

## **Introduction & General Standards**

### **Objective**

The Traffic Calming Program provides property owners with a method to request Traffic Calming Projects on county-maintained neighborhood roads. The Traffic Calming Program is to help improve the safety and accessibility of streets for all users, regardless of age, ability, income, ethnicity, or travel mode. Overall, this program represents Macon Bibb County's intent to design its publicly-owned streets to support safe, affordable, equitable, and healthy mobility options. These Projects are intended meet the desired result of reducing neighborhood speeds and embrace design as a method to advance our [Vision Zero Action Plan](#) and [Complete Streets Policy](#).

### **Introduction**

Macon-Bibb County residents have expressed concerns about speeding and cut-through traffic in residential neighborhoods. In response to public interest, Macon-Bibb County has developed a Neighborhood Traffic Calming Program. This program focuses on lower-cost measures effective at slowing vehicular speeds on residential streets. The program does not consider larger-scale mitigations to traffic congestion or speeding challenges, speeding on higher-volume arterial streets, nor does it involve multi-block infrastructure improvements. Instead, traffic calming is a resident-directed, block-by-block solution to address mid-block speeding on residential streets. This program will consider Traffic Calming installations on streets classified as local residential streets that have a speed limit of 25 mph. The Traffic Engineering Department will conduct a complete evaluation of the speed severity on these streets. If the conditions set forth are not met, special consideration may be given to locations such as historic districts, school zones, or areas with frequent special events where traffic calming is needed. The purpose of the Traffic Calming Policy is to provide administrative procedures needed to evaluate and implement traffic-calming measures on residential streets. In addition, this policy will provide guidance on applications for Traffic Calming Projects.

### **Function of the Macon-Bibb County's Traffic Calming Program**

The main function of the Traffic Calming program is to aid citizens in determining if their streets have a speeding problem and to educate them on traffic-calming options. Traffic calming is generally applicable on local, residential streets with lower traffic volumes. Although speeding may be a problem on larger collector and arterial streets, these streets are designed to function differently and may not be applicable for certain treatments. Likewise, very small streets (like cul-de-sacs) or streets not having larger connectivity may not be eligible. When properly installed, they should foster a constant speed, ranging between 28 to 30 mph. They should not be misconstrued as enforcement mechanisms. Objective data is used to determine a prioritized list of neighborhoods for which to develop treatments.

### **What are Traffic Calming Projects?**

Different types of traffic calming projects are appropriate on different types of streets – most often it involves physical safety improvements which consist of horizontal deflection, vertical deflection, routing restrictions, and roadside features that use self-enforcing physical means to produce desired effects. Examples of traffic calming techniques include speed humps, speed cushions, speed tables, raised crosswalks, chicanes, median islands, traffic circles, changes to lane widths, and lane shifting.



**Vertical**-A vertical deflection creates a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort.

Types of vertical deflections are:

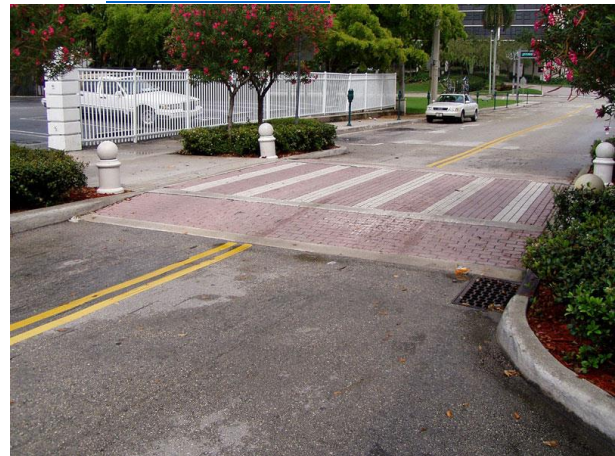
- [Speed hump](#)



- [Offset Speed Tables](#)



- [Raised crosswalk](#)



- [Speed cushion](#)



- [Raised intersection](#)



- [Speed table](#)



**Roadside** - A street width reduction narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety. The measure can also reduce the distance a pedestrian walks to cross a street, reducing exposure to pedestrian/vehicle conflicts.

