

**Legislative Review Committee
Commission Report**

SUBJECT: Recommendation for the Neighborhood Traffic Management Program

DATE: January 8, 2024

PURPOSE: This report provides the Mayor and Commission with a recommendation from the Legislative Review Committee concerning the Neighborhood Traffic Management Program.

HISTORY:

1. On May 2, 2023, the Mayor and Commission unanimously approved a commission-defined option for the Neighborhood Traffic Management Program (NTMP) policy revision and annual project approval (**Attachment #3**), which authorized staff to develop policies that separately provide 1) a process for publicly funded neighborhood traffic calming utilizing ACCGov funding; and 2) a process for neighborhoods to self-fund traffic calming projects. It further noted that that these policies shall be presented to a Committee for consideration to then advance to the Mayor and Commission and to be considered for adoption before the approval of the next round of NTMP projects and funding in calendar year 2024.
2. On May 2, 2023, Mayor Girtz assigned to the Legislative Review Committee (LRC) the topic, "Review and update the Neighborhood Traffic Management Program."
3. At the June 2, 2023, meeting, the LRC discussed the topic. Staff highlighted that the Committee should discuss if they would like to continue with a request-based process or move towards a data-driven, systematic approach for the program that would not be based on ground traffic studies but on connected vehicle data across the entire county. Additionally, they would need to consider if they would like an opt-in or an opt-out approach for neighborhoods and how to ensure equity in application of the policy.
4. During the August 2, 2023, meeting, staff shared a presentation that described a data-driven approach to the NTMP prioritization. Staff demonstrated how modifying the weight of the criteria for prioritization would impact street segments within ACC.
5. At the September 7, 2023, meeting, the LRC discussed the purpose of the NTMP. Staff provided an overview of roadway classification definitions and noted that, while the current policy references "neighborhood residential" streets, there is no official definition for it. Staff recommended using the GDOT classification and definitions of roadways and to refine the program to apply to local roads that are adjacent to single-family residential or mixed-density residential parcels. There was also discussion related

to collector roads and the possibility of a future program that could address traffic calming strategies along those road segments.

The Committee voted unanimously to modify the name of the policy to “Residential Traffic Management Program” and include the staff-recommended language that, for this program, a residential road is locally maintained and a GDOT-classified local road that is adjacent to single-family residential (RS) or mixed density residential (RM) parcels.

The Committee also discussed the pros and cons of a data-driven program compared to a request-based. The LRC voted unanimously to advance a data-driven, opt-out policy and to include a separate request-based, neighborhood-funded component.

6. At the November 2, 2023, meeting, Transportation & Public Works staff reviewed recommended changes to the policy. The Committee discussed the proposed changes and potential weighting for criteria to determine priority of roadways.
7. At the December 7, 2023, meeting, staff shared recommended weights for criteria for evaluating roadway segments and demonstrated how modifications to the weights would impact the priority list of roadways. The staff recommended the following weights for criteria:

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%

The Committee voted unanimously to accept the staff recommended weights for the criteria.

The Committee also discussed how the road segments that had previously been identified and approved (referred to as “legacy list”) would be impacted by changes to the policy. Staff provided an update on the projects previously identified or requested. The Committee discussed the need to make a recommendation to the full Mayor and Commission on how to move forward with the legacy list in conjunction with the recommended policy changes. The LRC also reviewed staff recommendations for changes to the policy, and the Committee voted unanimously to accept all changes to the Neighborhood Traffic Management Program (NTMP) policy and requested staff provided a clean copy of the policy for final review at the next meeting.

8. At the January 4, 2024, meeting, the Committee discussed changes to the NTMP policy. The Committee voted unanimously to approve the proposed changes to the NTMP policy. TPW staff also provided further analysis on the remaining roadway projects under the legacy list. The Committee discussed how, if at all, the changes to the policy should affect these projects. The LRC voted unanimously to also recommend that the projects on the pilot list be kept at the top of the project priority list upon successful completion of the pilots and that the legacy road segments will remain at its current place on the project priority list (below the completed pilot projects) under the NTMP.

The Committee requested staff advance the changes to the NTMP to the full Mayor and Commission for consideration, and they will continue discussion on the opt-in policy at a future Committee meeting.

RECOMMENDATIONS:

The Legislative Review Committee recommends adoption of the attached Residential Traffic Management Program policy (**Attachments #1**). Additionally, the Committee recommends the projects on the pilot list be kept at the top of the project priority list upon successful completion of the pilots and that the policies on the legacy list remain at the top of the project priority list below the completed pilot projects (**Attachment #4**).



