

## **VOLUNTARY RESIDENTIAL TRAFFIC MANAGEMENT TE-008**

This policy statement is to define the purpose and procedure for the Voluntary Residential Traffic Management Program. The Traffic Engineer would be the point of contact for this program and may be reached at (706) 613-3460 or by email at: [tim.griffeth@accgov.com](mailto:tim.griffeth@accgov.com).

### **1. Program Purpose:**

The purpose of the Voluntary Residential Traffic Management Program is to reduce crashes, traffic volumes, and/or speeds on residential streets. This is a companion program to the data-driven, prioritized Residential Traffic Management Program. The major distinction between the two programs is that this Voluntary program is self-funded by residents at their request, while the other program is staff initiated and government-funded, with funding prioritization given to roadways deemed as in greatest need of traffic calming based on safety data.

### **2. Program Inquiry:**

- a. The Voluntary Residential Traffic Management Program shall be principally limited to roads that are classified as residential streets in Athens-Clarke County.
- b. 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 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)
- c. There are two residential zoning districts:<sup>1</sup> Single Family Residential (RS) and Mixed Density Residential (RM).
- d. Residential Street: For this program, a residential street is maintained by ACCGov and a GDOT classified local road that is adjacent to RS or RM parcels.
- e. 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.

- d. 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

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<sup>1</sup> [https://library.municode.com/ga/athens-clarke\\_county/codes/code\\_of\\_ordinances?nodeId=PTIIICOR\\_TIT9ZODEST\\_ARTIZO\\_CH9-7SIMIRERSDI](https://library.municode.com/ga/athens-clarke_county/codes/code_of_ordinances?nodeId=PTIIICOR_TIT9ZODEST_ARTIZO_CH9-7SIMIRERSDI)

program specifically encourages the development of a traffic calming solution that addresses each area's specific needs.

- e. 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

**2. Definitions:**

- a. Property Owners' Representative
  - i. A single resident (or District Commissioner) acting in an official capacity as the point of contact between residents and ACCGov staff.

**3. Program Initiation:**

- a. To initiate the procedure, a representative from the project area must first contact the Traffic Engineer.
- b. The Traffic Engineering Division will provide guidance on the study area based upon safety, feasibility, speed and volume of traffic.
- c. A map of the study areas will be developed by staff and given to the Property Owners' Representative within 30 days.
- d. The Property Owners' Representative will be responsible for confirming interest and collecting signatures from affected property owners as identified by the map of the study area. If a single person owns multiple affected properties, they would receive a vote for each individual property.
- e. Once the Property Owners' Representative has collected signatures in support from owners of 65% of the affected properties, expressing an interest in traffic calming improvements, this petition must be sent to the Traffic Engineer.
- f. If a revision is requested to the project area, the petition process (d & e) must be repeated.
- g. If owners of 65% of the affected properties are interested, the Transportation and Public Works Department will develop a final recommendation and share this with the Property Owners' Representative.
- h. Within 10 days of receiving the final recommendation, the Property Owners' Representative can request an optional meeting (in-person or virtual) between staff and impacted residents to further explain the upcoming road changes.

**4. Neighborhood Support:**

- a. A document package illustrating the recommended traffic calming, the total estimated project cost (including cost of design and construction of traffic calming measures), a staff generated list of affected property owner's names and addresses a list of any properties where right-of-way (ROW) donation is required, and an estimated cost per property owner will be provided to the Property Owners' Representative to share with the affected property owners.

- b. The document package will include funding information, explaining that the project must be funded through a contract between the Property Owners and a qualified private contractor.
- c. It will be the responsibility of the Property Owners' Representative to collect signatures from the affected property owners within the designated study area to obtain the required 65% support towards funding of the project. If ROW donation is required from any property, these specific property owner's signatures of support must be gathered to move forward.
- d. The property owners will have six months to complete the final petition process from the date the Property Owners' Representative receives the document package.

**5. Project Review and Implementation:**

- a. If owners of 65% of the affected properties support the recommended traffic calming project and agree to fund the project, the project will be forwarded to the Mayor and Commission for their final review and action at a Regular Voting Mayor and Commission meeting.
- b. The Mayor and Commission will take action upon the proposed traffic calming.

**6. Design and Construction:**

- a. If Mayor and Commission approve, final design will be prepared, as needed, by a professional engineering firm. Transportation & Public Works (TPW) staff will review design plans, if applicable, through an Engineering-Only Plans Review process, followed by issuance of a Right-Of-Way Encroachment Permit.
- b. Privately contracted construction will follow the final design, with inspection by TPW staff before the project is accepted as public infrastructure for future maintenance purposes.

Approved by Mayor & Commission on 8-6-2024

  
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Clerk of Commission