Types of street width reductions are:

- [Corner extension](#) (i.e., a curb extension at an intersection)



- [Choker](#) (i.e., a midblock curb extension)



- [Median island](#)



- [On-street parking](#)



- [Road diet](#)



**Routing Restriction**- Prevents certain vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

Types of routing restrictions are:

- [Diagonal diverter](#)



- [Median barrier & Forced turn island](#)



- [Full closure](#)



- [Half closure](#)



## **Legal Authority**

Pursuant to the Official Code of Georgia Annotated Sections 32-4-41 and 32-4-42, Macon-Bibb County has the power to construct, maintain, improve, and control the streets that lie within its limits. Traffic Calming Projects shall be installed only in accordance with Georgia law and Chapter 18 of the Code of Ordinance of Macon-Bibb County, Georgia.

*Caveat: Irrespective of the criteria and procedure described below, the Macon-Bibb County, having the overall responsibility for its streets, retains the right to erect, or not, Traffic Calming Projects depending on whether the County, in its discretion, determines that Traffic Calming Projects are necessary and/or advisable for the protection of motorists and pedestrians upon the County's streets and highways.*

## **Standardization of Application**

Macon's Traffic Engineering Department acknowledges The Manual on Uniform Traffic Control Devices (MUTCD) as authority on the subject of speed calming. In keeping with the general recommendations of MUTCD, the Traffic Engineering Department agrees that uniformity aids in the recognition and understanding of traffic control devices. Strict adherence to the standards and guidelines outlined in this Manual will ensure any given Traffic Calming installation will be equally recognizable and will require the same action on the part of the motorists. Macon's Traffic Engineering Department acknowledges the [Traffic Calming ePrimer](#) as our reference for traffic calming measures.

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### **Elements of a Traffic Calming**

*Subject to the above caveat, the following elements are mandatory and must be met before the petition process may commence.*

### **Considerations & Requirements**

The Traffic Engineering Department will use a data-driven approach to address Traffic Calming projects systemically and equitably. There are a few factors that are considered by the Traffic Engineering Department & Pedestrian Safety Review Board to determine the feasibility of a traffic calming project.

### **Eligibility Considerations** by Traffic Engineering Department

- If the street block is in a school zone or within proximity to commercial/retail activity this improves the likelihood of eligibility.
- If there is a community center, senior center, park, or playground on your block this improves the likelihood of eligibility.
- If there is a frequent MTA route within proximity to the area of concern this improves the likelihood of eligibility.
- If your street is on the bicycle network this also improves the likelihood of eligibility.
- The street should have a minimum average daily traffic of five hundred (500) vehicles per day.
- The Macon-Bibb County Fire Department and the Macon-Bibb County Police Department must agree with the installation of Traffic Calming Projects to assure that emergency response times and road access are not negatively affected by the Traffic Calming.
- If the study indicates that the average speed is, at least, 11 miles per hour over the posted 25 mph speed limit.

### **Eligibility Requirements**

The street or section of the street being considered must meet the following requirements.

1. The street under consideration shall be classified as a county road.
2. A minimum street length of 750 feet; cul-de-sacs will not be considered for Traffic Calming Projects.
3. The project must meet the Eligibility Requirement Table.

**That's it!**

<b>Eligibility Requirement Table</b>			
<b>Factors Considered</b>	<b>Description</b>	<b>Weight</b>	<b>Points</b>
Land Use	1. If the street block is in a school zone or within proximity to commercial/retail activity this improves the likelihood of eligibility. 2. If there is a community center, senior center, park, or playground on your block this improves the likelihood of eligibility. 3. If there is a frequent MTA route within proximity to the area of concern this improves the likelihood of eligibility	15%	3
Pedestrian Facilities	1. If your street is on the bicycle network this also improves the likelihood of eligibility 2. Corridor with sidewalk on at least one side of the road – those with the lowest sidewalk coverage receive 2 points, and those with full coverage receive 0	10%	2
Volume	The street should have a minimum average daily traffic of five hundred (500) vehicles per day	20%	4
Emergency Access	The Macon-Bibb County Fire Department and the Macon-Bibb County Police Department must agree with the installation of Traffic Calming Projects to assure that emergency response times and road access are not negatively affected by the Traffic Calming (each department gets 2 voting points)	20%	4
Speed	If the study indicates that the average speed is, at least, 11 miles per hour over the posted 25 mph speed limit.	20%	4
Social Vulnerability Index	Social economic considerations to protect the most vulnerable communities burdened by historic disenfranchisement (redlining, Jim crow, highway expansion act, urban renewal, poverty, environmental justice, community health, ADA accessibility, educational attainment etc.)	15%	3
total		100%	20
			16+
			14-15

