape project or under one (1) years' time, whichever is less.

## **8 Project Ranking Lists**

All traffic-calming evaluations of eligible streets will give a street a score as outlined in Section 9. A Street may be placed on one (1) of two (2) project lists, the Neighborhood Streetscape Project List or the Traffic Calming Project List.

Streets eligible for each list will be ranked according to its score. The minimum score for a street to be placed on the Traffic Calming Project list is forty (40) points and the Neighborhood Streetscape Project list is seventy (70) points. Below is the criteria regarding the project ranking list:

- 8.1.1** Only streets with average volumes between five hundred (500) vehicles per day and six thousand (6,000) vehicles per day are eligible for inclusion on either project list.
- 8.1.2** Street segments considered for traffic calming applications shall be less than one (1) mile in length. Streets exceeding this requirement may be considered for partial treatment or may be split into multiple segments.
- 8.1.3** In no case shall a street less than five hundred (500) feet in length receive traffic calming applications.
- 8.1.4** If a street has been on either project list for five (5) years without being considered for a project, the street will be removed from the project list.
- 8.1.5** Streets removed from either project list due to the time limit must start the process over, beginning with a request for a street evaluation.
- 8.1.6** Streets that are on the Raleigh Fire Department's priority route list will not be evaluated.
- 8.1.7** Staff will use the approved lists to determine possible projects for that fiscal year. Staff will begin from the top of each approved list and work down, in order.
- 8.1.8** Pending available funding, staff will attempt to begin one to three (1-3) Neighborhood Streetscape projects and seven to ten (7-10) Traffic

Calming projects each year.

## **9 Evaluation Criteria**

This section identifies the criteria used to score and rank streets for potential inclusion onto the Neighborhood Streetscape and Traffic Calming project lists. Streets must meet the eligibility criteria in Sections 5 and 6 to receive a traffic calming evaluation. Streets that do not meet the requirements to be placed on one of the project lists may request to be re-evaluated any time after a mandatory six (6) month waiting period. A Street may not be evaluated more than three (3) times within a two (2) year period. Examples of criteria scoring are found below each category.

### **9.1 Speed**

An 85th percentile speed study will be conducted at multiple points along a street. The 85th percentile speed studies will be averaged to obtain a median speed. Points are earned when the average 85th percentile speed exceeds the posted speed limit of the street. The point scale is based on the speed limit of the subject street.

#### **Twenty-five (25) mph Speed Limit**

- 9.1.1** One (1) point for each mph the average 85th percentile speed is over twenty-five (25) mph up to thirty (30) mph.
- 9.1.2** Plus an additional two (2) points for each mph the average 85th percentile speed is over thirty (30) mph up to thirty-five (35) mph.
- 9.1.3** Plus an additional five (5) points each mph the average 85th percentile speed is over thirty-five (35) mph.

#### **Thirty (30) mph Speed Limit**

- 9.1.4** Two (2) points for each mph the average 85th percentile speed is over thirty (30) mph up to thirty-five (35) mph.
- 9.1.5** Plus an additional five (5) points each mph the average 85th percentile speed is over thirty-five (35) mph.

#### **Thirty-five (35) mph Speed Limit**

- 9.1.6** Five (5) points each mph the average 85th percentile speed is over thirty-five (35) mph.

<b><u>Speed Criteria Point Comparison</u></b>			
<b>Average 85th%</b>	<b>Speed Limit 25 mph</b>	<b>Speed Limit 30 mph</b>	<b>Speed Limit 35 mph</b>
<b>28 mph</b>	<b>3 points</b>	<b>0</b>	<b>0</b>
<b>31 mph</b>	<b>7 points</b>	<b>2 points</b>	<b>0</b>
<b>34 mph</b>	<b>13 points</b>	<b>8 points</b>	<b>0</b>
<b>37 mph</b>	<b>25 points</b>	<b>20 points</b>	<b>10 points</b>
<b>40 mph</b>	<b>40 points</b>	<b>35 points</b>	<b>25 points</b>
<b>43 mph</b>	<b>55 points</b>	<b>50 points</b>	<b>40 points</b>

## **9.2 Pedestrian Activity**

Poor speed compliance can have a detrimental effect on pedestrian activity. Since conducting pedestrian counts would equate to a snap shot in time and not necessarily indicate how much activity there is, the following metrics will be used to determine a score:

- 9.2.1** A total of five (5) points will be given for any Public or Private school (Elementary through High School) within a quarter (¼) mile radius of the subject street.
- 9.2.2** A total of five (5) points will be given any bike route on the street or within a one thousand-foot (1,000') radius of the subject street.
- 9.2.3** A total of five (5) points will be given if the subject street is designated as a "Safe Route to School".
- 9.2.4** A total of five (5) points will be given if any Pedestrian Oriented Facility (Park, Pool, Playground, Greenway, etc.) are located on the street or within a one thousand-foot (1,000') radius of the street.
- 9.2.5** A total of five (5) points will be given if there is any City or Regional bus stop on the street.
- 9.2.6** A total of five (5) points will be given if there is no full sidewalk on either side of the subject street.
- 9.2.7** A total of two and one half (2.5) points will be given if there is a sidewalk along only one (1) side of the subject street.

