



# **Neighborhood Traffic Calming Program**

# City of Mauldin

## Neighborhood Traffic Calming Program

---

### **Overview**

This program provides a procedure for the City of Mauldin to use to when considering, evaluating, and implementing the placement of traffic calming devices on local (residential) streets within the city limits of Mauldin. Additionally, the program provides for proactive mechanisms to ensure roadway safety is provided city-wide.

For the purpose of this program, traffic calming refers to the use of any physical measures taken by the City of Mauldin (the “City”) that can result in a reduction of traffic speed and/or volume, thereby improving safety and livability for street users and residents. Traffic calming measures which make permanent physical changes to the roadway, are typically employed when passive controls (such as signage or speed limits) or administrative controls (e.g., enforcement) have proven to be ineffective.

Pursuant to the procedures of the program contained herein, the intent of the City is to work with neighborhood residents in order to identify various traffic concerns, conduct appropriate studies to substantiate traffic issues, develop criteria for prioritizing any attendant roadway projects, and implement solutions in order to address traffic safety concerns and lower traffic speeds.

While each residential request for traffic calming measures is investigated, the absence of a residential concern does not prohibit the City from proactively addressing any potential concerns on traffic safety as observed by city staff members.

The overall goal for this Program is to improve the safety of all road users and create more pleasant neighborhoods for the residents of Mauldin.

### **Program Objective**

The City of Mauldin will actively work with residents to assess the significance of traffic problems in their neighborhoods and determine what solutions may be appropriate to mitigate problems.

Through these cooperative efforts, the City of Mauldin desires to accomplish the following:

1. Improve the livability of neighborhoods by reducing the impact traffic has on residential areas;
2. Reduce the need for increased traffic enforcement in residential areas;
3. Promote safe conditions for motorists, bicyclists, and pedestrians on neighborhood streets;
4. Encourage citizen involvement in neighborhood traffic management activities;

5. Make efficient use of city resources by prioritizing neighborhood traffic management;
6. Effectively address the desire of calming neighborhood traffic while maintaining adequate emergency response access (e.g., Police Department, Fire Department, Emergency Vehicles) and reasonable routing for service vehicles (e.g., Public Works Department);
7. Minimize the need to divert traffic to other local streets.

Neighborhood traffic concerns generally relate to speeding, pedestrian and cyclist safety, cut-through traffic, accidents, and general livability. The City recognizes each neighborhood is unique and their issues vary. The procedures contained with this Program are designed to address the issues of traffic safety, speeding, and the volume of traffic within neighborhoods and residential areas.

### **Traffic Calming Measures**

There are two (2) Levels of traffic calming measures. The use of Levels allows for an accurate calming process with visible solutions to be implemented, while also allowing adaptability for specific problems such as neighborhood growth.

#### **Level 1: Safety Concerns**

Level 1 provides for traffic calming devices and programs that are implemented to improve traffic (e.g., motorists, cyclist, pedestrians) on the road through enforcement and education. Examples of level 1 traffic calming devices include but are not limited to the following:

| <b>Level 1 Traffic Calming</b> |                            |
|--------------------------------|----------------------------|
| Radar Trailer/Radar Signs      | Police Traffic Enforcement |
| Parking Modifications          | Turn Restrictions          |
| Curb Markings                  | Pavement Marking           |
| Signing Modifications          | Traffic Signal Timing      |

Although, the traffic issues impacting roadways will be considered on a case-by-case basis, should the available Level 1 devices and programs prove to be inadequate in addressing the traffic concerns, Level 2 devices will be considered.

#### **Level 2: Speed and Traffic Volume Concerns**

Generally, Level 2 traffic calming devices and roadway design features are used to reduce traffic speeds and/or traffic volume within residential areas and neighborhoods. Level 2 devices are implemented only when Level 1 calming devices prove to be inadequate in addressing the traffic concerns.

To initiate Level 2 devices and features, City staff will conduct a formal traffic study of the area measuring speed and traffic volume. The traffic study will run for a minimum of seven consecutive days.

The thresholds below will be used during the traffic study and must be met to implement the Level 2 devices:

- 85<sup>th</sup> Percentile (most common)- The percentage of vehicles driving on the roadway traveling at speeds of 32mph or below or;
- 95<sup>th</sup> Percentile (least common)-The percentage of vehicles driving on the roadway traveling at speeds of 35mph or below. The 95<sup>th</sup> percentile would be used in cases where the concern is for the few drivers considerably exceeding the speed limit or;
- Street must carry more than 1,000 vehicles per seven-day period in regard to traffic volume.

Should the aforementioned thresholds be met, the following criteria will be considered prior to the installation of any Level 2 traffic calming measure.