Total Voting Points

**Project Approved**

*Project to be Considered*

## Scoring Rubric for the Eligibility Requirement Table

### Land Use Scoring      3 points

1. If the street block is in a school zone or within proximity to commercial/retail activity this improves the likelihood of eligibility.                      (1 point)
2. If there is a community center, senior center, park, or playground on your block this improves the likelihood of eligibility.                      (1 point)
3. If there is a frequent MTA route within proximity to the area of concern this improves the likelihood of eligibility.                      (1 point)

### Pedestrian Facilities      2 points

1. If your street is on the bicycle network this also improves the likelihood of eligibility                      (1 point)
2. Does the corridor have sidewalk on at least one side of the road
  - i. No sidewalk coverage receives                      (2 points)
  - ii. Partial Sidewalks, sidewalks on one side, or incomplete sidewalks                      (1 point)
  - iii. Those with complete sidewalk coverage receive                      (0 points)

### Volume                      3 points

1. The street should have a minimum average daily traffic of five hundred (500) vehicles per day
  - i. 500+ vehicles                      (4 points)
  - ii. 300-500 vehicles                      (3 points)
  - iii. 200-300 vehicles                      (2 points)
  - iv. < 200 vehicles (1 point)

### Emergency Access 4 points

1. The Macon-Bibb County Fire Department and the Macon-Bibb County Sherrif's Department must agree with the installation of Traffic Calming Projects to assure that emergency response times and road access are not negatively affected by the Traffic Calming
  - i. Macon-Bibb County Fire Department representative                      2 points
  - ii. Macon-Bibb County Sherrif's Department                      2 points

### Speed                      4 points

1. If the study indicates that the average speed is, at least, 11 miles per hour over the posted 25 mph speed limit.
  - i. 11 miles per hour over the posted speed                      4 points
  - ii. 5 miles per hour over the posted speed                      3 points
  - iii. Average speed is posted speed                      2 points
  - iv. Average speed is below posted speed                      1 point

### Social Vulnerability Index      3 points

1. Social economic considerations to protect the most vulnerable communities burdened by historic disenfranchisement (redlining, Jim crow, highway expansion act, urban renewal, poverty, environmental justice, community health, ADA accessibility, educational attainment etc.)
  - i. Economic (Median household income below state average based on census block data). 1.5 points
  - ii. Built Environment (environmental justice/ Historically disenfranchised) 1.5 points

*\* If a project adversely impacts a category listed in SVI, then they shall not receive a point for that category*

*\*If the project does not negatively impact the listed SVI categories, then they shall receive a point per category*

