CITY OF ROSWELL

Residential
Traffic Control Enhancement
Policy

Transportation Department

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Approved by
Mayor and City Council
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I. Purpose and Policy

City of Roswell residents are often concerned about their perception of vehicle speeding and pedestrian/bicycle safety problems on their neighborhood streets. The City of Roswell has a Neighborhood Traffic Calming Policy implemented by Roswell Department of Transportation (RDOT) which requires 50% cost sharing between the City and the Homeowner Association (HOA) and a 65% majority in favor of any traffic calming measures through a petition process.

Over the years RDOT has been successfully experimenting with some simpler measures to help calm traffic and encourage responsible driving behavior. A few examples of these measures include In-Street Pedestrian Warning Assembly, Driver Feedback Radar Sign and Rapid Rectangular Flashing Beacons (RRFB).

The purpose of this Residential Traffic Control Enhancement Policy is to provide a streamlined avenue for residents and/or HOAs to be able to take action against their perceived speeding and pedestrian/bicycle safety problem. The process is very simple and straight forward.

The Residential Traffic Control Enhancement Policy allows the residents/HOAs to use their own funds to purchase and install traffic control devices under a Right-Of-Way (ROW) Encroachment Permit issued by RDOT. The devices covered under this policy are predefined and are listed under section VI of this document. These devices are generally installed by a qualified contractor within City's ROW with RDOT's approval of location and plan for operation and maintenance.

This policy also establishes guidelines to identify and address resident's concerns using set minimum thresholds. Any devices listed in this policy are only considered for installation by residents/HOA if the minimum thresholds are met.

All devices will have to be submitted to and approved by the RDOT Director before deployment. RDOT is open to innovative concept applications if they meet recognized standards for public safety.

II. Request and Traffic Study

Residents/HOA must submit a letter to RDOT describing issues concerning safety on their streets.

The letter must include the following to be considered:

- Description of issues.
- Description of the device(s) to be considered

- Map showing proposed location of the device(s).
- Name of the Contractor the resident or HOA plans to hire to install and maintain the device(s).

Upon receiving the request, RDOT staff will study existing traffic conditions and collect all necessary data including speed and traffic volume counts data and any accident history data. The data will be analyzed and RDOT will determine if a problem exists and if suggested devices are an appropriate remedy. RDOT staff will make a recommendation to the Director for a final decision regarding the installation of the requested device(s).

III. Traffic Problem Definition

A traffic problem on a residential local street is considered to exist if any of the following are found during the traffic study:

- The 85th percentile speed of traffic is greater than 5 mph over the posted speed limit.
- The number of speed related traffic accidents is 3 or more within the last 12-month period

Other traffic problems may be identified during the traffic study and may be considered at the discretion of RDOT Director.

IV. Installation and Maintenance

RDOT will issue a ROW Encroachment Permit to the appropriate entity to maintain traffic control devices within the public ROW subject to the following conditions.

- Residents/HOA will pay 100% of the purchase price.
- Residents/HOA will pay 100% of the installation cost.
- Residents/HOA agrees to ownership and maintenance of the device(s), support structures and all necessary hardware required to keep the device operational.
- Residents/HOA will repair the device immediately if it becomes inoperable or have it removed until it is repaired.
- Residents/HOA agrees to have at least a temporary speed limit sign on the post while the device is being repaired (can be provided by RDOT upon request).
- Residents/HOA agrees to share any data collected during this program with RDOT.
- Residents/HOA to submit a plan of proposed operations and maintenance before installation

The device(s) must be maintained in an operable condition. If it is not, the permit may be revoked at RDOT Director's discretion.

Only contractors approved by RDOT will be allowed to work in the ROW. Installation plans must be approved by RDOT staff prior to work in the ROW. The contractor must obtain a ROW encroachment permit and all traffic control necessary to perform work in the ROW must meet current MUTCD (Manual on Uniform Traffic Control Devices) standards.

V. Review and Analysis

Once a device(s) is installed, RDOT will conduct an after traffic study within 60 to 90 days to determine the effectiveness of the device. Staff will prepare a report citing before and after data. This report will be sent to the residents/HOA.

