

CITY OF CHARLOTTE, NC USA

15-9588 - DRAFT 2018 Neighborhood Traffic Calming Policy

Neighborhood Traffic Calming Policy Council
Adopted 2018

The Department offers traffic calming options to neighborhoods to help minimize speeding and cut-through traffic. The City Council has approved a variety of methods including speed limit reductions, speed humps, multi-way stops and roundabouts.

Speed Limit Reductions

By authority of the Director of Transportation or designee as stated in NCGS 20-141, the posted speed limit for streets classified as local streets is 25 mph. Streets classified as minor or major collectors by the Charlotte Regional Transportation Planning Organization (CRTPO) are eligible for 25 mph posted speed limit reduction unless they are designated as an Avenue, Boulevard, or Parkway on the Urban Street Design Guidelines (USDG) street classification map.

In cases where new streets are added to the centerline map or where street classifications are downgraded from a higher classification in the CRTPO, the USDG, or the Streets Map, CDOT will apply the respective posted speed limit if it meets the definitions in this section.

Speed Humps

Speed humps are raised sections of the roadway constructed to reduce vehicular speeds. Speed humps can be comfortably crossed at 20-25mph. All requests are evaluated and placed on a waiting list if they meet qualifications. Due to limited funding, the City Council has asked the Department to prioritize all qualifying requests based on speed levels and the amount of pedestrian and vehicular traffic. At the end of the year, those qualifying for the next year's funding are sent a petition or worked through an active HOA.

Requirements:

1. Street must be classified as a two-lane local residential street.
2. Street width must be less than or equal to 40 feet.
3. Traffic volume must be at least 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 primary emergency services routes.
6. Requests for speed humps will be reviewed and analyzed by the Charlotte Fire Department for impacts to response time standards. In cases where the installation of speed humps is determined to have a negative impact on emergency vehicle travel times, CDOT may exercise discretion on a case-by-case basis to consider installation of speed cushions as an alternative to traditional speed humps.

Multi-Way Stop Signs

These are designed to reduce cut through traffic and may have some impact on speeding.

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 at least 600 vehicles per day.
3. Collector streets not designated as Avenue, Boulevard, or Parkway in the USDG are eligible for multi-way stops.
4. The 85th percentile speed of 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, after one type of neighborhood traffic calming option has been installed, a citizen or neighborhood desires to pursue additional traffic calming, they may request consideration of the other type in addition to the original

device(s). The minimum time between installation of the first device(s) and a secondary request is one year. Upon request, CDOT will collect speed and volume data after one year to determine eligibility of the secondary installation.

The same requirements specified above for speed humps and multi-way stops are the same, with the exception of traffic volume, which is a minimum of 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 time standards.

If the secondary option is determined to meet the warrants set forth by CDOT, a post card notification to the impact area defined by CDOT will be permitted in lieu of a petition if the request is received less than 5 years from the date of the initial installation. The secondary treatment will be approved if CDOT does not receive any public opposition. Any owner of property within the defined impact area, or any other person reasonably affected by the change, may appeal traffic calming by filing a written notice of appeal with CDOT. Written appeals must be received within 30 days. If CDOT receives any appeals, the requestor will be required to obtain neighborhood approval through an HOA letter of endorsement or a petition.

To be approved for speed humps and or multi-way stop installations, neighborhood approval is required, and can be obtained by one of two methods:

- 1) Letter: A letter of endorsement from an official Homeowners Association (HOA) after a required mailing and discussion period. The HOA or its management company will be required to notify property owners within the impact area (as defined by CDOT) of the impending traffic calming measure, and no petition will be required , or
- 2) Petition: Petitions require signatures of 60% of property owners within the impact area. If a petition is requested, the CDOT will define the impact area, and issue the 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. Any existing HOA must be notified of potential installation by petitioner. The impact area for speed humps is defined as all of the parcels abutting the subject street. The impact area for multi-way stops is defined as all abutting parcels fronting the intersecting streets 1,200 linear feet in all directions from the intersection.

Appeal Process

Any owner of property abutting a street within the defined impact area, or any other person reasonably affected by the change may appeal traffic calming by filing a written notice of appeal with CDOT. Written appeals must be received within 30 days of implementation.

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

- 2) Whether the method chosen (petition or HOA) to gauge neighborhood consensus was properly completed as required by CDOT.

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 thirty days. A certiorari appeal shall not automatically stay implementation of any proposed treatments.

Removal of Neighborhood Traffic Calming

Any time after six months of initial installation, neighborhood-elected traffic calming can be requested for removal.

The process for removal of traffic calming installed through CDOT's Neighborhood Traffic Calming program is exactly as the process for installation. The word "remove" shall be substituted for the word "install" on all correspondence of petitions. As for installations, either process (HOA or petition) may be used although CDOT reserves the right to require a petition. All mailings, impact areas and appeal procedures should mirror the installation process. The CDOT may require any cost for removals to be borne by the neighborhood, particularly in the case of road humps.

Public Support Assistance

The department will coordinate support assistance through Housing & Neighborhood Services for any petitioner who is unable to carry a petition door to door for medical or safety reasons. Public support assistance is provided on a case by case basis, and is intended to provide citywide equitable access to neighborhood traffic calming services.