Carol Myers, Chair
Legislative Review Committee

January 12, 2024

Date:

ATTACHMENTS:

Attachment #1 – LRC Recommended Residential Traffic Management Program policy (Clean)

Attachment #2 – Neighborhood Traffic Management Program with Recommended Changes
Denoted

Attachment #3- Commission-Defined Option

Attachment #4 – Recommendations for Project Priority List

**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=PTIICOOR_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

Approved by Commission

Clerk of Commission

**ATHENS-CLARKE COUNTY
TRANSPORTATION & PUBLIC WORKS DEPARTMENT
POLICY / PROCEDURE STATEMENT**

3-16-2023

January 4, 2024

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

i. POLICY STATEMENT:

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

ii. PROGRAM PURPOSE:

The purpose of the ~~Neighborhood Residential~~ Traffic Management Program is to reduce crashes, traffic volumes, and/or speeds, thereby improving pedestrian safety and ~~creating more pleasant neighborhoods in residential areas~~ for the citizens of Athens-Clarke County.

iii. BACKGROUND:

- a. ~~Neighborhood 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 ~~neighborhoods 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 ~~a neighborhood~~. 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 ~~roadway street~~ by pedestrians, ~~motor vehicles, bicyclists, and vehicles,~~ and other micromobility devices as permitted by law.
 - ~~i. Clear right-of-way assignment to improve intersection safety~~
 - ii. Roadway modifications and geometric changes to provide for ~~pedestrian facilities~~ active transportation infrastructure
 - iii. Consideration of parking restrictions
- b. The ~~Neighborhood Residential~~ Traffic Management Program shall be principally limited to roads that are classified as ~~neighborhood residential streets/roadways~~ in Athens-Clarke County.

c. There are three GDOT roadway classifications:

- i. ~~Arterials~~ five types of

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/streets 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
- iv. Major Collectors
 1. Intent to connect transportation systems
 2. State Radar Speed Permit
 3. Design to move commuters safely and efficiently to destinations
 4. State Radar Speed Permit
 5. Posted speed 40+ MPH
- 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.
- b. Traffic calming devices are not the safe or logical approach for all roadways to address speeding.

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

~~Traffic calming or speed control requests/needs for local, minor/major collector, or arterial streets would typically not follow this process as they would not typically involve homeowners. As well, the type of devices or methodology used to address safety (speeding) for these roadways may vary to address the roadway use and the safety concerns as recommended by the Roadway Safety Audit Team.~~

1. ~~This policy does not address local roadways. Traffic engineering safety principles may dictate the type of safe traffic calming devices that could be installed. Local roadways can be commercial or a mix, which creates a~~

¹ https://library.municode.com/ga/athens-clarke_county/codes/code_of_ordinances?nodeId=PTIICOOR_TIT9ZODEST_ARTIZO_CH9-7SIMIRERSDI

wider variety of vehicle types (large trucks, busses, etc.)
Traffic calming devices would need to safely address the
wide variety vehicle types.

~~2. This policy does not address Minor & Major Collectors and
Arterials. They are designed to move traffic and pedestrians
safely, and typical traffic calming devices would create
unsafe conditions. There are other means to address
speeding on these roadways.~~

These roadways are higher traffic volume and higher crash
transportation systems, and a "safety corridor" methodology
would provide a more efficient traffic calming and crash
reduction tool.

~~e. The Neighborhood Traffic Management Program does not include
commercial property.~~

f. The recommended neighborhood solutions will be based on the existing
volumes, speeds, and geometries for geometries of the roadway. The
Neighborhood Residential Traffic Management Program strives to utilize
all types of traffic calming devices to address neighborhood concerns.
Athens-Clarke County recognizes that a "one device fits all" approach is not
desirable, and the program specifically encourages each neighborhood to
engage in developing the development of a traffic calming solution that
addresses their each area's specific needs.

g. The effectiveness of this program is dependent upon:

~~i. Neighborhood involvement~~

i. Focus on problems first and then solutions

~~ii. Neighborhood support for recommended solutions~~

iii. Evaluation and feedback that ensure desired outcomes are achieved

~~iv. DEFINITIONS:~~

~~a. Owner-occupied homeowners~~

~~i. Homeowners who live at the residence on the subject street~~

~~b. Absentee Homeowners~~

~~i. Homeowners who own the property, but do not live in the home
on the subject street~~

~~c. Renters~~

~~i. Those who do not own the property and rent from the homeowner.~~

~~Renters may obtain written authority from the homeowner to
participate in the neighborhood meeting and to provide a
response pursuant to the letter sent by the Traffic Engineer~~

v. **PROGRAM PROCEDURE and OVERVIEW:**

~~d. For neighborhoods desiring to participate in this program, the general procedure is described below. This process may be streamlined and modified by staff if deemed appropriate.~~

