

CITY OF CONWAY

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Goal:

To improve neighborhood livability by minimizing the impact of traffic in residential neighborhoods. 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.

Objectives:

- Improve driver behavior, concentration and awareness.
- Reduce speeds to posted speed limits.
- Enhance the neighborhood environment.
- Reduce the negative effects of motor vehicles on the environment.

Process:

The City of Conway has established the following process to be used by areas to initiate a Neighborhood Traffic Management Program:

1. The process should begin by the concerned citizens forming a Traffic Calming Committee (TCC) consisting at least 3 and not more than 6 representatives. Each representative should be from a different address in the neighborhood of concern.
2. The neighborhood TCC should submit to the Mayor in writing the specific traffic concerns and the specific locations of the problems. The Mayor will establish the minimum limits of the area of influence for use in establishing the neighborhood residences to be included in the review, discussion and voting on the issues.
3. After the city has had an opportunity to monitor and evaluate the traffic in the area of concern, the Mayor will set a meeting at which the neighborhood TCC and city representatives can discuss the finding of the city's review and discuss measures available to address the issues. If the study indicates the location meets the requirements for traffic calming measures, the city representatives will develop a list of possible traffic calming measures and present them to the TCC. The TCC will then discuss with the neighborhood the possible measures or series of measures being considered. The residents will then submit a written request to the mayor for specific measures. To be considered, the request shall have signatures on a petition indicating approval of the measures by a majority the residents. One signature per household will be counted in evaluating the number of positive responses.
4. The "neighborhood" shall include, at a minimum, the residences along any street within 300 feet of the requested traffic calming measure. The designated city officials will ultimately determine the boundary of the "Neighborhood".
5. The city will confirm with the emergency services departments that the proposed measures will not result in the creation of an unsafe condition.
6. The proposed measures will be presented to the Conway City Council for consideration for approval and funding.

Guidelines:

The City of Conway has established the following guidelines and policies for use in consideration of traffic calming measures that have been properly requested as provided above.

1. Speed humps will be considered on streets meeting the following criteria:
 - Streets that are classified as a residential street or residential collector street with more than 500 vehicles and less than 2,500 vehicles per day. Speed Humps should not be installed on streets shown on the Master Street Plan with a Collector or higher functional classification.
 - Streets where a speed study indicates that 85% of the traffic is traveling faster than 5 MPH 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.
2. Streets traveled by a significant number of emergency vehicles will not be considered for speed humps.
3. Support from a majority of affected residents shall be obtained for the proposed measure.
4. Temporary measures may be put in place for a trial period for evaluation of the impact on traffic and suitability for the residents. A second petition requesting permanent installation of the measures will be required before the permanent measures are installed and a majority of the affected residents signing the petition.
5. The Conway City Council will evaluate the petition request, study results and traffic calming costs for approval and assign a priority to the project for budgeting purposes.
6. 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 Conway City Council. If funds are not available, the neighborhood may elect to provide the funding for permanent installation of the traffic calming measures.
7. Stop signs should not be considered as a traffic calming measure.
8. 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.

Ranking the Streets

1. The city will collect and analyze data regarding conditions along the street referenced in the Neighborhood petition. A two phase numerical score will be developed for the street being evaluated.

INITIAL QUALIFICATION SCORING

Criteria	Points	Basis For Point Assignment
Speed	0 to 50	Traffic Speeds more than 5 MPH above the posted Speed Limit (5 points assigned for each 1 MPH over the Speed Limit plus 5 MPH)
Volume	0 to 50	Average daily traffic volumes (1 point assigned for every 100 vehicles)
Total Points Possible	100	

Street segments that score less than 40 will not be further considered for a traffic calming project. Street segments that score 40 or greater will advance to the following selection scoring procedure.

SELECTION SCORING

Criteria	Points	Basis For Point Assignment
Speed	0 to 50	Percentage of vehicles traveling 10 MPH over the posted speed limit (1 point assigned for each 1 percentage)
Volume	0 to 5	Average daily traffic volumes (1 point assigned for every 1,000 vehicles over 1000 vehicles per day)
Elementary Schools	0 to 10	5 point for each 20 MPH school zone on the project street
Pedestrian Generator	0 to 15	5 points assigned for each public facility (such as park, community center or high school) that generates a significant number of pedestrians on the street.
Pedestrian Routes	0 to 5	5 points assigned if the street is a designated pedestrian route
Bicycle Routes	0 to 5	5 points assigned if the street is a designated bicycle route
Transit Route	0 to 5	5 points assigned if the street is a designated transit route
Pedestrian Facilities	0 to 5	5 points assigned if there is no continuous sidewalk on at least one side of the street
Total Possible Points	100	

Selecting Streets for a Project

Traffic calming projects are selected and prioritized based on the project score, project complexity and available funding.