**9.2.8** There will be no cap or limit for this category.

<b><u>Pedestrian Generator Points</u></b>	
<b><u>Points</u></b>	<b><u>Type</u></b>
<b>5</b>	<b>9.2.1. Any Public or Private School within 1/4 mile</b>
	<b>9.2.2. Any street designated a Safe Route to School</b>
	<b>9.2.3. Any Bike Route within a 1,000' radius</b>
	<b>9.2.4. Any Pedestrian Oriented Facility (Park, Pool, Greenway, Playground etc.) within a 1,000' radius</b>
	<b>9.2.5. No Full Sidewalk on both sides of street</b>
	<b>9.2.6. City or Regional Bus Stop on street</b>
<b>2.5</b>	<b>9.2.7. Sidewalk on one side of street</b>

### **9.3 Crash History**

The worst outcome of poor speed compliance is a vehicular crash. Therefore the following metrics related to reported crashes will be used to determine a score:

**9.3.1** Any reported speed-related crashes over the past three (3) years will receive five (5) points for each occurrence. There will be no cap or limit for this category.

### **9.4 Volume**

The vehicular volume becomes an increasing concern when the subject street has a speed compliance issue. To encapsulate this in the evaluation, traffic volume studies will be conducted by City staff at multiple locations on the street and averaged. The average of the daily traffic volume in both directions will be divided by two hundred fifty (250) with the resulting answer equaling the points awarded to the street.

<u>Volume Points</u>	
<u>Volume</u>	<u>Points</u>
1000	4
2000	8
2500	10
3000	12
4000	16

## **9.5 Physical Street Conditions**

The geometric characteristics of a street can compound speeding or the effects of it. Therefore the following metrics related to reported crashes will be used to determine a score:

- 9.5.1** Five (5) points will be awarded if the subject street has a vertical grade greater than five percent (5%) anywhere along the street.
- 9.5.2** Five (5) points will be awarded if the subject street has one (1) or more horizontal curves.

## **10 Private Funding of Traffic Calming**

This section is set aside for a future policy to accept private funds for the inclusion of traffic calming treatments on streets adjacent to new development.

## **11 Reporting**

Staff shall provide annual reports by fiscal year addressing the following:

- 11.1.1** The number of evaluations conducted in each category by quarter (1/4).
- 11.1.2** The current ranking of projects in each category.
- 11.1.3** The number of traffic calming projects initiated and completed.

11.1.4 Performance data for each project completed in the past year.

## **12 Maintenance**

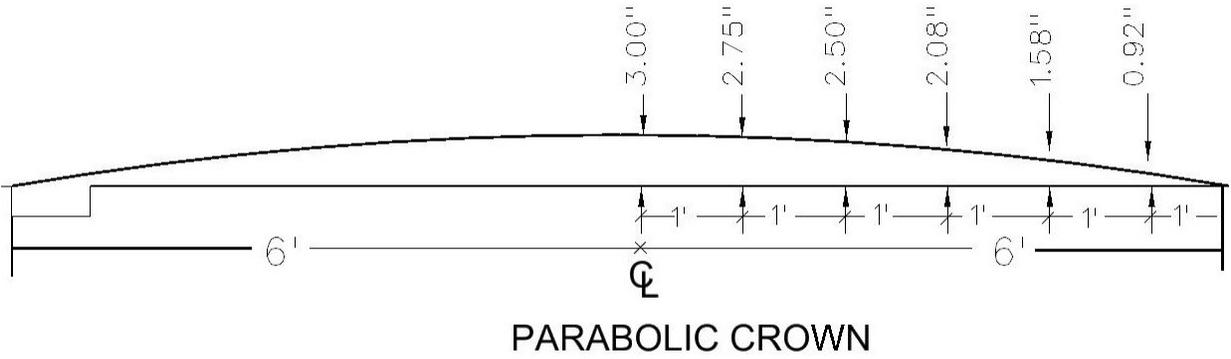
The Department of Transportation shall be responsible for the maintenance of all paved surfaces, curbs, and signage associated with these treatments. For any landscaping associated with a traffic calming treatment, a maintenance agreement shall be negotiated with the local homeowners association (HOA). If no legal neighborhood HOA exists, Department of Transportation staff shall be responsible for any landscaping maintenance within the roadway as specified in Standard Operating Procedure 700-11. Absent an agreement with a Homeowners Association, landscape maintenance of areas behind roadway curbs shall be the responsibility of the adjacent property owners as described in City Code Section 12-1037.