## **Steps to Obtaining a Traffic Calming Project**

- **First** (Citizen)
  - An individual, a neighborhood association, a subdivision association, or a group of landowners in a neighborhood or subdivision determines there is a problem with speeding on their streets that they believe would be alleviated through the placement of Traffic Calming Projects.
    - **The citizen or group takes a picture of the desired block or issue needing to be addressed and completes and submits the Needs Assessment Application to the Traffic Engineering Department through SeeClickFix app.**
- **Second** (Traffic Engineering Department)
  - The Initial Review for traffic calming eligibility will be done by the Traffic Safety Manager.
    - **If the area does not meet** the requirements listed then the citizen who submitted the application will be notified and the process ends.
    - **If the area does** meet the Program Criteria/Guidelines, then the Needs Assessment Application will be forwarded to Traffic Engineering for re-evaluation.
- **Third** (Traffic Engineering Department)
  - The Traffic Engineer will determine whether the street or streets meet the mandatory criteria set out in Considerations & Requirements and, if so, a Traffic calming plan will be developed for the project area by either the Traffic Safety Manager or Traffic Engineer.
  - **If the area does not meet the requirements** listed in Considerations and Requirements, then the citizen who submitted the application will be notified.
    - **If the applicant requests an appeal** after the Traffic Engineer has reviewed their application, then the citizen is placed on Pedestrian Safety Review Board agenda for appeal.
    - **Residents of the project area will be notified** by the Applicant and/or Traffic Safety Manager of the traffic calming request and invited to the Pedestrian Safety Review Board meeting to review the proposed plan.
    - **If the appeal is denied** at the Pedestrian Safety Review Board, then the citizen is notified, and the process ends.
    - **If the appeal is granted** by the Pedestrian Safety Review Board, then a Traffic calming plan will be developed for the project area by either the Traffic Safety Manager or Traffic Engineer.
- **Fourth** (Traffic Engineering Department)
  - Once a Traffic calming plan is developed, residents of the project area should be notified by the applicant and Traffic Safety Manager of the traffic calming request and invited to request any additional changes to the plan they feel necessary.
  - The Traffic Engineer or Traffic Safety Manager will review suggested changes and make updates to the plan as necessary.
- **Fifth,** (Citizen)
  - Once the Final Traffic Calming Plan is developed, the plan is brought to PSRB for review.
  - Once Approved by PSRB the project will get a temporary 90-day installation.
    - **During that 60-day** period any neighbors who are opposed to the Traffic Calming Project must collect 51% of the neighborhood signatures to prevent permanent measures from being installed.
    - **After 60 days** if the 51% of signatures are not collected, the installation of **permanent Traffic Calming measures are to follow** once funding is determined based on the order of requests received.

The project area is defined as:

- A. Every parcel having frontage on the street proposed for traffic calming, and
- B. Every parcel on cross streets up to the next major intersecting street that must use a proposed traffic calmed street as its primary access.

# Just Apply

# We'll Handle the Rest!

Citizen completes and submits Needs Assessment Application to Traffic Engineering Department through SeeClickFix

Initial Review for traffic calming eligibility by Traffic Safety Manager

Does not meet minimum requirements

Citizen notified, process ends.

Needs Assessment Application forwarded to Traffic Engineering for Final evaluation

Appeal requested

Traffic calming plan developed for project area

Appeal granted

Citizen placed on Pedestrian Safety Review Board agenda

Traffic Calming Plan Reviewed at Pedestrian Safety Review Board meeting. Residents of project area notified of PSRB plan review. Traffic Calming Plan will be reviewed with neighborhood group by the Traffic Safety Manager

Appeal Denied

Process ends.

Traffic Engineer reviews changes. Updates plan, if necessary

Proceed with implement temporary Traffic Calming Project for 90 days

Citizen Opposed to project have 90 days to secure 51% of owners signatures to prevent permanent traffic calming measures.

County proceeds with installation of permanent measures

Signatures Secured

At 90 days Temporary Project removed. Process ends

## **Publicly Financed**

Petitioners of approved Traffic Calming Plans such as, but not limited to, neighborhood associations or individual homeowners in the project area (defined as every parcel having frontage on the street proposed for traffic calming, and every parcel on cross streets up to the next major intersecting street that must use a proposed traffic calmed street as its primary access) may choose to finance Traffic Calming interventions privately but the Pedestrian Safety Review Board will determine the timeline of when projects can be installed in order to maintain an installation timeline based on the order in which the Traffic Engineering division received an application. The PSRB will finance approved Traffic Calming Plans. At least 70 percent of all property owners in the affected area must vote in favor of the Traffic Calming Projects for private funding to be approved. Before approval of the placement of Traffic Calming interventions is granted, the Traffic Engineering Department will determine if the placement of the Traffic Calming intervention in the affected area will be detrimental to the safety of motorists and pedestrians on adjoining, crossing, and/or parallel streets.

Once intervention locations have been approved, and the Pedestrian Safety Review Board have approved to fund the intervention, the Traffic Engineering Department will prepare a drawing, indicating the traffic calming measures and any additional signs, and required pavement markings. Installation and maintenance costs vary from location to location, depending on the width of the street and the number of Traffic Calming Projects and warning signs.

