

ATHENS-CLARKE COUNTY
TRANSPORTATION & PUBLIC WORKS DEPARTMENT
POLICY / PROCEDURE STATEMENT
January 4, 2024

Subject: Residential Traffic Management
Functional Area: Traffic Engineering Division
Policy Number: TE-004

i. POLICY STATEMENT:

This policy statement is to define the purpose and procedure for the Residential Traffic Management Program.

ii. PROGRAM PURPOSE:

The purpose of the Residential Traffic Management Program is to reduce crashes, traffic volumes, and/or speeds, thereby improving pedestrian safety in residential areas of Athens-Clarke County.

iii. BACKGROUND:

- a. Residential traffic concerns generally relate to excessive speed, pedestrian and bicycle safety, crashes, and general quality of life issues. This program recognizes the uniqueness of residential areas and that the critical issues and concerns vary from case to case. Based on this diversity, this program considers a wide range of potential solutions to address specific concerns of each area. The recommended solutions resulting from this program should fall into one of the following broad categories:
 - i. Speed controls to allow for shared use of the street by pedestrians, motor vehicles, bicyclists, and other micromobility devices as permitted by law
 - ii. Roadway modifications and geometric changes to provide for active transportation infrastructure
 - iii. Consideration of parking restrictions
- b. The Residential Traffic Management Program shall be principally limited to roads that are classified as **residential streets** in Athens-Clarke County.
- c. There are three GDOT roadway classifications:
 - i. Arterials
 1. These roadways provide mobility so traffic can move from one place to another quickly and safely.
 2. Posted speed 40+ MPH

- ii. Collector
 - 1. These roadways link arterials and local roads and perform some of the duties of each.
 - 2. Posted speed typically exceeds 30 MPH
 - 3. May have residents - rural sections
- iii. Local
 - 1. These roadways provide access to homes, businesses, and other property
 - 2. Posted speed generally 25 mph (may be greater)

d. There are two residential zoning districts:¹ Single Family Residential (RS) and Mixed Density Residential (RM).

e. Residential Street: For this program, a residential street is maintained by ACCGov and is a GDOT classified Local road that is adjacent to RS or RM parcels.

f. Traffic calming devices are not the safe or logical approach for all roadways to address speeding. This policy only addresses residential streets and the traffic calming devices currently used are safe for residential traffic.

SPECIAL NOTE: This policy does not address Collectors or Arterials. There are other means to address speeding on these roadways.

- g. The recommended solutions will be based on the existing volumes, speeds, and geometries of the roadway. The Residential Traffic Management Program strives to utilize all types of traffic calming devices to address concerns. Athens-Clarke County recognizes that a "one device fits all" approach is not desirable, and the program specifically encourages the development of a traffic calming solution that addresses each area's specific needs.
- h. The effectiveness of this program is dependent upon:
 - i. Focus on problems first and then solutions
 - ii. Evaluation and feedback that ensure desired outcomes are achieved

iv. PROGRAM PROCEDURE and OVERVIEW:

a. Program Initiation: All Residential Streets (locally classified roads with adjacent residential zoning that are maintained by Athens-Clarke County) with

¹ https://library.municode.com/ga/athens-clarke_county/codes/code_of_ordinances?nodeId=PTIIICOOR_TIT9ZODEST_ARTIZO_CH9-7SIMIRERSDI

speed limits less than or equal to 25 MPH that meet the minimum program requirements will be placed on a priority ranking list for traffic management.

- b. **Program Minimum Requirements:** The requirements to proceed with the program (as determined by the Traffic Engineering data collected and the analysis) are as follows:
 - i. Minimum of 300 vehicles per day; and
 - ii. 85th percentile speed of 30 MPH or greater on the street.

SPECIAL NOTE: Considerations may be given to residential streets/roadways that do not meet the speed and/or volume criteria, but where the Traffic Engineer has identified that a safety concern exists. Based on applicable Traffic Engineering Principles, a traffic calming recommendation from the Traffic Engineer could still be considered IF:

1. Combination of no sidewalks & narrow street/roadway, or
2. 20% or more of traffic is cut-through traffic, or
3. Close to a school, or
4. A recommendation from a roadway safety audit determines additional safety issues exist.

- c. **Project Prioritization**
 - i. Project approval will be based on the availability of funds and the program minimum criteria set forth in Section b above.
 - ii. Residential Traffic Management Program funding is determined and approved by the Mayor and Commission.
 - iii. Residential Traffic Management Program projects may be on hold until funding for the program is approved by the Mayor and Commission and becomes available.
 - iv. Staff will prioritize all qualifying street segments based upon following factors:
 1. Measured 85th percentile speed
 2. Number of vehicles exceeding the posted speed limit
 3. Social vulnerability of area residents
 4. Percent of roadway without sidewalks on at least one side of the street
 5. Number of crashes in the last five years in the project area

Indicator	Description	Staff Recommended Weights
Speed	% of speed limit that the 85 th percent of vehicles are driving – each street then gets a score 0-100*	35%
Volume > 25	Number of vehicles driving faster than 25 MPH – each street then gets a score 0-100*	20%
Crash History	Number of crashes on corridor between 2017-2021 weighted by the severity of the crash	20%
Sidewalk Access	Percent of the corridor with sidewalk on at least one side of the road – those with the lowest sidewalk coverage receive 100 points, and those with full coverage receive 0.	10%
Residential Density	Population per square mile	5%
Social Vulnerability Index	This index uses 16 U.S. census variables to help local officials identify communities that are more vulnerable to external stressors.	10%

* Data sources from Location Based Services or Connected Vehicle Data vendors

- d. Neighborhood Notification and Opt-out Procedure
 - i. Once the top projects are chosen and appropriate countermeasures have been identified, a mailed notification will be sent out to all addresses along the impacted street(s) and to absentee property owners on the subject street, describing the proposed traffic calming. Upon request, within 30 days of mailed notifications sent, an optional meeting (in-person or virtual) with impacted residents can be scheduled to further explain the upcoming road changes.
 - ii. If residents are opposed to the planned changes, they will have 60 days from the mailed notification to deliver signatures from 65% of homeowners to opt out of traffic calming measures and to deliver signatures via email or in-person to the Traffic Engineer or Traffic Engineering Administrative Assistant.

v. **COMMISSION REVIEW and ACTION**

- a. As long as the neighborhood does not choose to opt out of traffic calming, staff will prepare and forward an agenda item to the Mayor and Commission. The agenda will include a summary of the traffic data collected, the proposed traffic calming, with a staff recommendation requesting Mayor and Commission action.

vi. **PROJECT IMPLEMENTATION**

- a. Pursuant to the Mayor and Commission's approval for the amount of funds allocated within the annual budget for the Residential Traffic Management Program (or other funding sources identified for the Residential Traffic Management Program), approved projects will move forward.

vii. **EVALUATION PHASE**

- a. Traffic Engineer will perform a follow-up study one year after implementation of the Mayor and Commission approved solution.

Recommended by Legislative Review Committee 1-12-2024

Approved by Commission 2-6-2024


Clerk of Commission