

CITY OF CHARLOTTE, NC USA

Charlotte Department of Transportation

Neighborhood Traffic Calming Policy Council
Adopted 20XX (TBD)

The Department offers options to neighborhoods to help minimize speeding and improve safety through the Neighborhood Traffic Calming Policy. The purpose of this document is to define the process by which residents can request neighborhood traffic calming measures including, but not limited to, speed limit reductions, speed humps, speed cushions, and multi-way stops. City Code Section 14-36 grants the Director of the Department of Transportation (Director) authority to regulate the movement of traffic, therefore, the Director may consider additional factors when determining eligibility for traffic calming.

Traffic Calming Measures

Speed Limit Reductions

The Director of Transportation or designee is authorized by G.S. 20-141 and G.S. 20-141.1 to establish speed limits. Local streets as classified by the Charlotte Regional Transportation Planning Organization are eligible to have the speed limit lowered to 25 mph.

Speed Humps

Speed humps are raised sections of the roadway constructed to reduce vehicular speeds. Speed humps can be comfortably crossed at 20-25 mph. Speed cushions are similar devices that do not generally cross the entire roadway and may be used in cases where the Charlotte Fire Department determines a speed hump would have a negative impact on emergency vehicle response times. All requests are evaluated based on the following requirements:

1. Street must be classified as a two-lane local residential street and posted at 25 mph.
2. Street width must be less than or equal to 40 ft.
3. Traffic volume must be greater than 600 vehicles per day.
4. The 85th percentile speed should be equal to or greater than 5 mph over the posted speed limit.
5. Street should not be on a primary emergency services route.

Multi-Way Stop Signs

Multi-way stops are designed to reduce speeding. All requests are evaluated based on the following requirements:

1. Intersections cannot include thoroughfare streets and can be three-way or four-way.
2. The collective minimum volume for all intersecting streets must be greater than 600 vehicles per day.
3. Collector streets not designated as Avenue, Boulevard, or Parkway in the Urban Street Design Guidelines are eligible for multi-way stops.
4. The 85th percentile speed should be equal to or greater than 5 mph over the posted speed limit.
5. All intersecting streets must be posted at 25 mph.

Speed Humps + Multi-Way Stop Signs

Certain neighborhood streets may be eligible for multiple traffic calming solutions. If one type of traffic calming device has been installed and a citizen or neighborhood desires to pursue additional measures, they may request another type of device in addition to the original device(s). The minimum time between installation of the first device(s) and an additional device(s) is one year. Upon request, the Department will collect new speed and volume data after one year to determine eligibility of the secondary installation.

The requirements specified above for speed humps and multi-way stops are the same except for traffic volume, which should be greater than 1,500 vehicles per day on the affected street. All requests for multiple traffic calming installations will be analyzed by the Charlotte Fire Department for impacts to response times.

Opposition Process

Owners and/or residents within the impact area as defined below will be sent a postcard notification of the proposed traffic calming device. Any owner and/or resident within the defined impact area may oppose traffic calming installation(s) on their street by returning the notification postcard marked “opposed,” or by email to the Department at CharlotteDOT@charlottenc.gov within 45 days of the date stamp on the postcard. Homeowner and neighborhood associations will be made aware of the proposed traffic calming device at the time postcard notifications are sent.

The impact area for speed humps is defined as all parcels abutting the subject street within 1,200 linear feet from the proposed device. The impact area for multi-way stops is defined as all abutting parcels fronting the intersecting streets within 1,200 linear feet in all directions from the intersection.

Petition Process

The Department reserves the right to use a petition process if attempts by the Department to resolve opposition to traffic calming are unsuccessful. If used, petitions require signatures of 60% of property owners’ approval of the devices within the impact area as defined above. Letters of support from the homeowner and/or neighborhood association may be considered in lieu of a petition. A valid signature for purposes of the petition is defined as one original signature from an owner of record per parcel. Copies, e-mails, text messages, or duplicates will not be accepted.

Appeal Process

Owners and/or residents abutting a street within the defined impact area may appeal traffic calming by filing a written notice of appeal with the Department. Written appeals must be received within 45 days of the traffic calming device plans being published to the Department website for neighborhood review.

Appeals will be heard through a quasi-judicial proceeding before the Department Director or Deputy Director, or a hearing officer designated by the Department Director or Deputy Director.

The only issues that may be raised on appeal are:

- 1) Whether there is a public justification for the change (public justification is defined as meeting the department’s volume and speeding criteria).
- 2) Whether the method chosen to gauge neighborhood consensus was properly completed as required by the Department.

A decision on appeal shall be subject to review by proceedings in the nature of certiorari instituted in the Superior Court of Mecklenburg County within 30 days.

Removal of Neighborhood Traffic Calming

Any time after six months of initial installation, neighborhood-elected traffic calming can be requested for removal. The Department reserves the right to use a petition process to establish support for removal. If a petition is required, the petition process described above will be used.