Macon-Bibb County, as owner of the roads lying within its geographical boundaries, will either install the Traffic Calming Projects itself or will contract with a builder who has been approved to do the work. Before any Traffic Calming Projects can commence every parcel having frontage on the street proposed for traffic calming, and every parcel on cross streets up to the next major intersecting street that must use a proposed traffic calmed street as its primary access will be notified via signage and or direct contact.

*Macon-Bibb County has currently allocated funds to construct Traffic Calming Projects; therefore, construction of Traffic Calming Projects will be publicly funded unless private citizens are willing to contribute. The County, in its discretion, has the right to consider, but is not obligated to provide, additional means of funding in the future.*

## **Maintenance, Repair, and Removal**

### **Maintenance and repair**

The County will provide routine maintenance and repair of Traffic Calming Projects. Traffic Calming Projects requiring substantial repair and maintenance may be subject to removal per the discretion of Macon-Bibb County.

### **Removal of Traffic Calming Projects**

Removal of Traffic Calming Projects can proceed if the County determines it is in the best interests of the Macon-Bibb County, its residents, and motorists upon its streets or if it is presented as a petition requesting that Traffic Calming Projects be removed as described below. The Traffic Engineer shall make the final decision.

### **By petition of property owners**

At least 51 percent of the property owners in the project area of the Traffic Calming Project must petition in favor of removing the Traffic Calming Project for the PSRB to consider their request for the removal of the Traffic Calming Project. Upon submission of the petition to the Traffic Safety Manager or Traffic Engineer, the Traffic Engineer or his or her designee shall review the suitability of the Traffic Calming Project and present findings to the PSRB. The PSRB shall consider commentary from the Traffic Engineer or the designee and members of the public. The PSRB shall make a non-binding recommendation to the Traffic Engineer as to whether the Traffic Calming Project should be removed. The County may also independently determine that Traffic Calming Projects are no longer advisable, appropriate, or needed. If a real parcel in the project area has more than one owner, then all owners of that real property parcel must sign the petition for that parcel to count toward the minimum percentage requirement for the petition. Each lot counts as only one vote, regardless of the number of owners signing.

Rental tenants are not an acceptable substitute for the legal landowner. Macon-Bibb County, in its discretion, retains the right to remove Traffic Calming Projects when it determines such measures are no longer advisable, appropriate, or necessary, regardless of the outcome of any vote by landowners for removal. For subdivisions not completely built out, a minimum of 60 percent of the total units must be occupied before a petition for the removal of Traffic Calming Projects will be considered. The final decision rests with the Traffic Engineer.

## Traffic Calming Needs Assessment Application

### Are you a .....

Resident Renter	<input type="checkbox"/>
Property Owner	<input type="checkbox"/>
Do not live in the project area	<input type="checkbox"/>

### If traffic calming is implemented, would you be willing to have traffic calming measures (median islands, speed humps, corner bulb-outs, etc.) being placed in front of your home?

	Yes	No
Property Owner	<input type="checkbox"/>	<input type="checkbox"/>
Resident /renter	<input type="checkbox"/>	<input type="checkbox"/>

### Out of the following options, which is the biggest obstacle to traffic safety?

Neighbors	<input type="checkbox"/>
Cut Through Traffic	<input type="checkbox"/>
Cars (personal vehicles)	<input type="checkbox"/>
Delivery trucks (commercial vehicles)	<input type="checkbox"/>
Active Construction Zone	<input type="checkbox"/>

### Are there any traffic calming measures in the area now?

Stop signs	<input type="checkbox"/>
Speed bumps	<input type="checkbox"/>
Curb extensions	<input type="checkbox"/>
Bollards	<input type="checkbox"/>
Other	<input type="checkbox"/>

### What Traffic Issue are you experiencing?

Select all that apply	Speeding	<input type="checkbox"/>
	Traffic Volumes	<input type="checkbox"/>
	Cut-through Traffic	<input type="checkbox"/>
	Traffic Accidents	<input type="checkbox"/>
	Pedestrian Safety	<input type="checkbox"/>

	Bike Safety	<input type="checkbox"/>
	Other (please specify)	<input type="checkbox"/>