At that time if residents/HOA are pleased with the effectiveness they can continue the maintenance of the device as described in this policy. In case the residents/HOA does not want to continue for one or the other reason; the permit will be revoked and they will have to remove the device and assembly and restore the ROW to its original condition and bear all related costs.

VI. Devices

Following is a list of devices that have been used at various locations throughout the City and are proven to show successful results under certain conditions. The residents/HOA may choose to deploy any of these measures under this policy or suggest something different for consideration. All devices must be fabricated and installed in compliance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD):

- In-Street Pedestrian Warning Assembly
- Driver Feedback Radar Sign
- Rapid Rectangular Flashing Beacon (RRFB)
- Flashing Beacon Sign Assembly
- Playground Signs (MUTCD W15-1 sign)
- Raised Pavement Markers (Retroreflective and Internally Illuminated)
- Flexible Post Delineators
- Speed Reduction Pavement Markings

See examples in section VII.

VII. Examples

In-Street Pedestrian Warning Assembly – A warning sign on a heavy portable rubber base placed in the center of the road. This sign is double-sided for both approaches to read the message. RDOT will design the first message to be used on the sign purchased by the HOA or resident.

Driver Feedback Radar Sign – Installed in the shoulder or median facing traffic to inform the driver of their speed in order to encourage improved speed limit compliance.

Rapid Rectangular Flashing Beacon (RRFB) – Pedestrian-actuated rapid flashing warning assemblies to alert approaching drivers that pedestrians are waiting to use the crosswalk or have already began crossing the street. The flashing yellow lights have a flickering flash pattern that is specially designed to attract drivers' attention. The flashing beacons can only be used to enhance the pedestrian (or school pedestrian) warning signs and cannot be installed as stand-alone flashing beacons. RRFB's must be used at designated marked crosswalks, and are usually installed at midblock crosswalk locations.

Flashing Sign Beacon – A flashing beacon assembly used to highlight a regulatory sign or warning sign. Red flashing beacons can be used to enhance the visibility or conspicuousness of a stop sign in order to achieve better motorist compliance of the stop condition. Yellow flashing beacons can be used to emphasize potentially unexpected or hazardous conditions conveyed by various types of warning signs.

Playground Signs – An MUTCD-compliant warning sign that may be used to give advance warning of a playground or other designated play area that is located adjacent to the roadway for which unexpected crossings of children could occur. This sign should not be used indiscriminately and should only be placed near playgrounds or other play areas where actual gatherings of children is occurring. This is the only currently approved playground or "children playing" warning sign authorized for use in public rights-of-way. This sign may be installed with either yellow or fluorescent yellow-green background.

Raised Pavement Markers (Retroreflective and Internally Illuminated) – A relatively small safety device usually made of plastic or ceramic that comes in a variety of shapes and colors, that adheres to the roadway surface to provide positive guidance of lane lines and roadway curvature, as well as to guide traffic away from obstructions or hazards during nighttime conditions. Raised reflective pavement markers (RPM's) include a lens or retroreflective sheeting that enhances their visibility by retro-reflecting vehicle headlights. Some markers use solar-powered internally illuminated LED's to provide the enhanced visibility, which does not require illumination of approaching headlights. Traditional and internally illuminated markers would be installed by RDOT or RDOT's contractor only.

Flexible Post Delineators – Flexible vertical upright tubes normally used to enhance nighttime visibility of roadway curvature, delineate line lines, restrict a movement, prevent crossing over into adjacent lanes, or steer a traffic away from an obstruction or hazard. RDOT would mark the locations for the contractor prior to installation.

Speed Reduction Pavement Markings – Transverse white pavement markings that are placed on the roadway (within both edges of the lane) in a pattern of progressively reduced spacing to give drivers the impression that their speed is increasing, with the intended result of compelling drivers to reduce their speed. Such markings are intended to be used on curved sections, and are not typically effective on long tangent sections or in areas frequented mainly by local or familiar drivers. RDOT would mark the configuration of the contractor prior to installation.