

RESIDENT TRAFFIC PROGRAM



City of Peoria



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INTRODUCTION

The City of Peoria Traffic Engineering Division recognizes the ongoing response from the community regarding traffic in residential neighborhoods and on Peoria streets. Traffic Engineering staff can assist by improving conditions through optional Speed Humps or Cushions, Parking Restrictions Signs, and Deaf/Blind Child Warning Signs, which can all be requested by residents. Other options, such as Traffic Signals, Stop Signs, and Crosswalks must follow federal, state, and local guidelines, which must be determined by the City Engineer and/or City Traffic Engineer.

GOALS

The Traffic Engineering Division distinguishes the following goals for the Resident Traffic Program:

- To improve quality of life for Peoria residents
- To increase public health, safety, and welfare
- To develop and maintain a transportation system that accommodates all users
- To enhance accessibility for all users including pedestrians and bicyclists

RESIDENT OPTIONS

The following resident guidelines on Pages 2-4 detail programs to assist residents with concerns about speeding or excessive traffic on neighborhoods streets. The Resident Traffic Program is an expansion of the Neighborhood Traffic Management Program (NTMP) and outlines the process by which residents may request traffic calming and parking restrictions through a petition process, or specialty warning signs through a formal request.

Requests for Speed Humps or Cushions, Parking Restrictions Signs, and Deaf/Blind Child Warning Signs are initiated by contacting the Traffic Engineering Division at 623-773-7394 or inettrafficengineering@peoriaaz.gov. A request form is also included on Page 7 of this document and can be dropped off in-person or through the mail to:

City of Peoria – Development and Engineering
Re: Resident Traffic Program Request
9875 N. 85th Avenue
Peoria, AZ 85345

CITY OPTIONS

The following City guidelines on Pages 5-6 outline additional information about other Traffic Control Devices that the Traffic Engineering Division utilizes and can only be approved by the City Engineer and/or City Traffic Engineer

- Traffic Control Devices are markers, signs, and signal devices used to inform, guide, and control traffic, including pedestrians, motor vehicle drivers, and bicyclists. These devices are usually placed on City roads requiring traffic control to safely move all forms of transportation.
- Engineering Judgment is the evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices for deciding upon the applicability, design, operation, or installation of a traffic control devices. All programs identified in this document are subject to approval by the City Engineer and/or City Traffic Engineer.



SPEED HUMPS OR CUSHIONS

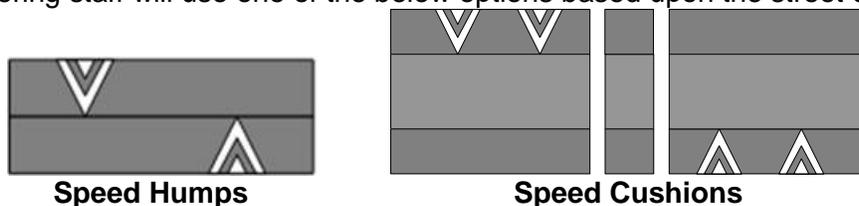
Residents may request Speed Humps or Cushions through a petition process to address speeding concerns on Collector Streets and Local Streets with direct driveway access.

PROCESS

- Traffic Engineering staff will conduct a traffic count to determine speeds and volumes on the requested street. Studies are typically conducted during the school year at a location where speeds are likely to be highest.
- If the traffic count shows a speed at least five miles per hour greater than the posted speed limit, the street is eligible for Speed Humps on Local Streets or Speed Cushions on Collector Streets. Non-qualifying streets may be requested again after twelve months.
- City staff will coordinate with the requestor to select proposed locations for installation and will generate a 'Preliminary Location' map identifying the critical properties for approval. This map is not the formal petition. The requestor shall speak with the required property owners to determine if they will be in support of the proposed locations.
- If the required property owners do not approve, the requestor shall coordinate with Traffic Engineering staff to adjust the proposed locations or abandon the effort.
- If the required property owners do approve, the requestor shall contact Traffic Engineering staff to generate a formal petition depicting the approximate installation locations, petition boundary, and required property owner signatures.
- The requestor will circulate the petition to the properties within the area for signature.
- A minimum of 70% of the property owners within the petition boundary must sign the petition and indicate "YES" for the request to be completed. Signatures from tenants or renters will not be accepted. If the area contains a Homeowners' Association (HOA) common area, the HOA Board must gain approval through board action documented in the official meeting minutes.
- The original petition form must be returned in person or mailed to the City of Peoria.
- The City Traffic Engineer will review and approve or deny the request. If approved, the Speed Humps/Cushions will be installed at no cost upon funding availability. The exact number and location of the installation will be determined by Traffic Engineering staff.

OPTIONS

Traffic Engineering staff will use one of the below options based upon the street classification:



NOTES

- Speed humps/cushions shall not be installed on streets without curb and gutter or on streets with a slope greater than 6%, unless approved by the City Traffic Engineer.
- Petitions shall be completed and returned to the City of Peoria within three months.
- Installations cannot be considered for removal for at least one year after installation. The process to remove the installation follows the same petition requirements.