~~e. **Program Initiation:**~~

~~i. To initiate the Neighborhood Traffic Management Program procedure, a neighborhood owner-occupied homeowner must contact the Transportation and Public Works Department, Traffic Engineering Division. A District Commissioner may also submit a work request to the Traffic Engineer. A resident of the neighborhood affected must be identified as a point of contact for further communication.~~

~~1. Traffic Engineer Contact Information~~

~~a. Office phone number: (706) 613-3460~~

~~a. Email: tim.griffeth@accgov.com~~

~~2. Through online form (when available).~~

~~ii. The Traffic Engineer will make a determination of the project limits based upon the discussions with the person making contact to ensure traffic data collected addresses the area(s) of concern.~~

~~1. The project limits may vary and, depending upon the particular location, may include all owner-occupied homes up to 1000 feet from defined area. This also may include all who live in the defined area and must travel on the roadway to access homes. A map of the project limits will be developed by Traffic Engineer.~~

~~a. Once the study area is defined, discussed with the point of contact, and agreed upon, the traffic data will be collected.~~

~~b. Traffic data is only collected between August and April. Traffic volumes are typically higher during the school year but become lower the last month.~~

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

- ii. 85th percentile speed of 30 MPH or greater on the street/roadway as determined by the Traffic Engineering data collected and the analysis.

SPECIAL NOTE: Considerations may be given to **neighborhood 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 **should** could still be considered IF:

1. Combination of no sidewalks & narrow street/roadway, or
2. ~~Cut through traffic—20% minimum~~ 20% or more of traffic is cut-through traffic, or
3. Close to a school with students walking, or
4. ~~An official A~~ recommendation **by the Roadway Safety Audit Team** from a roadway safety audit determines additional safety issues exist.

~~i.~~ **Minimum Roadway Safety Audit**

Team deployment factors:

- ~~1. Significant number of homes on the street have no driveway—25% or more, or~~
- ~~2. Significant number of homes on the street are set closer than 20' to the right of way—30% or more~~

- ~~ii.~~ Proposed traffic calming recommendations require a minimum of 65% support from the Project Limits homeowners

~~f.~~ **Neighborhood Meeting(s):**

- ~~1. If the collected traffic data meets the minimum criteria or the Traffic Engineer has identified one of the safety concerns as detailed above, a meeting with the owner-occupied homeowners and renters will be scheduled in or near the community (in person or virtual). At a minimum, the Traffic Engineer will attend these meetings and, where necessary, representatives of the Police Department will attend to discuss police enforcement.~~

- ~~1. The Traffic Engineer will search the tax rolls for all homeowner addresses within the project limits, and~~

- ~~2. The Traffic Engineer will also include all street addresses within the project limits.~~

- ~~11. The Traffic Engineer will send out meeting invitation postcards to **all** addresses along the impacted street(s) and to absentee homeowners on the subject street.~~

- ~~iii.~~ At the meeting, the Traffic Engineer will:

- ~~1. Take attendance and gather addresses of:~~

- a. ~~owner-occupied homeowners~~
- b. ~~absentee homeowners who may attend~~
- c. ~~renters with written authority from homeowners~~
- 2. ~~Provide the results of the traffic data collected~~
- 3. ~~Provide possible traffic calming solutions~~
- 4. ~~Through discussion, work towards a traffic calming solution consensus with the attendees~~
 - a. ~~If the attendees wish to further deliberate on the options presented, an additional meeting may be scheduled~~
- iv. ~~If a consensus is reached at the meeting, the Traffic Engineer will subsequently make any field markings necessary to identify the proposed traffic calming.~~
- v. ~~The Traffic Engineer will then wait 14 days to ensure the proposed locations of the traffic calming devices are agreeable.~~
 - 1. ~~Requested adjustment should be made if possible.~~
- vi. ~~When field layout consensus is reached, the Traffic Engineer will send a letter to all absentee homeowners, owner-occupied homeowners, and all street addresses within the Project Limits, describing the proposed traffic calming, seeking the required 65% support, and requesting responses.~~
 - 1. ~~Responses from owner-occupied homeowners, absentee homeowners, or homeowner authorized renters will have the option to reply by mail, email, electronic fax (706-613-3463), phone (706-613-3460, or through online form (when available).~~
 - 2. ~~The response time for the 65% support is 45 days from the date of the letter sent.~~

NOTES:

- 1. ~~If a consensus of proposed traffic calming devices is not reached at the meeting or a consensus cannot be reached for the locations of the traffic calming devices the Traffic Engineer will coordinate with the "point of contact" to an additional meeting.~~
- 2. ~~If the 65% support is not satisfied the Traffic Engineer will advise the "point of contact".~~

2. PROJECT PRIORITIZATION

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.
- d. 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. Percent of area residents experiencing poverty or from historically marginalized backgrounds
 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

- ~~a. Project approval will be based on the availability of funds and the criteria set forth in Section 4 above.~~
 - ~~i. Neighborhood Traffic Management Program funding is determined and approved by the Mayor and Commission.~~

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

viii. EVALUATION PHASE

- a. Traffic Engineer will perform a follow-up study ~~six months~~ one year after implementation of the Mayor and Commission approved solution. ~~In addition, Traffic Engineer will conduct a post-installation public meeting with the neighborhood to take comments on the traffic calming devices and their effectiveness in addressing neighborhood concerns.~~

Recommended by Legislative Review Committee

Approved by Commission

Clerk of Commission

**Neighborhood Traffic Management Program
(NTMP) Policy Revision and Annual Project
Approval Commission-Defined Option (CDO) -
Commissioner Houle Athens-Clarke County Mayor and
Commission
May 2, 2023**

PROPOSAL:

- a. Approve the proposed changes to Policy TE-004, Neighborhood Traffic Management Program (NTMP), as shown in Attachment #1;
- b. Designate the updated Neighborhood Traffic Management Program (Policy TE-004) as the Project Concept for TSPLOST 2023, Project #31;
- c. Approve the proposed prioritization criteria for NTMP, as shown in Attachment #2;
- d. Authorize staff to move into construction/installation phase for all neighborhood projects, including piloting quick-build materials in neighborhoods that have yet to reach consensus, as shown in Attachment #3B, as current funding allows; and
- e. Authorize staff to develop policies that separately provide 1) a process for publicly funded neighborhood traffic calming utilizing ACCGov funding; and 2) a process for neighborhoods to self-fund traffic calming projects. These policies shall be presented to a Committee for consideration to then advance to the Mayor and Commission and to be considered for adoption before the approval of the next round of NTMP projects and funding in calendar year 2024.

COMMENTS:

Projects and Funding

See separate document for Attachment #3B. The project list shown there integrates the existing list of projects that are “ready” with those that are ranked in the top 10 according to priority but are still “pending.”

The adjusted funding reflected in Attachment #3B *reduces* the total initial budget for the NTMP projects, while allowing *more* projects to be pursued simultaneously. Projects that are “ready” (shown in white on the table) will be pursued in order of priority as initially laid out in the staff proposal, as funding provides. Simultaneously, projects that are still “pending” (shown in blue on the table) will be pursued, in order of priority, utilizing a “quick-build pilot” approach [see below].

Additional funding for NTMP projects is recommended to be considered by the Mayor & Commission in the FY24 budget, so as to enable more projects that are ready to be completed sooner, and recognizing that, without additional funding, the funds from TSPLOST 2023, Project 31 will be fully exhausted well before all

projects currently under consideration can be completed.

Quick-Build Pilots

The budget shown in Attachment #3B for the “quick build pilot project” is a fixed amount of \$100,000 for the year, which will be dedicated towards purchasing materials and implementing quick-build pilot projects. The materials acquired will be reused for multiple installations, as inventory and funding allows.

Attachment #3

Staff would begin with the highest priority projects, as identified in Attachment #3B, and move the materials to subsequent streets after the completion of a given pilot. Pilot projects would compare pre-implementation traffic counts to post-implementation traffic counts and likely inspire public engagement regarding future permanent solutions.

16 of the 26 neighborhoods currently in the NTMP project list are still “pending” as they were unable to reach consensus during the 2021/2022 NTMP process. This includes 7 of the top 10 ranking neighborhoods. The reasons for this vary. Proposed solutions to lacking consensus and/or engagement with the NTMP process include utilizing quick-build pilots as well as exploring changes to our policy and public engagement processes [see below].

Installing quick-build, *temporary* treatments will provide an opportunity for staff and Commissioners to engage with residents regarding these “pending” projects. These non-permanent installations may demonstrate the positive effects of traffic calming measures to residents, and will inform a decision on *if* and *how* to subsequently pursue permanent traffic calming measures.

Neighborhoods may then be more inclined to engage staff in the NTMP process and subsequently reach consensus regarding future permanent solutions. The resident engagement process and decisions to install any permanent traffic calming measures will happen in accordance with the current NTMP policy and/or the updated policies developed by staff as they are adopted.