## Appendix A – Sample Traffic Calming Point Form

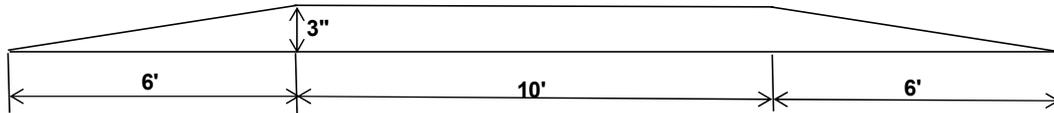
<b>CITY OF RALEIGH</b>					
<b>TRAFFIC CALMING PROGRAM</b>					
<b>PRIORITY POINT RANKING</b>					
<b>STREET NAME: <u>YOUR STREET</u></b>					
<b>FROM: <u>X Street</u> TO: <u>Y Avenue</u></b>					
<b>STAFF NAME: <u>City Personnel</u>      DATE: <u>Today's Date</u></b>					
CRITERIA	BASIS FOR POINTS		POINTS		
<b>Speed</b>	<b>Limit</b>	<b>Avg. 85th%</b>	<b>15.75</b>	Speed Limit = 25 Ave. 85th% = 35.15 <b>5+10+0.75</b>	
	<b>25 mph</b>	1 pt. each 85th mph >25			
		2 pts. each 85th mph >30			
		5 pts. each 85th mph >35			
	<b>30 mph</b>	2 pts. each 85th mph >30			
5 pts. each 85th mph >35					
<b>35 mph</b>	5 pts. each 85th mph >35				
<b>Pedestrian Generators</b>	<b>5</b>	1. Any Public or Private School within 1/4 mile	<b>17.5</b>	Elementary School, Adjacent to Preferred Bike Route, Playground, Sidewalk on 1 Side	
		2. Any street designated a Safe Route to School			
		3. Any Bike Route within a 1,000' radius			
		4. Any Pedestrian Oriented Facility (Park, Pool, Greenway, Playground etc.) within a 1,000' radius			
		5. No Full Sidewalk on both sides of street			
	6. City or Regional Bus Stop on Street				
<b>2.5</b>	1. Full Sidewalk on one side of street				
<b>Crash History</b>	5 points for every reported crash occurring on the project segment during the last 3 years of a type that is deemed correctible by traffic calming measures.		<b>5</b>	Crash History: 1/2/2016	
<b>Volume</b>	Average Daily Volume (ADV)/250 Example: 2,500 vehicles per day/250 = 10 points		<b>5.41</b>	Ave. Volume = 1353.5/250 = <b>5.41</b>	
<b>Physical Street Conditions</b>	<b>5</b>	1. Vertical Grade Greater than 5%	<b>10</b>	Multiple Curves & 5.8% Grade	
		2. One or More Horizontal Curves			
<b>TOTAL POINTS</b>			<b>53.66</b>		

# Appendix B – Speed Hump and Speed Table Specifications

## Speed Hump



## Speed Table



# Appendix C – Sample Ballot



## Traffic-Calming Project on (Street Name)

Responding to a citizen-initiated request to help slow traffic along (Street Name), staff from the City of Raleigh, Department of Transportation, conducted a meeting to inform residents about the Traffic Calming Program. This program was created to address speeding issues on neighborhood streets.

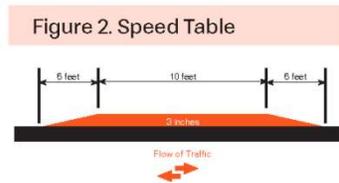
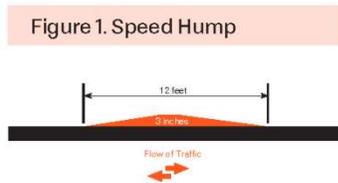
(Street Name) ranks in the top 15 of all streets evaluated for traffic calming projects. Treatments recommended for this street are speed humps and/or speed tables based on the evaluation of Raleigh transportation engineers. Before these measures can be put in place the residents affected must show their support. You have been identified as someone that will be affected by changes to (Street Name).

### You have two options for voicing your opinion:

- 1) Return this postage paid ballot, with your vote indicated below.
- 2) Go online to (web address) and use the authorization code **(12345)**.

You are only allowed one vote per household and votes must be received 21 days after post-mark.

To see the final results go online at [www.raleighnc.gov](http://www.raleighnc.gov) and search for "Neighborhood Traffic Management." Direct any questions or concerns to Tom Fiorello at 919-996-4066 or email at [thomas.fiorello@raleighnc.gov](mailto:thomas.fiorello@raleighnc.gov).



## Traffic Calming Ballot



Do you support traffic calming on (street name)?

**VOTE** YES  NO

#012345



## Appendix D – Project Process Flow Chart

