

Traffic Calming Parameters for Existing Neighborhoods

The following is a set of parameters to qualify for traffic calming and a separate set of parameters for design of a traffic calming plan. Changes to the program will be approved by the City Commission and will be implemented as directed; it will be the responsibility of the applicant to ensure that they are following the currently approved program. **Arterial and Collector Streets as defined in the Johnson City Zoning Map are not eligible to be considered in this program.** The City may, at its discretion, install traffic calming devices without neighborhood involvement at locations near schools, parks, areas of high pedestrian activity, or other areas determined by the City to be in the best interest of the citizens of Johnson City.

Preliminary Qualification Criteria

1. An application must be completed and turned in by a citizen in the neighborhood with signatures of three (3) additional property owners.
2. Traffic volume and speed data will be scheduled and collected from Wednesday afternoon to Monday morning at selected locations in the neighborhood. The speed and volume data is analyzed to determine if any of the neighborhood streets qualify for traffic calming against the following criteria:
 - The 85%ile speed must exceed 32 mph on one of the neighborhood streets, or
 - The traffic volume must exceed 1500 vehicles per day and 85%ile speeds must exceed 29 mph on the same street, or
 - There must have been a recorded traffic accident recorded within 24 months of the application and the 85%ile speeds must exceed 29 mph on the same street, or
 - There must have been a recorded traffic accident involving a pedestrian recorded within 24 months of the application and the 85%ile speeds must exceed 25 mph on the same street, or
 - There must have been multiple recorded traffic accidents involving pedestrians recorded within 24 months of the application.
 - It can be clearly and indisputably demonstrated that vehicles driving too fast are causing vehicles to leave the roadway and other methods to address the problem are determined by City staff to be inappropriate or unreasonable.
3. At a neighborhood meeting, a brief presentation will be given to those present to explain the purpose and methods of traffic calming with basic plan development guidelines, and will define the service area (areas to be considered for traffic calming and for voting) and the streets eligible for traffic calming. A street meeting any of the criteria in #2 or a parallel or

Traffic Calming Parameters for Existing Neighborhoods

other street that could logically be used as means to avoid the traffic calming devices placed on an otherwise qualifying street is considered to be a qualifying street.

Plan Development Criteria

The neighborhood representatives develop a plan for their neighborhood with guidance of City staff that meets the following minimums:

1. All traffic calming devices (not signs) shall have a minimum of 200 feet of sight distance, and
2. Shall not be placed on any grade in excess of 8% grade, and
3. Shall not be placed within 300 feet of a stop sign (except a raised intersection) or within 400 feet of another traffic calming device (if a variance to the 300 and 400 feet spacing requirements is desired, justification must be presented and approved at the sole discretion of City staff), and
4. Shall not be placed on any dead end street less than 800 feet unless it can be clearly and indisputably demonstrated that vehicles driving too fast are causing vehicles to leave the roadway and other methods to address the problem are determined by City staff to be inappropriate or unreasonable, and
5. Shall not be placed at any location requiring additional R-O-W (such a project may be pursued outside of the traffic calming program), and
6. Shall only include speed humps and/or traffic circles (other devices have been determined to be ineffective, unfeasible or problematic when retrofitted into existing neighborhoods); requests for other devices or treatments are not included in this program and must be requested to the appropriate City staff or commission as directed by City staff, and
7. Shall not be placed without signs and/or markings determined to be necessary by City staff, and
8. Shall not have any amenities in excess of the standard program unless the neighborhood works with City staff to have such implemented, and the additional costs for materials and labor are paid for by the neighborhood.

Voting Criteria and Implications

Voting must be conducted following receiving a ballot sheet and map with the plan for the neighborhood. Citizens collecting signatures must not pressure owners for a vote to support their cause. A re-vote may only be conducted if there is a plan change or a supplement application approved by City staff. The voting procedure is as follows:

1. City staff will provide a ballot sheet and a map of the plan developed by the neighborhood that shows as much detail as possible of the neighborhood and its proposed traffic calming devices.

Traffic Calming Parameters for Existing Neighborhoods

2. The neighborhood will circulate the ballot sheets and map, provided by the City, and return the ballot sheets with signatures, votes or explanations of missing data after making at least 3 attempts to contact the owner of each home.
3. Homeowners are the eligible voters; where there are apartments being rented, each individual apartment rental building counts as a separate property (if there are three (3) or more buildings), for which a vote is required.
4. The votes will be tabulated to determine the devices that meet the voting criteria as noted here:
 - A vote of at least 70% in favor of the established plan is required for any traffic calming device to be placed in a subdivision, and
 - No traffic calming device shall be placed on any block where the vote in that block is not at least 70% in favor of the plan, and
 - No traffic calming device shall be placed in front of any developed property where a “No” vote is registered. A device may be shifted a short distance away from the property where the vote was “No” if the properties where it has been moved re-sign acknowledging the shifted device and their agreement with the new location of the device adjacent to their property; an entire re-vote shall not be required to include the device as long as all other criteria is met.
5. The plan will be submitted to the City Commission for their approval that includes information of the voting, devices and a recommendation by City staff. If the City Commission does not approve the plan, the applicant will be directed by the City Commission or Staff how to proceed, if at all.

Appeals

If the applicant has been turned down for traffic calming in their neighborhood, and the applicant would like to appeal the decision, an **Appeal Form** must be completed and submitted to the Public Works Director as a first appeal.

If an applicant is turned down on the first appeal and a second appeal is desired, a new **Appeal Form** must be completed and submitted to the City Manager. If the applicant is turned down on the second appeal, the applicant will be required to follow the standard procedure outlined in the program.

Failure to follow the appeal process will invalidate the appeal request.