

## Traffic Calming Policy

City of Cleveland, Mississippi

The City of Cleveland has adopted a Traffic Calming Policy as described herein to address resident concerns regarding speeding and cut-through traffic in residential neighborhoods and the potential safety concerns associated with such traffic while still respecting and promoting the Cleveland Comprehensive Plan. Any variations from this policy require approval of the Board of Aldermen.

To be considered for traffic calming measures, the street must first be classified as a “Local Street” as defined in the Cleveland Comprehensive Plan as:

*The local street system comprises all facilities not included in one of the higher systems and provides access to abutting land and access to the higher order streets in the transportation system. These are typical neighborhood streets.*

City staff can assist in determining the road classification and will make the final determination if the street meets the applicable criteria.

In addition to classification, the street must meet one or more of the following criteria:

- Speed: The street must meet speeding thresholds that indicate that 25% of users are exceeding the appropriately posted speed limit.
- Volume: When considering a problem of cut-through traffic, a minimum threshold of 1000 vehicles per day, (excluding arterial city streets as detailed per MDOT’s Functional Classification Map of which streets are highlighted in green per Exhibit A) must be exceeded for a street to be eligible for traffic calming. Maximum volume thresholds may also exist for specific traffic calming measures.
- Other: City staff will evaluate traffic problems that could not be categorized as speed or volume related on a case-by-case basis to determine if traffic calming measures are warranted.

### Four-Way Stop Requirements

Below details guidance from the Manual on Uniform Traffic Control Devices (MUTCD) regarding multi-way stop applications. The City of Cleveland will use this guidance when determining the necessity for installing a stop sign. Any deviations from the listed guidelines require approval of the Board of Aldermen.

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
  - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
  - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
  - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

City Staff will conduct the appropriate studies to determine the speed and volume on each road as described in Step 2 of the Evaluation Process on the following pages.

### **Funding and Priority Ranking**

Traffic Calming requests will be prioritized by the City of Cleveland on a first-come first-served basis. Funding will be based on available funds, need, and prioritization, unless the Board of Aldermen determines that conditions on a particular street, as demonstrated by speed or accident statistics, require greater priority. There is no guarantee that public funding will be available. Approved projects may be privately funded.

The City reserves the right to install traffic calming devices without a resident petition, as circumstances require. Further, nothing in this policy shall be read to require the City to install traffic calming devices at any specific location, or according to any specific timeline, other than those locations and timelines as may be determined by the Board of Aldermen.

### **Evaluation of Traffic Concerns**

In order to fairly and appropriately address each resident's concern while best allocating resources, the City will follow an ordered response as described below:

#### **Step 1: Report the Problem**

A concerned resident must contact their Alderman to report the problem to the City of Cleveland. Such Alderman will determine if the matter should be brought before the entire for discussion.

Approval by the Board of Aldermen is required to commence a traffic study.

## **Step 2: Data Collection**

City Staff will perform the following measures to collect traffic volume and speed data for the street and or intersection in question.

- a. Install a temporary traffic camera for 24 – 48 hours to document the daily traffic volume and vehicular speed on the street and/or intersecting streets.
- b. Review history of traffic incidents (past 12 months)
- c. Review pedestrian traffic volume on the street and/or across intersecting streets (if necessary)

## **Step 3: Traffic Calming Study and Recommendation**

City staff will use the data collected to complete a traffic calming study to verify if the data meets the criteria warranting the institution of a specific traffic calming method. This study may also include interviews with street residents and any other means of gathering information needed to form a recommendation.

Upon completion of the Traffic Calming Study, the data collected will be reviewed by a group comprised of a representative from the Police Department, Public Works Department and the City's consulting engineering firm. Such group will make a recommendation to the Board of Aldermen as to the traffic calming method to apply.

### **Stage 1: Possible Recommendations:**

1. **Radar Speed Deployment** – A temporary device will be installed to educate motorists regarding the fact that they may be significantly exceeding the speed limit.
2. **Traffic Enforcement Actions** – Cleveland Police Department will provide an increased presence with the intent of modifying behavior.
3. **Traffic Signing and Pavement Markers** – Additional signing, stop signs or striping may be installed.

## **Step 4: Neighborhood Involvement**

If previous efforts to calm traffic have been unsuccessful after 6 – 8 weeks, other Traffic Calming Devices may be considered. Neighborhood involvement will be a large part of the evaluation process before any Stage 2 Traffic Calming Devices are installed.

### **Stage 2: Other Recommendations (Should initial recommendations prove unsuccessful):**

1. **Median Entry Islands or Barriers** – Traffic islands used to create narrower roadway passages at entry and exit points or along the center of a roadway to prevent left turns.
2. **Speed Humps** – Raised pavement devices of either asphalt, concrete, or other material that measure approximately 12 feet in length and 3 inches in height and nearly the full road width.
3. **One Way Chokers, Half-Closures, or Semi-Diverter** – Barriers to traffic in one direction that permit traffic in the opposite direction to proceed.

