

ARCHDALE TRAFFIC CONTROL POLICY

The purpose of this policy is to outline the City of Archdale's policy for requests for traffic control measures on City streets and processing procedures. Since traffic control measures can be expensive and affect the motoring public, implementation of traffic control measures on City streets will only be considered if they meet the requirements of staff approval or City Council approval as defined in this policy.

This policy does not apply to the implementation of traffic control measures initiated by the City. If a Type 1 solution, as described below, is determined as an immediate need by the City, then it will be installed accordingly. If Type 2 solutions, which consider permanent traffic calming measures, are considered for implementation by the City, a public hearing will be conducted by the City Council so that affected property owners may speak for or against the proposed measure.

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. 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.
- Write letters to local newspapers or neighborhood/community newsletters letting drivers know the threat posed by speeding on our sense of community and well-being.
- 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.
- Leave the cars at home. Encourage family and friends to ride bicycles, walk, or rideshare to destinations. This will reduce the traffic volume and speeding in the neighborhood. In addition, the presence of people (not just people in cars) along the street reminds drivers that they are in a neighborhood, not on an interstate highway.

These are just a few examples of ideas to assist residents in the education and enforcement of neighborhood traffic problems.

Traffic Control

The procedure for citizens initiating the traffic control policy:

1. A citizen or neighborhood representative should contact the City of Archdale Planning & Zoning Department to request policy information and the neighborhood petition. Staff will sit down with the applicant to discuss the request and the process outlined below.
 - A. A petition, which is available from the Planning Department, is required for any person(s) or entity that wishes for a traffic control measure on a City street.
 - B. The petition must contain the signatures of seventy-five (75%) percent of the property owners and/or current residents addressed from or that may potentially be addressed from the street (this includes both vacant and built upon lots). A lack of signature for a property indicates a nay vote.
2. After the petition has been received and processed, review will begin with City Staff, Archdale Police Department, and Guil-Rand Fire Department as well as other appropriate agencies. The process will take up to **60** days and the following criteria must be met:
 - A. The street must be located within the City limits and must be maintained by the City.
 - B. The street cannot be part of the Thoroughfare Plan or otherwise classified as a thoroughfare or collector street.
 - C. The proposed traffic calming measure must meet sound engineering principles and judgment for public safety.
 - D. 15% of the traffic on the street exceeds the posted speed limit by more than 5 mph. This will be determined by police enforcement records.
3. If, after the 60-day review process, warrants for traffic control measures are not met, traffic calming devices will not be considered under this policy. The street will not be eligible for re-evaluation for a period of one (1) calendar year. If the criteria for traffic control measures are met, then **Type 1** options will be initiated as deemed appropriate. These are as follows:
 - A. Request increased police presence
 - B. Evaluate regulatory signage to ensure minimum requirements are met. Temporary signage may be installed to illustrate future traffic patterns.
 - C. Installation of temporary driver feedback signage
 - D. Speed limit reduction

- E. Any other temporary measure deemed appropriate by City staff
4. After an additional 60 days, a follow-up data collection survey and analysis will be conducted after **Type 1** options are implemented. If **Type 1** options are deemed ineffective at controlling the undesired traffic conditions, then **Type 2** options will be examined and reviewed upon. There are three categories of traffic control measures that will be considered as part of this policy:
- A. **Permanent Signage:** including but not limited to STOP (OR MULTI-WAY STOP), YIELD, ONE WAY, NO PARKING, NO THRU TRUCKS, STOP AHEAD, SIGNAL AHEAD, PEDESTRIAN CROSSING, and NO OUTLET.
 - B. **Pavement Markings:** including but not limited to arrow markings, word and symbol markings, and special markings.
 - C. **Traffic Calming:** including but not limited to speed humps, speed tables, speed cushions, chicanes, raised pedestrian crossings, and raised intersections.

All traffic control measures shall meet the standards from the Manual on Uniform Traffic Control Devices (MUTCD) latest version. MUTCD has been administered by the Federal Highway Administration since 1971 and is a compilation of national standards for traffic control measures.

City Staff will engineer a recommended traffic calming plan using **Type 2** options. The staff recommended plan will be presented to the City Council and a public hearing will be advertised and scheduled to take citizen input. At a subsequent City Council meeting, the City Council will vote to approve, deny, or modify the plan.

The City of Archdale will be solely responsible for engineering and implementing traffic calming devices that are deemed warranted by the field study. City Staff will present findings to the City Council and the neighborhood representatives. All **Type 1** non-physical traffic control recommendations will be implemented by City Staff. **Type 2** options and plans will be implemented as funds are made available and require City Council review and approval. These measures are funded through an appropriation determined by the City Council.

City Staff will review the effectiveness of each measure after implementation. If the measures prove to be ineffective or should traffic conditions change, City Staff can recommend removal of the devices. The City Council must approve any recommendation to remove installed devices.