Revised/New Policies

The policies referenced in section “e” will be derived from the existing NTMP and will complement each other, with suggested revisions to process being informed by staff’s experience to-date using the NTMP. Recognizing the diverse needs of many of the neighborhoods that remain in a “pending” status, both policies will include a method for community engagement that provides a more reasonable workload for staff while ensuring an inclusive and effective approach to resident engagement. Both policies will be informed by safety and crash data collected as well as evidence-based design solutions identified by staff.

The current neighborhood voting process is arduous and should not be a one-size-fits-all solution. New policies will explore ways to engage each neighborhood with assistance from relevant departments (ie: the Inclusion Office or the Public Information Office) as deemed appropriate by the County Manager.

The current process forces neighbors to vote regarding traffic calming implementation and reach a 65% consensus. Adjusting or replacing the existing voting process may alleviate the burdens on both residents and staff. Quick-build pilots and other creative solutions may be developed to identify, present, and ultimately install suitable traffic calming treatments for streets and in neighborhoods that need safety improvements.

Attachment #3

NTMP Prioritized Rank	Neighborhood	Number/Type of Speed Control Devices	Estimated Cost
0	N/A	Quick Build Pilot Project Funds	\$ 100,000.00
1	Old Monroe Rd.	TBD: Quick Build Pilot	TBD
2	Lombardy Dr.	TBD: Quick Build Pilot	TBD
3	Sunny Hills Dr.	TBD: Quick Build Pilot	TBD
4	Forest Heights	TBD: Quick Build Pilot	TBD
5	Westchester Dr	TBD: Quick Build Pilot	TBD
6	Arch St.	5 Speed Tables	\$ 62,500.00
7	S. Homewood Dr.	5 Speed Tables	\$ 62,500.00
8	Club Dr.	TBD: Quick Build Pilot	TBD
9	Saxon Woods Dr.	8 Speed Tables	\$ 100,000.00
10	Monty Dr.	TBD: Quick Build Pilot	TBD
11	Springtree Rd.	8 Speed Tables	\$ 100,000.00
12	Waddell St.	3 Speed Tables	\$ 37,500.00
13	Stanton Way	4 Speed Tables	\$ 50,000.00
14	E. Meadow Dr.	8 Speed Tables	\$ 100,000.00
15	Lullwater Rd.	3 Speed Tables	\$ 37,500.00
16	Westview Dr.	5 Speed Tables	\$ 62,500.00
17	Gran Ellen Dr.	6 Speed Tables	\$ 75,000.00
Quick Build Sub-Total			\$ 100,000.00

Recommendations for Project Priority List

Roadway	Study Area Start	Study Area Stop	Description
Arch St.	N. Peter St.	Dublin St.	Under Construction
S. Homewood Dr.	Valleybrook Dr.	N. Homewood Dr.	Under Construction
Saxon Woods Dr.	Goddard Rd.	Newton Bridge Rd.	Under Construction
Springtree Rd.	Lexington Rd.	Gaines School Rd.	Under Construction
Waddell St.	Dearing Ext.	S. Rocksprings St.	Under Construction
Stanton Way	Springdale St.	Oakland Ave.	Under Construction
E. Meadow Dr.	Lexington Rd	Cooper Rd.	Under Construction
Lullwater Rd.	Woodward Way	Riverview Rd.	Under Construction
Westview Dr.	West Lake Dr.	S. Lumpkin St.	Under Construction
Gran Ellen Dr.	S. Lumpkin St.	S. Milledge Ave.	Under Construction
Old Monroe Rd.	Monroe Hwy./BUS 78	Heelstone Ave.	Pilot
Lombardy Dr.	Danielsville Rd.	End of road	Pilot
Sunny Hills Dr.	Freeman Dr.	Creeks Edge Dr./Creek Hollow Way/Hidden Creek Dr.	Pilot
Forest Heights.	Oglethorpe Ave.	Oglethorpe Ave.	Pilot
Westchester Dr.	Tallassee Rd.	Mitchell Bridge Rd.	Pilot
Club Dr.	Fairview Dr.	End of road	Pilot
Fowler Dr.	Freeman Dr.	Danielsville Rd.	Pilot
E. Carver Dr.	N. Peter St.	Cone Dr.	Legacy
Falling Shoals Dr.	Whit Davis Rd.	End of road	Legacy
Little Oak St.	Inglewood Ave.	Old Winterville Rd.	Legacy
Monty Dr.	Kenwood Dr.	Mercer Ln.	Legacy
Providence Rd.	River Bottom Rd.	End of road	Legacy

Permanent
Pilot
Legacy