4. **Forced Turn Islands, Barriers, Channelization** – Traffic islands or curbs specifically designed to prevent traffic from making specific movements at an intersection.
5. **Diagonal Diverters** – Barriers are placed diagonally across an intersection to force drivers to make a particular turn but prevent other movements (such as proceeding straight through the intersection).
6. **Neighborhood Greenways** – Low-traffic, low-speed neighborhood roads where pedestrians and cyclists are given priority and a variety of traffic calming measures including traffic stripe and signage, diverters, partial street closures and other means are deployed to encourage pedestrian and cyclist use and discourage automobile use.
7. **Curb Extensions, Chokers** – Various methods are used to narrow the roadway by extending raised curbs into the street.
8. **Traffic Circles** – A raised circular island in the middle of a residential neighborhood intersection.

This list is not intended to include every possible traffic control measure available for implementation but to provide guidelines and information on lesser-known means.

The following minimum criteria shall govern installation of Stage 2 Traffic Calming Devices in the City of Cleveland:

- Stage 2 Traffic Calming Devices will be considered only after other less intrusive Stage 1 Traffic Calming measures have been rejected as infeasible or ineffective.
- Stage 2 Traffic Calming Devices will be available only on streets that have a posted speed limit no greater than 30 mph as determined in accordance with State Law, and no more than one traffic lane in each direction.
- Stage 2 Traffic Calming Devices will not be installed on any street designated as a truck route or a transit route.
- Stage 2 Traffic Calming Devices will not be installed on any street as to which there is, in the judgement of the City staff, inadequate vertical and horizontal alignment and sight distances to allow for safe installation.
- Stage 2 Traffic Calming Devices will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgement of the City's emergency response providers, unacceptable delay in response time to emergencies.

Additional criteria will govern the installation of Speed Humps:

- Speed Humps will not be installed on a portion of any street with a grade in excess of eight percent (8%).
- Speed Humps will be available only on residential streets carrying fewer than 1,500 vehicles per day.

Stage 2 Traffic Calming Devices will only be installed if 80% of the owners of residences (one vote per ownership) in the affected area sign the petition form provided by the City of Cleveland

in favor of Stage 2 Traffic Calming Devices.

### **Submission of Petition**

If the Board of Aldermen determine the Stage 1 recommendations proved ineffective, the City will contact the person who first reported the matter to their Aldermen in **Step 1**. That resident would be eligible to become the sponsor of a neighborhood petition to determine the level of support and acceptance for any proposed Stage 2 Traffic Calming Devices. The sponsor may be any owner or resident residing on the street requesting Stage 2 Traffic Calming Devices.

The sponsor of the petition shall contact every resident in the affected area. The affected area will be determined by the City and will include the residences immediately adjacent to the street except for areas where dead end streets force additional residents to use the street petitioning for the installation of Stage 2 Traffic Calming Devices. If a resident is against the Stage 2 Traffic Calming Devices, "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days to contact a resident.

**The sponsor must use a petition form provided by the City staff which clearly indicates the proposed location of the Stage 2 Traffic Calming Device and the additional signs or stripe associated with that device.**

### **Verification and Processing of Petition**

Upon receipt of a complete petition (on a form provided by City staff) containing the requisite number of signatures, the petition will be reviewed and verified by the Public Works Department. The verified petition, along with documentation of traffic study information, will be considered for planning appropriate traffic calming devices. Priority and need will be determined by City staff once per fiscal year for Stage 2 measures. City staff will present the recommendation and prioritization to the Board of Aldermen during the budget process for approval and authorization. The decision of the Board of Aldermen shall be final.