**Please identify the time of the day when the traffic problems appear to be the worst**

AM peak (7am-9am)	<input type="checkbox"/>
PM peak (4pm-6pm)	<input type="checkbox"/>
Afternoon (12pm-3pm)	<input type="checkbox"/>
Evening (6pm-10pm)	<input type="checkbox"/>
Night (10pm-4am)	<input type="checkbox"/>

**Characteristics of your neighborhood**

Heavy pedestrian usage	<input type="checkbox"/>
Heavy use by cyclists	<input type="checkbox"/>
Other vulnerable users	<input type="checkbox"/>
Parks	<input type="checkbox"/>
Elderly housing	<input type="checkbox"/>
Shopping area	<input type="checkbox"/>
Subdivision	<input type="checkbox"/>
Single Family homes	<input type="checkbox"/>
Other pedestrian generating facilities	<input type="checkbox"/>
Mix of SFH, duplex, triplex, apartment	<input type="checkbox"/>
Lack of sidewalks	<input type="checkbox"/>
Limited sight distance	<input type="checkbox"/>
Lack of Street Lights	<input type="checkbox"/>
Bust Stop Near	<input type="checkbox"/>
Historic Neighborhood	<input type="checkbox"/>

**Public Facilities in Vicinity**

Schools	<input type="checkbox"/>
Hospitals	<input type="checkbox"/>
Place of Worship	<input type="checkbox"/>
Recreational Centers	<input type="checkbox"/>
Hotels	<input type="checkbox"/>
Sports/ Entertainment Facility	<input type="checkbox"/>
Historic monuments	<input type="checkbox"/>

### Which option sounds like the best solution?

Would signage work?	Stop Sign	<input type="checkbox"/>
	Luminated Stop Sign	<input type="checkbox"/>
	Children at Play	<input type="checkbox"/>
	Slow Down	<input type="checkbox"/>
	No Through Traffic	<input type="checkbox"/>
	Speed Awareness Sign	<input type="checkbox"/>
	Speed Limit	<input type="checkbox"/>
<p><i>Though signage does not directly force behavioral change, they are enforceable by law.</i></p>		

### Which option sounds like the best solution?

Vertical Deflection	<a href="#">Speed Cushion</a>	<input type="checkbox"/>
	<a href="#">Speed Hump</a>	<input type="checkbox"/>
	<a href="#">Speed Table</a>	<input type="checkbox"/>
<p><i>A vertical deflection creates a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort.</i></p>		

### Which option sounds like the best solution?

Road Reduction	<a href="#">Curb Extension</a>	<input type="checkbox"/>
	<a href="#">Choker</a>	<input type="checkbox"/>
	<a href="#">Median island</a>	<input type="checkbox"/>
	<a href="#">Road diet</a>	<input type="checkbox"/>
	<a href="#">On-street parking</a>	<input type="checkbox"/>
<p><i>A street width reduction narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety. The measure can also reduce the distance a pedestrian walk to cross a street, reducing exposure to pedestrian/vehicle conflicts.</i></p>		

**Which option sounds like the best solution?**

Routing Restrictions	<a href="#">Diagonal Diverter</a>	<input type="checkbox"/>
	<a href="#">Half Road Closure</a>	<input type="checkbox"/>
	<a href="#">Full Road Closure</a>	<input type="checkbox"/>
	<a href="#">Median Barrier &amp; Forced Turn Island</a>	<input type="checkbox"/>
<i>Prevents certain vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.</i>		

**Which option sounds like the best solution?**

Horizontal Deflection	<a href="#">Lateral shift</a>	<input type="checkbox"/>
	<a href="#">Traffic circle</a>	<input type="checkbox"/>
	<a href="#">Chicane</a>	<input type="checkbox"/>
	<a href="#">Mini-Roundabout</a>	<input type="checkbox"/>
	<a href="#">Roundabout</a>	<input type="checkbox"/>
	<a href="#">Realigned Intersection</a>	<input type="checkbox"/>
<i>Horizontal deflection hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle to comfortably navigate the measure.</i>		

Please return the completed Traffic Calming Needs Assessment to:

Macon-Bibb County Engineering Department

780 3rd St, Macon, GA 31201

ATTN: Pedestrian Safety Review Board Macon, GA

City Hall 700 Poplar Street Macon, GA 31201