PARKING RESTRICTIONS SIGNS

Residents may request parking restrictions adjacent to their property through a petition process to address excessive on-street parking. The restriction applies to an entire block or street segment from intersection to intersection. No partial block installations are permitted.



PROCESS

- Traffic Engineering staff will create and send the requestor a petition with a description of the type and times of the restriction, and a map showing the proposed boundary area.
- The requestor will circulate the petition to the properties within the area for signature.
- A minimum of 80% of the property owners within the petition boundary must sign the petition and indicate “YES” for the request to be completed. Signatures from tenants or renters will not be accepted. If the area contains an HOA common area, then the HOA Board must gain approval through board action documented and provided in the official meeting minutes.
- The original petition form must be returned in person or mailed to the City of Peoria.
- The City Traffic Engineer will review and approve or deny the request. If approved, the signs will be installed at no cost. The exact number and locations of the parking signs will be determined by Traffic Engineering staff. Typical sign spacing is 100-250 feet.

OPTIONS

The requestor may pursue any of the below parking restriction sign options. These are in effect at all times or from 7:00 a.m. to 4:00 p.m. on school days:



NOTES

- Restrictions apply to all vehicles, including those owned by residents and their guests.
- Owners must trim or possibly remove overgrown vegetation to provide sign visibility.
- Petitions must be completed and returned to the City of Peoria within three months.
- Parking restrictions cannot be considered for removal for at least one year after installation. The process to remove restrictions follows the same petition requirements.



DEAF / BLIND CHILD WARNING SIGNS

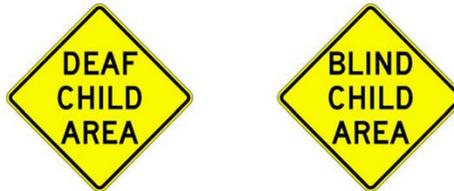
Residents may request “DEAF CHILD AREA” and “BLIND CHILD AREA” warning signs adjacent to their property for children under the age of 13 with hearing and/or vision impairments.

PROCESS

- A parent or legal guardian of the child with hearing/vision impairment(s) shall submit a request to the City of Peoria including the following information:
 - Requestor’s name and a statement that they are parent/guardian of the child;
 - Property address;
 - Contact phone number(s);
 - Name and date of birth of child with impairment(s); and
 - A statement from the parent/guardian that the residence is the child's permanent and primary residence.
- The City Traffic Engineer will review and approve or deny the request. If approved, the signs will be installed at no cost. The exact number and locations of the warning signs will be determined by Traffic Engineering staff.

OPTIONS

The requestor may pursue either of the below sign options:



NOTES

- A maximum of one sign will be installed for each direction approaching the residence of the child with the impairment(s).
- The signs will be removed when the child reaches the age of 13 or when the child no longer resides at the property.
- The requestor must contact the City yearly with a statement that the child still resides at the address. If the requestor fails to contact the City, the signs shall be removed.



TRAFFIC SIGNALS

The Manual on Uniform Traffic Control Devices (MUTCD) provides strict requirements for the installation of traffic signals. If conditions do not meet established federal guidelines, adding a traffic signal may cause more collisions, congestion and delay. If the conditions are met, an assessment of the roadway design and ensuring appropriate traffic signal spacing are considered to determine whether a traffic signal could be helpful. Where appropriate, traffic signals improve the overall flow of vehicular traffic.

Traffic signals installed at Collector and Local Street intersections may be necessary to improve access to major streets, but can result in more neighborhood cut-through traffic and rear-end collisions. The City of Peoria has developed a systematic approach of evaluating intersections to create a prioritized list of traffic signal installations. This list shall serve as guidance and shall not require the installation of a traffic signal. The intersections that do not require further assessment will remain in the set of evaluated intersections for future analyses unless removed by the City Engineer and/or City Traffic Engineer.

The City Engineer and/or City Traffic Engineer must approve any new traffic signal location based on roadway characteristics and reserve the right to install or remove any location due to safety concerns.

STOP SIGNS

The Manual on Uniform Traffic Control Devices (MUTCD) provides strict requirements for the installation of STOP signs in order to preserve respect for this restrictive traffic control device. STOP signs cannot be used as speed control devices. When a STOP sign is present, motorists are required by law to come to a complete stop before proceeding through the intersection. At locations with insufficient conflicts between vehicles, a STOP sign is often not required and can be considered excessive. The City may consider installation based upon documented crash history or sight distances restrictions that cannot be improved through other means.

The City Engineer and/or City Traffic Engineer must approve any new STOP sign location based on roadway characteristics and reserve the right to install or remove any location due to safety concerns.