1. Installation should not result in traffic diversion to other neighborhood streets.
2. At least 60% of the impacted property owners and 100% of the property owners within 100 feet of the proposed traffic calming device must support the installation.
3. Devices should be located a minimum of 25 feet from driveways, manholes, drain inlets, water valves, street monuments and other appurtenances.
4. Devices shall be located a minimum of 50 feet from hydrants.
5. Devices should only be installed where a minimum safe slowing or stopping can be achieved.
6. The City of Mauldin Fire and Police Departments must approve the traffic calming measure to ensure emergency response times or access are not negatively impacted.
7. Normal neighborhood traffic speed and or volumes are not seasonal or event driven.

Examples of Level 2 traffic calming devices could include:

| <b>Level 2 Traffic Calming Devices</b> |                    |
|--|--------------------|
| Speed Humps                            | Median Island      |
| Median Barriers                        | Traffic Circle     |
| Forced Turn Islands                    | One-Way Streets    |
| Street Closures                        | Additional Signage |

## Procedure

Below is the procedure to initiate the traffic calming process:

- Step 1. For an area to be considered for traffic calming, a petition (Appendix A) from the owners of properties on the affected street will verify the concern for speeding or traffic issues and their desire to move forward with calming measures. Those signing the petition certify they own property within the area impacted with problematic traffic. After receipt, the petition will be reviewed by city staff and the signatures will be verified for accuracy.
- Step 2. City staff will complete an initial evaluation of the request to determine if the area is eligible for participation in the City's Traffic Calming Program. The following criteria will be considered.
  - a. The street(s) must be residential in nature:
    - The street is classified as a local "residential" street. The City will not implement traffic calming measures or conduct traffic calming studies on "arterial" or "residential collector" streets;
    - The street has no more than two (2) through travel lanes.
  - b. The street(s) must meet the following minimum traffic conditions:
    - Volume:

The location must have a minimum traffic volume of at least 1,000 vehicles per seven-day period.
    - In addition to the volume criteria, the location must also meet one of the following criteria:
      - i. The 85<sup>th</sup> percentile speed is exceeding the posted speed limit or;
      - ii. A large portion of traffic is assumed to be cut through (i.e. non-neighborhood) traffic.

- Step 3. If the criteria from the traffic study are met, the Mauldin Police Department will prioritize the area by assigning a score. This ensures areas with traffic concerns are being addressed as fairly as possible. Upon being prioritized and available for traffic calming attempts, the area of concern will have Level 1 traffic calming measures implemented.
- Step 4. After installation/implementation of Level 1 measures, contact shall be maintained between the neighborhood's original petitioner and the Mauldin Police Department to discuss any changes observed in neighborhood traffic. If contact is not maintained then it will be assumed the concern was addressed. Proactively, the Mauldin Police Department may still perform traffic studies without any additional request to gauge the effectiveness of the traffic calming device implemented and compare before and after traffic data.
- Step 5. If traffic concerns are still present after Level 1 traffic calming measures have proved to be ineffective, a formal traffic study will be conducted. Following the traffic study, if all the prior criteria are met and the 85<sup>th</sup> percentile speed is 7 miles per hour over the posted speed limit, then Level 2 traffic calming may be considered.
- Step 6. Although optional, neighborhood meetings are encouraged when considering the City's traffic calming levels. The meetings allow the residents of a neighborhood and the City to work together to find the best suited plan for traffic calming. Based on comments and concerns received from the meeting, city staff will develop suitable solutions for traffic calming in the area.
- Step 7. When a traffic calming plan is presented and agreed upon, it will be placed on a list for traffic calming devices requested and be sent to City Council for final approval. As with most decisions involving public infrastructure improvements the final approval of any traffic calming project will be determined by City Council.

## Traffic Calming Project Prioritization

All requests for traffic calming that have a traffic study resulting in the 85<sup>th</sup> percentile speed over the posted speed limit will be prioritized as outlined below. Installation of Level 2 traffic calming measures is based on the available financial resources of the City. The use of a project prioritization system provides an even playing field and transparency to residents throughout the traffic calming process.

Project prioritization will be based on a point system to develop a numerical score for each candidate area being considered for traffic calming measures. The prioritization criteria being studied include: speed, volume, schools, the proximity to pedestrian generators, collisions, and designation as a current or future pedestrian/bicycle route. Areas that score more points will be prioritized higher than areas with fewer points. Low ranking areas on the prioritization list are eligible for 10 years. Areas that do not move up the prioritization list after 10 years will be removed, after which the petition process and traffic study will have to be redone if traffic is still believed to be a concern.

The prioritization point system is as follows: (100 points possible)

1. **Speed** (40 points maximum): 5 points are assigned for every mile per hour (mph) the 85<sup>th</sup> percentile speed is above the speed limit on the street. The 85<sup>th</sup> percentile speed identifies the travel speed where 85% of the vehicles surveyed are traveling at or below that speed. The 85<sup>th</sup> percentile speed is commonly used as a benchmark when posting speed limits.
2. **Volume** (30 points maximum): 1 point is assigned on residential local streets for every 100 vehicles per day using the street.
3. **Schools** (10 points maximum): 5 points are given if a school is within ½ mile radius of the subject area; 10 points are given if a school is within ¼ mile radius of the subject area.
4. **Pedestrian Generators** (10 points maximum): 5 points are assigned if facilities such as libraries, parks, trails, bus stops, or playgrounds are located within ¼ miles radius of the subject area.
5. **Collisions** (10 points maximum): 2.5 points are assigned for each recorded crash within the subject area, not including intersections with arterial streets. 5 points given if the collision is an incapacitating injury or fatal injury crash. Crash data being considered is for the 3 calendar years prior to the year the petition was submitted.









