



## Neighborhood Traffic Control Program

### INTRODUCTION

The City of Canton Community Development Department has established the City of Canton Neighborhood Traffic Control Program as a method for neighborhoods to petition the City Council with a request for the installation or removal of multiway stops or speed humps. A neighborhood intersection typically will not warrant the Manual on Uniform Traffic Control Devices (MUTCD) criteria for multiway stop installation, therefore this program will provide an alternative solution for the installation of multiway stops within a neighborhood. When traffic control devices are properly designed and installed, along with strong community support, they are effective at reducing speeds within neighborhoods.

### GOALS

The overall goals of the Neighborhood Traffic Control Program are as follows:

1. Improve neighborhood livability by reducing the speeds and impact of vehicular traffic on residential streets, while providing for the safe, efficient and economical movement of persons and goods throughout the City.
2. Promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency-vehicles.
3. Create a program that encourages citizen involvement and streamlines the process for citizens to request neighborhood traffic control devices.

### TRAFFIC MANAGEMENT MEASURES

While the overall purpose of this program is to structure the process for neighborhood traffic control devices requests, it should be noted why additional devices are not always the answer to reducing the speeds and impacts of vehicular traffic. Traffic Control Devices that are not warranted can have many negative side effects:

1. Increased speeds, above the original speeds, due to the motorists' desire to make up for the "lost" time suffered at the stop sign or speed hump.
2. Increased accidents caused by lack of respect for unwarranted stop sign and frequent violations of the stop condition, as well as an increased disrespect for all stop signs.
3. Increased noise, pollution and energy use associated with stopping and starting a vehicle, slowing a vehicle down, and going over a speed hump.
4. Decreased response time for Emergency Vehicles, due to having to slow down or stop.



## APPLICABILITY

All requests must meet all the following criteria:

1. The street for new traffic control device(s) must be a City street and have been officially accepted by City Council for maintenance.
2. Limited to roads that are classified as local roadways. Raised or elevated traffic calming shall not be allowed along minor collector roadways.
3. For a subdivision that is not completely built out, a minimum of 50% of the total units, including future undeveloped units within the defined service area, must be occupied before a petition for the installation or removal of traffic control devices will be considered.

## INITIAL REQUEST AND INVESTIGATION

An initial request letter must be received from a citizen requesting that a traffic control device be installed or removed at one or more specific locations within a subdivision. Once a request letter has been received, a copy of the City of Canton Neighborhood Traffic Control Program will be sent to the requesting citizen, as well as the Homeowner's Association (HOA) Board of Directors, if applicable. A defined service area will also be determined. This map will show all property owners that have frontage on the effected streets, this may include side streets that intersect with the proposed street that will also be affected by the traffic control device. A meeting with the Development Services Manager is also required.

An initial investigation will consist of determining if the MUTCD requirements could be met and/or if speeding issues have been documented. If either of these conditions exists, the Community Development Department will analyze the Defined Service Area for the following requirements:

### 1. MUTCD Multiway Stop Requirements

The following is the MUTCD criteria that is considered for the installation of multiway stop control:

- A. Where traffic control signal are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such as crashes include right- and left-turn collisions as well as right angle collisions.
- C. Minimum Volumes:



1. The vehicular volume entering the intersection from the major street approach (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
  2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
  3. If the 85<sup>th</sup>-percentile approach speed of the major-street exceeds 40 miles per hour, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

## 2. Speed Requirements

Traffic studies must indicate that a speeding problem exists, based on the standard of an 85<sup>th</sup> percentile speed of at least 11 miles per hour over the posted speed limit.

Most residential neighborhoods/streets will not satisfy the MUTCD/Speeding Requirements, therefore the Community Development Department will request a petition from the Defined Service Area to move forward with the final investigation.

## PETITION

A properly executed petition is a generally accepted form of public action to show support of the installation or removal of traffic calming devices. The following rules and requirements are to help ensure fairness and integrity of the petition process:

- To have traffic control devices installed, a petition must be submitted to the Community Development Department. All the property owners identified in the Defined Service Area should be contacted and given the opportunity to sign this petition, indicating a “YES” or “NO” response to the installation or removal of the traffic control device. If there is more than one owner to a property, both owners are required to sign. Property owners with more than one parcel will only be allowed one vote. Rental tenants are not acceptable for signatures of the petition.
- The completed petition must be signed and notarized by the witness. The witness’ signature is verifying the signatures of the property owners. At least 70% of the homeowners must be in favor of or oppose the traffic control devices installation or removal, before the petition can be presented to City Council. The petition will be returned to the sender if it does not meet the requirements.
- If a subdivision has a HOA, the HOA Board of Directors must vote for and approve the installation of the traffic control device(s). The HOA will then send a certified letter confirming approval to the Community Development Department.



## SECONDARY INVESTIGATION

Upon receiving the completed petition and HOA approval, the Community Development Department will conduct an engineering study to determine if the locations meet the requirements below.

### Additional Multiway Stop Requirements:

In addition to the MUTCD requirements, the following criteria shall be considered:

- The vehicular volume from either approach on the non-stopped street should not exceed five times the vehicular volume from any one approach on the existing stopped street.
- Multiway stop locations shall not be located within 1000 feet of each other.
- On intersections requested for multiway stops, the side street shall be at least 500 feet in length.
- Stopping sight distance must be met. Any non-movable sight obstruction may necessitate the need to immediately install a multiway stop.

### Additional Speed Hump Requirements

In addition to speed requirements, the following criteria shall also be considered:

- At least two speed humps will be installed for effective speed control.
- Speed humps will be installed at a spacing of at least 400 feet and no more than 800 feet depending on site conditions.
- No speed humps will be installed within 300 feet of a multiway stop-controlled intersection and 100 feet of an uncontrolled intersection.
- No speed humps will be installed on a street less than 800 feet in length.
- Shall not be placed on a roadway steeper than 8%.

If the location meets the requirements above, the request for traffic control devices will be placed on the City Council agenda for the next available meeting.

While the Community Development Department does not recommend installing traffic control devices where the above conditions are not met, the property owners may still choose to have traffic control devices installed. A waiver of the requirements of the above conditions will be considered if 90% of the homeowners in the Defined Service Area support the traffic control devices via the petition.



#### CITY COUNCIL APPROVAL

City Council will receive a copy of the request letter, signed petition, HOA letter, and engineering study for the requested traffic control device application. This will be placed on the agenda for the next available Council meeting where City Council will approve or deny the request.