

| | | |
|--------------------------------------|---|----------------------------------|
| Policy Number P-2020-09-01 | Title Neighborhood Traffic Calming Policy | Subject Administration |
| Adopted September 24, 2020 | Adopted by Village Council | Number of Pages 11 |



NEIGHBORHOOD TRAFFIC CALMING POLICY

The Mission of the Traffic Calming Program is to improve community safety and to preserve and enhance The Village of Marvin neighborhoods/subdivisions by working with residents to implement viable solutions to the negative impacts created by traffic on neighborhood/subdivision streets. Only the roads maintained by the Village of Marvin shall be considered for Traffic Calming measures.

Section 1: Introduction

(a) **Traffic Calming** is the installation of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for both motorized and non-motorized street users.

(b) **Traffic calming objectives include:**

- Decreasing the speed of motor vehicles down to what is reasonable for a neighborhood setting
- Increasing the safety for non-motorized use of the street(s)
- Reducing collision frequency and severity
- Reducing the need for police enforcement

The Village of Marvin continually strives to strengthen and protect its neighborhoods by improving the quality of life in residential areas. Traffic conditions on residential streets can greatly affect neighborhood livability. Speeding traffic in neighborhoods can create safety hazards on residential streets. When traffic problems become a daily occurrence, our sense of community and personal well-being are threatened.

(c) The Village of Marvin's Neighborhood Traffic Calming Policy was developed to guide Village Engineering Staff and inform residents about the processes and procedures for implementing traffic calming on residential streets. Under this policy, the Village will work with a Neighborhood Representative at the representative's initiation, to identify

| | | |
|---|---|-------------------------------------|
| Policy Number P-2020-09-01 | Title Neighborhood Traffic Calming Policy | Subject Administration |
| Adopted September 24, 2020 | Adopted by Village Council | Number of Pages 11 |

traffic problems in their neighborhood and engineer appropriate solutions. A neighborhood representative must be a Home Owners Association (HOA) officer and endorsed by the HOA by official letter; or in neighborhoods without an HOA, have the support of at least 50% of other households (must provide names, address, and signatures of supporting household representatives). The Applicant will also be responsible for submitting an encroachment agreement to the Village.

Section 2: Eligible Streets per this Policy

Two types of streets are addressed under this policy, Residential Local and Residential Collector.

- (a) Residential Local service streets make up the majority of the Village of Marvin’s street system. These streets serve internal circulation needs for motor vehicle, bicycle, and pedestrian traffic and primarily provide access to residences .
- (b) Residential Collector streets provide access between local service streets or from local service streets to thoroughfares. To be considered under this Policy, a collector street must have direct access to residences (i.e. driveways).

Section 3: Neighborhood Awareness Campaign

Many people exceed the posted speed limit in their own neighborhoods. “Speeders” are not always nonresidents – most are neighbors and friends who are committed to safe, peaceful neighborhoods. Nevertheless, speeding in residential areas is a bad habit, and it takes a unified effort to help break it. That’s why neighborhood activity is so important. Neighbors should remind neighbors to pay attention to their driving habits and of their mutual responsibility to the residents living in the community. HOA’s and residents can take it upon themselves to use several creative methods of reducing traffic problems in neighborhoods:

- Hold discussions at scheduled neighborhood meetings
- Hold a “slow down” block party to get people to think about their driving habits.
- Groups of residents can walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety
- Generate a forum on your HOA home page to encourage discussions and resident participation.

These are just a few examples of ideas to assist residents in the education and enforcement of neighborhood traffic problems. It is the responsibility of the neighborhood representative to begin this process and to keep the Village Engineering Staff apprised of the methods that are being employed.

| | | |
|---|---|-------------------------------------|
| Policy Number P-2020-09-01 | Title Neighborhood Traffic Calming Policy | Subject Administration |
| Adopted September 24, 2020 | Adopted by Village Council | Number of Pages 11 |

Section 4: Procedure for initiating a neighborhood traffic study:

1. A Neighborhood Representative (as defined in Section 1.c) should contact the Village of Marvin at (704) 843-1680 or submit a request form to request a Traffic Calming review. The form for such a request can be downloaded from the Village of Marvin website. Completed forms can be submitted electronically or in hard copy.
2. Village staff will present the request to the Village Council for approval.
3. If approved, the Village Engineer will meet with the Neighborhood Representative to discuss the process that will be followed.
4. The Village of Marvin Engineer will review the request, collect any available traffic incident data, assure all signage is in place and report its findings and recommendations to the Village of Marvin. The Village of Marvin will present the findings with recommendations to the HOA representative.
5. During the review period, it will be the responsibility of the representative to initiate a minimum of two tasks from the Neighborhood Awareness Campaign in Section 3. This campaign is entirely the responsibility of the HOA or neighborhood and the Village of Marvin shall be updated on which task are being implemented and show what progress is being made. No Village funds will be used.
6. If warrants for traffic calming measures are met, traffic calming devices will be considered under this policy. The street will not be eligible for re-evaluation for a period of 1 year if warrants are not met. If the criteria for traffic calming measures are met, then ***Type 1*** options will be initiated. These are as follows:

Type 1 Options

- a. Request increased police presence
 - b. Evaluate traffic control signage and regulatory signage to ensure minimum requirements are met
 - c. Installation of temporary driver feedback signage (Radar)
7. A follow-up review will be conducted within 60 days after ***Type 1*** options are implemented. If ***Type 1*** options are ineffective at controlling the undesired traffic conditions, then ***Type 2*** options will be examined. A description of device types can be found in Appendix A.

| | | |
|---|---|-------------------------------------|
| Policy Number P-2020-09-01 | Title Neighborhood Traffic Calming Policy | Subject Administration |
| Adopted September 24, 2020 | Adopted by Village Council | Number of Pages 11 |

Type 2 Options

- a. Speed Cushion
 - b. Speed Hump/Table
 - c. Pavement Striping for lane narrowing purposes (Center line, Edge line, etc.)
 - d. Multiway STOP (If Warranted)
 - e. Other methods approved by Staff
8. If applicable, The Village of Marvin Engineer will present a recommended traffic calming plan using *Type 2* options. The Engineer recommended plan will be presented to the Village Council and a public hearing will be advertised and scheduled on the first Village Council meeting of the month to take citizen input. At a subsequent Village Council meeting, the Village Council will vote to approve, deny, or modify the plan.

Section 5: Traffic Calming Warrants

To qualify for traffic calming in the Village of Marvin, the following warrants must be met:

- The street must be classified as a Village maintained two-lane Residential Local or Residential Collector street
- The street cannot be designated as a primary emergency response route, transit route, or classified as a Thoroughfare
- The street cannot be more than two travel lanes wide and must be less than or equal to 40 feet from edges of pavement
- 15 % of the traffic on the street exceeds the speed limit by more than 10 mph, as determined by the field analysis
- The street’s speed limit must be posted at 25 mph or less
- The Neighborhood Representative must provide proof of participation in the Neighborhood Awareness Campaign (Minimum of two tasks)

Section 6: Implementation, Evaluation, and Funding

The Village of Marvin Engineer will be responsible for engineering and making recommendations as to which traffic calming devices and locations are warranted. Village Staff will present findings to the Village Council and the Neighborhood Representative.

All *Type 1* nonphysical traffic calming recommendations will be implemented by the Village. All cost incurred from this work shall be the responsibility of the HOA.

Type 2 option plans will be implemented by the Village. A non-utilities encroachment agreement between the HOA/neighborhood and the Village of Marvin describing all devices to

| | | |
|---|---|-------------------------------------|
| Policy Number P-2020-09-01 | Title Neighborhood Traffic Calming Policy | Subject Administration |
| Adopted September 24, 2020 | Adopted by Village Council | Number of Pages 11 |

be installed shall be submitted to the Village. All cost incurred for Engineering plans, installation of devices and maintenance of devices shall be the responsibility of the HOA. If for any reason the HOA chooses to have the calming devices removed, a request in writing shall be submitted to the Village Staff. Village Staff will present the request to Village Council for approval. If approved the devices will be removed and any damage to the road, curb and gutter or sidewalk caused by installation and removal of devices shall be repaired. All cost incurred for this work shall be the responsibility of the HOA.

Appendix A: Description of Traffic Calming Devices

(Appendix A information courtesy of Institute of Transportation Engineers)

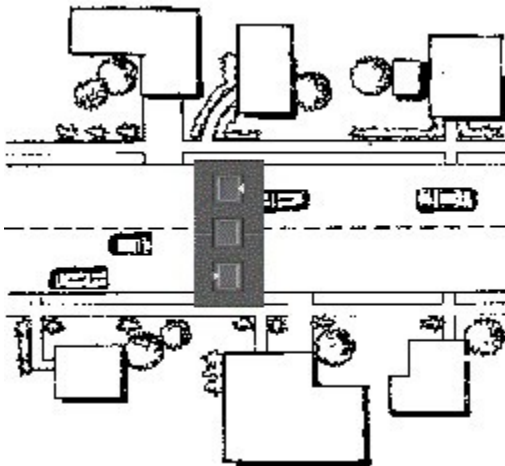
Speed Cushion

Description:

- modular units; either pre-manufactured or constructed with asphalt
- sometimes called speed pods

Applications:

- local and collector streets
- designed to allow wider wheel-based vehicles (emergency vehicles) to straddle and pass with minimal delay



Design/Installation Issues:

- typically 6.5 feet X 6.5 feet in size
- most common height is 3 inches
- pre-manufactured unit shall be installed on roads with adequate pavement structure to allow for anchoring
- number of pods determined by street width

Potential Impacts:

- no effect on access

- traffic volumes have been reduced on average by 15-25 percent depending on alternative routes
- pods require the driver to slow below posted speed to have comfortable ride
- cyclist travel is unimpeded

Emergency Response Issues:

- generally less than 2 seconds of delay per hump for fire trucks

Speed Hump (Tables)

Description:

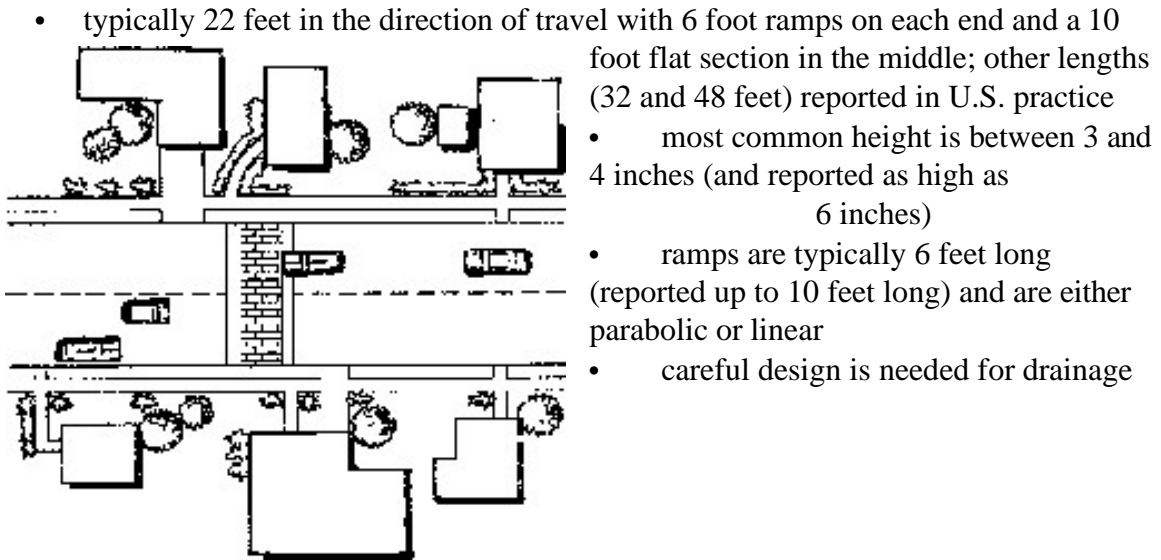
- long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- sometimes called flat top speed humps, trapezoidal humps, speed platforms, raised crosswalks, or raised crossings

Applications:

- local and collector streets
- main roads through small communities
- typically long enough for the entire wheelbase of a passenger car to rest on top
- work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- can include a crosswalk



Design/Installation Issues:



- typically 22 feet in the direction of travel with 6 foot ramps on each end and a 10 foot flat section in the middle; other lengths (32 and 48 feet) reported in U.S. practice
 - most common height is between 3 and 4 inches (and reported as high as 6 inches)
 - ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
 - careful design is needed for drainage

Potential Impacts:

- no effect on access
- speeds are reduced, but usually to a higher crossing speed than at speed bumps (typically between 25 and 27 miles per hour)
- traffic volumes have been reduced on average by 12 percent depending on alternative routes available
- collisions have been reduced on average by 45 percent on treated streets (not adjusted for traffic diversion)
- reported to increase pedestrian visibility and likelihood that driver yields to pedestrian
- adverse impact on transit/service vehicles and cyclists

Emergency Response Issues:

- typically preferred by fire departments over 12 to 14-foot speed humps □ generally less than 3 seconds of delay per hump for fire trucks



Request for Residential Traffic Calming

(Please Read the Village's Traffic Calming Policy Prior to Submitting Request)

Name: _____

Subdivision: _____

Address: _____

Day phone #: _____

E-mail address: _____

Do you belong to a neighborhood association (HOA)? _____

If yes, please provide a letter of endorsement from the HOA.

If no, please provide the three households information supporting this request.

Please check the following that you feel apply to issues on your street:

Speed of automobiles _____

Number of accidents _____

High pedestrian volume necessitates traffic calming _____

Lack of amenities (traffic control signs, sidewalks, etc.) _____

Please tell us about the specific problems on your street, or in your neighborhood:

Please submit completed form to:

**Village of Marvin
10004 New Town Road
Marvin, NC 28173**