**Budgeting and Final Implementation:** Once the final traffic calming project is developed, the project specifications and final cost estimates will be prepared by the City's Public Works Department. The cost of traffic calming will be incurred by the City of Mauldin.

- **Project Implementation:** After City Council approves the traffic calming project for construction, the construction of the project(s) will be scheduled as soon as practical and weather permits.
- **Evaluation Phase:** Communication between the neighborhood residents and the City of Mauldin shall be maintained following construction. If communication is not maintained it will be assumed the concern was addressed. The Mauldin Police Department may still perform traffic studies in the area after completion of any traffic calming project to determine effectiveness of work and gauge any change in traffic patterns.



## Possible Effects of Traffic Calming Devices

Traffic calming devices can potentially have negative impacts on neighborhoods. These possible traffic calming side effects should be taken into consideration when requesting traffic calming measures.

| WHAT MAY BE AFFECTED  | POTENTIAL EFFECT  |
|---|---|
|  Emergency Vehicles  | Increased response time   |
|  Adjacent Neighborhoods  | Increased traffic volume and speed  |
|  Utility Vehicles (i.e. Public Works)                              | Increased route time  |
|  Other Roadway Users (i.e. bicyclists, joggers, pedestrians, etc.) | Increased likelihood of an unintended negative impact in attempting to negotiate or circumvent the traffic calming device |
|  Residents Immediately Adjacent to the Traffic Calming Devices   | Increased noise from vehicles braking and going over and around the traffic calming device(s)                             |
|  On-Street Vehicle Parking                                       | Loss of on-street parking immediately around traffic calming device(s)  |
|  Neighborhood  | Traffic calming device may detract visually   |
|  Aesthetics Future<br>Maintenance Cost                           | Increased landscaping and street rehabilitation costs (e.g. pavement, pavement markings, or sign maintenance)             |

# **Appendices**

**Appendix A**

**City of Mauldin Neighborhood Traffic Management Program  
Application/Petition**

We the undersigned residents submit this Application due to our concerns about traffic along \_\_\_\_\_ between

\_\_\_\_\_ and \_\_\_\_\_

during the following times (select the worst time of day and if weekdays/weekends).

- Morning from 6am to 9am                       Mid-day from 9am to 3pm
- Late Afternoon from 3pm to 6pm               Evening from 6pm to 10pm
- Late night from 10pm to 6am                   Weekdays                   Weekends

We believe the following factors / conditions may also contribute to a potentially unsafe condition along this segment of road:

- Young children present     Near school     Near school crossing
- Near playground             Steep hill        Sharp curve in road
- Limited sight distance
- Other (describe):

---

---

---

Please describe the nature of the neighborhood problem you are concerned with. You may attach additional sheets if necessary. *(Please print or type additional description sheets.)*

---

---

---

---

Please list possible solutions to the problem you would like the City of Mauldin to consider:  
(Traffic calming examples are listed in the Neighborhood Traffic Calming Program)

---

---

---

---

**The following person is the Point of Contact for this Application:**

*(Point of contact is responsible for distributing information to petition signers and to help arrange time and date notification for any community meetings.)*

Name (print): \_\_\_\_\_

Name (signature): \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Your request will be processed in the order in which it is received. An initial evaluation of the site will be conducted and a priority assigned to the location. A letter, phone call, or email will be sent to the Point of Contact indicating the evaluation findings, priority assigned to the application, and future actions to be taken. Petition must be signed by residential owners in the study area. Those signing the petition certify they own property in the impacted area and agree with the concerns described.

The Point of Contact will be responsible for distributing this information to the signers of the petition, and to arrange times and dates for any community meetings that may result should the installation of Level 2 traffic calming devices become an option. (attach pages as required for additional signatures)

|     | <b>Printed Name</b> | <b>Signature</b> | <b>Address</b> | <b>Phone or Email</b> |
|-----|---------------------|------------------|----------------|-----------------------|
| 1.  |                     |                  |                |                       |
| 2.  |                     |                  |                |                       |
| 3.  |                     |                  |                |                       |
| 4.  |                     |                  |                |                       |
| 5.  |                     |                  |                |                       |
| 6.  |                     |                  |                |                       |
| 7.  |                     |                  |                |                       |
| 8.  |                     |                  |                |                       |
| 9.  |                     |                  |                |                       |
| 10. |                     |                  |                |                       |

City of Mauldin  
 PO Box 249, 5 East Butler Road  
 Mauldin, SC 29662