### **Funding and Priority Ranking**

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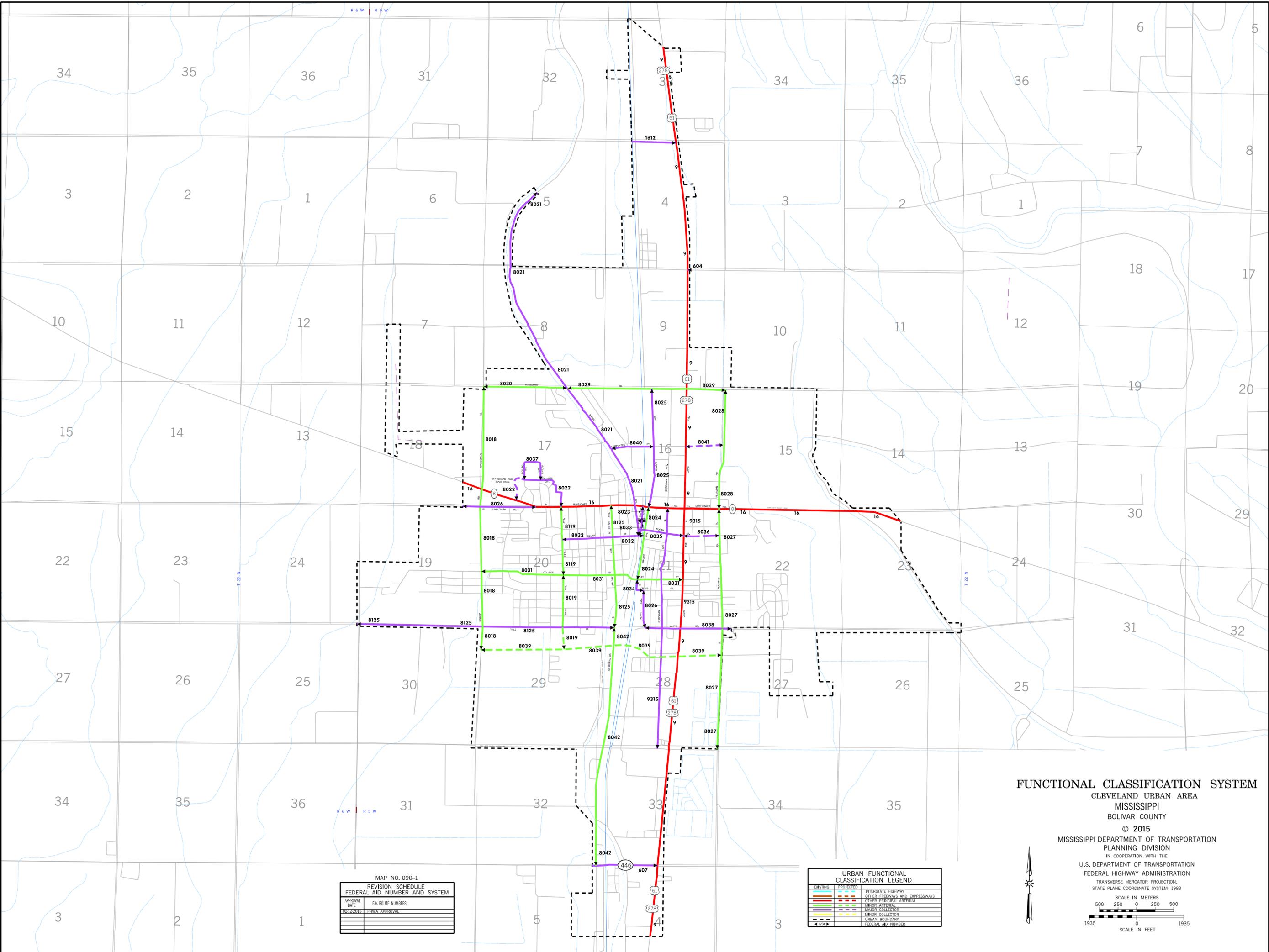
### **Removal of Stage 2 Traffic Calming Devices**

Stage 2 Traffic Calming Devices installed upon resident petition pursuant to this policy may be removed by the City upon a determination that the removal is required for public safety reasons or a determination is made that the criteria for Stage 2 Traffic Calming Devices is no longer met because of changes in the area.

### **Funding of Removal**

Removal of Stage 2 Traffic Calming Devices or other traffic calming devices initiated by the Board of Aldermen, the Cleveland Public Works Department or any other city department shall be funded

through the City of Cleveland's General Fund.



MAP NO. 090-1  
 REVISION SCHEDULE  
 FEDERAL AID NUMBER AND SYSTEM

APPROVAL DATE	F.A. ROUTE NUMBERS
02/12/2015	FHWA APPROVAL

URBAN FUNCTIONAL CLASSIFICATION LEGEND

EXISTING	PROJECTED	DESCRIPTION
[Red line]	[Red dashed line]	INTERSTATE HIGHWAY
[Orange line]	[Orange dashed line]	OTHER FREeways AND EXPRESSWAYS
[Green line]	[Green dashed line]	OTHER PRINCIPAL ARTERIAL
[Purple line]	[Purple dashed line]	MINOR ARTERIAL
[Blue line]	[Blue dashed line]	MAJOR COLLECTOR
[Yellow line]	[Yellow dashed line]	MINOR COLLECTOR
[Dashed line]	[Dashed line]	URBAN BOUNDARY
[Number in circle]	[Number in circle]	FEDERAL AID NUMBER

**FUNCTIONAL CLASSIFICATION SYSTEM**  
 CLEVELAND URBAN AREA  
 MISSISSIPPI  
 BOLIVAR COUNTY  
 © 2015  
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 PLANNING DIVISION  
 IN COOPERATION WITH THE  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 TRANSVERSE MERCATOR PROJECTION  
 STATE PLANE COORDINATE SYSTEM 1983

SCALE IN METERS  
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