All-Way Stop Signs

An ALL-WAY STOP is restrictive form of traffic control that requires a traffic study for installation. Factors that are considered in this traffic study include, traffic volumes on both streets, delay to vehicles, crash history, sight distance, and other safety factors. When the traffic volumes are approximately equal on all approaches and when there are frequent crashes, an ALL-WAY STOP may be helpful.

One or Two-Way Stop Signs

Low volume, neighborhood streets typically operate safety under the State Right-of-Way law (A.R.S. §28-771). When two vehicles enter a four-leg intersection without STOP or YIELD signs from different streets at the same time, the driver on the left must yield right-of-way to the driver on the right. This requires motorists from each direction to slow to a reasonable speed when approaching the intersection.



CROSSWALKS

The American Association of State Highway and Transportation Officials (AASHTO), ADA accessibility guidelines, and other established federal guidelines provide strict requirements for the installation of all marked (painted) crosswalks. The City will typically install crosswalks at traffic signals and all-way STOP controlled intersections of Arterial or Collector Streets. All crosswalks shall meet or exceed minimum sight distance requirements.

For uncontrolled locations, crosswalks may be considered for installation on Arterial or Collector Streets at locations with at least 20 crossings in an hour or 100 crossings in a day as determined through a Traffic Engineering Study. Crosswalks on Arterial Streets will not be installed without additional enhancements, such as pedestrian refuge islands, rectangular rapid-flashing beacons, and pedestrian hybrid beacons. The City cannot install marked crosswalks at uncontrolled crossings on Parkways due to high speeds, wide street widths, and other factors that increase the crash potential to pedestrians.

Crosswalks are not typically installed on Local Streets due to the reduced speeds and narrowed widths, unless part of an approved Suggested Route to School Walking Plan. Additional consideration may be given to locations within a quarter-mile of a significant pedestrian attraction, such as a park, school, or community center. Yellow crosswalk markings are reserved for specific school crossings coordinated between the City of Peoria and school and shall comply with state law.

The City Engineer and/or City Traffic Engineer must approve any new crosswalk or crossing treatment locations based on roadway characteristics and reserve the right to install or remove any location due to safety concerns.

OTHER TYPES OF DEVICES

Markings

Major marking types include pavement and curb markings, object markers, delineators, colored pavements, barricades, channelizing devices and islands. In some cases, markings are used to supplement other traffic control devices such as signs, signals, and other markings. In other instances, markings are used alone to effectively convey regulations, guidance, or warnings in ways not obtainable by the use of other devices.

Markings have limitations. Visibility of the markings can be limited by glare from the sun, debris, and water on or adjacent to the markings. The durability is affected by material characteristics, traffic volumes, weather, and location. Under most conditions, markings provide important information while allowing minimal diversion of attention from the roadway.

Accessible Pedestrian Signals

An accessible pedestrian signal is an integrated device that communicates information about the WALK and DON'T WALK signs for pedestrians who are blind or have low vision. This is done through non-visual formats using audible tones and vibrotactile surfaces on the pedestrian pushbutton. The button also has a locator tone for detecting the device and a tactile arrow to indicate which pedestrian street crossing is served by the device.



TRAFFIC PROGRAM REQUEST FORM

Residents may request the following optional speeding or excessive traffic options: Speed Humps or Cushions, No Parking signs, and Deaf/Blind Child warning signs through the Peoria Traffic Engineering Division. Speed Humps or Cushions and No Parking signs require the requestor to obtain property owner signatures through a formal petition. Signatures from tenants or renters are not accepted. The City Traffic Engineer will review and approve/deny the request.

Residents may begin the request process by contacting the City Traffic Engineering Division at 623-773-7394 or inettrafficengineering@peoriaaz.gov or by returning this form in person or mailed to:

City of Peoria – Development and Engineering
Re: Resident Traffic Program Request
9875 N. 85th Avenue
Peoria, AZ 85345

CONTACT INFORMATION

Name _____ Address _____

Phone _____ Email address _____

Please indicate which option you would like to learn more information about:

SPEED HUMPS AND CUSHIONS

- Staff will conduct a traffic count on the street to determine vehicle speeds and volumes. Streets with speeds at least 5 miles per hour above the posted speed limit may qualify.
- Staff will identify proposed speed hump/cushion locations and create a 'Preliminary Location' map.
- The requestor will get verbal approval from required property owners.
- Staff will create and send the requestor a petition for signatures.
- **70%** must sign and indicate "YES" for the request to be completed.

PARKING RESTRICTION SIGNS

- Staff will create and send the requestor a petition for signatures.
- **80%** must sign and indicate "YES" for the request to be completed.



DEAF / BLIND CHILD WARNING SIGNS

- Requestor will need to provide a written request with all necessary information.



Other Traffic Control Devices outlined in this document such as traffic signals, STOP signs, or marked (painted) crosswalks are determined by local, state, and federal laws and guidelines for installation. Please contact us with any questions about these or other devices.