

HOW TO SEEK TRAFFIC CALMING IN YOUR NEIGHBORHOOD

WHAT THE NEIGHBORHOOD HAS TO DO TO START THE PROCESS

- You should form a Neighborhood Traffic Calming Committee. That committee must have at least three members, but no more than six members. Each member of the committee must live at a separate address.
- The Neighborhood Traffic Calming Committee should submit a letter to the Mayor that lists the specific traffic problems in the neighborhood and the specific locations of the problems.

WHAT THE MAYOR AND THE CITY DOES IN RESPONSE TO THE LETTER

- The Mayor will establish the minimum limits of the neighborhood to be included in the review, discussion and voting on the traffic calming possibilities.
- The Mayor directs city staff to monitor and evaluate the traffic in the neighborhood.
- After city staff have monitored and evaluated the traffic in the neighborhood, the Mayor sets a meeting between the Neighborhood Traffic Calming Committee and city representatives to discuss the results of the study and what can be done to calm traffic if the evaluation indicates the streets are eligible for traffic calming.

HOW CITY STAFF INITIALLY EVALUATES THE NEIGHBORHOOD TRAFFIC

- During a 24 hour time period, city staff measures the speed of each vehicle on each street that is being monitored in the neighborhood.
- City staff averages the speed of the vehicles driving down each street during that 24 hour time period. Five miles an hour is added to the posted speed limit on each street and that result is subtracted from the average speed of the vehicles on that street. That number is multiplied by five points and the result is the number of points the street is given for speeding problems. For example, if the average speed on a street is 36 miles per hour and the speed limit is 25 miles per hour, five would be added to 25 and the resulting 30 would be subtracted from 36 for a result of 6. That 6 would be multiplied by 5 points and the result would be 30 points for speeding for that street.
- City staff also measures the volume of traffic or the total number of vehicles that drive down that street in both directions during the same 24 hour period of time that they measure the speed.
- One point is assigned for each 100 vehicles that drive down that street during that 24 hour time period. For example, if a street has 1,100 vehicles that drive down it over 24 hours, the 1,100 would be divided by 100 for a result of 11 and the street would be given 11 points for traffic volume.
- City staff then adds the points for speed and the points for traffic volume. The result must be at least 40 points or the street is not eligible for traffic calming. If the two examples shown above were for the same street, the 30 speeding points would be added to the 11 traffic volume points for a total of 41 points. That street would be eligible for the installation of traffic calming measures.

WHAT HAPPENS NEXT

- If the street is not eligible for installation of traffic calming measures, nothing further happens.
- If the street is eligible for traffic calming measures, city representatives will develop a list of possible traffic calming measures and present them to the Neighborhood Traffic Calming Committee.

- The Neighborhood Traffic Calming Committee will then discuss the possible traffic calming measures with the entire neighborhood.
- The residents of the neighborhood will submit a written request to the Mayor for specific measures. A majority of the residents must sign the letter in order for anything further to happen. Only one signature per household will be counted toward the total.

WHAT MAKES UP THE NEIGHBORHOOD

- The neighborhood, at a minimum, must include all the residences along any street within 300 feet of the requested traffic calming measures.
- The designated city officials will determine the final boundaries of the neighborhood.

OTHER CONSIDERATIONS

- The emergency services providers in the City must confirm that the proposed measures will not result in the creation of an unsafe condition or the measures will not be put in place.

THE NEXT STEP

- The proposed measures are presented to the City Council for consideration for approval and funding.
- The City Council will evaluate the petition request, study the proposed traffic calming measures for cost and assign a priority to the project for budgeting purposes. The projects are selected and prioritized based on the project score, project complexity and available funding.

HOW THE PROJECT IS GIVEN PRIORITY POINTS

- The project is given priority points based on speed of traffic; volume of traffic; if any elementary schools are present; number of public pedestrian generators; whether or not the street is a pedestrian, bicycle or transit route; and whether or not there is a continuous sidewalk on at least one side of the street. Conway currently has no transit system, but this ranking has been included to account for any future transit that might develop. There are a total of 100 priority points possible.
- The points are assigned by the following procedures:
 - Speed – For vehicles traveling 10 miles per hour or more over the posted speed limit, one point is assigned for each percentage of the traffic going that fast, with a maximum of 50 points possible. For example, if the speed limit is 25 miles per hour and 30 percent of the traffic is traveling at 35 miles per hour or more, the project is assigned 30 points.
 - Volume – One point is assigned for each 1,000 vehicles over 1,000 vehicles per day with a maximum of 5 points. For instance, if a street has 1,500 vehicle traveling on it each day, 1,000 would be subtracted from 1,500 and the street would be assigned 0.5 points.
 - Elementary Schools – Five points are assigned for each 20 mile per hour school zone on the project street with a maximum of 10 points possible.
 - Pedestrian Generator – Five points are assigned for each public facility (such as a park, community center or high school) that generates a significant number of pedestrians on the street with a maximum of 15 points possible.
 - Bicycle Routes – Five points are assigned if the street is a designated bicycle route.
 - Transit Routes – Five points are assigned in the street is a designated transit route.
 - Pedestrian Facilities – Five points are assigned if there is no continuous sidewalk on either side of the street.

FUNDING FOR THE PROJECT

- The traffic calming measures approved by the City Council will be paid for out of budgeted funds for traffic calming based on the priority assigned to the specific street location by the City Council.
- If funds are not available, the neighborhood may choose to pay for the traffic calming measures if they have been approved by the City Council.

OTHER GUIDELINES AND POLICIES TO BE USED IN CONSIDERATION OF THE TRAFFIC CALMING MEASURES

- The City Council may choose to put temporary traffic calming measures in place for a trial period to see if they work. A second petition requesting permanent installation of the measures is required before the permanent installation will take place. A majority of the residents must sign the second petition before it will be considered.
- Stop signs should be not considered as a traffic calming measure.
- Various types of traffic calming measures that are presently considered appropriate for local residential streets are speed humps, slow points, curb bulges to reduce street widths, median islands and traffic circles.
- Speed Humps
 - Streets traveled by a significant number of emergency vehicles will not be considered for speed humps.
 - Speed humps should not be installed on streets shown on the Master Street Plan with a Collector or higher functional classification.
 - Speed humps will be considered only for streets that meet the following guidelines:
 - Streets that are considered as a residential street or a residential collector street with more than 500 vehicles and less than 2,500 vehicles per day.
 - Streets where a speed study indicates that 85% of the traffic is traveling faster than 5 miles per hour greater than the posted speed limit.
 - Streets where a traffic engineering study has been performed and it has been found that alternative traffic control measures do not work or are not feasible.

THE GOAL FOR TRAFFIC CALMING

The goal of traffic calming is to improve neighborhood livability by minimizing the impact of traffic in residential neighborhoods, to create a safe neighborhood street system which will adequately accommodate neighborhood traffic, allow adequate access for emergency services and promote safe and pleasant conditions for residents.

THE OBJECTIVES OF TRAFFIC CALMING

The objectives of traffic calming are to improve driver behavior, concentration and awareness; reduced speeds to posted speed limits; enhance the neighborhood environment and reduce the negative effects of motor vehicles on the environment.