



Traffic Access Management Program Policy

City of Cleveland
Department of Public Works
March 2004

Introduction

The current traffic calming policy criteria is based on a high vehicular/pedestrian conflict. An expanded policy is needed to include residential neighborhoods where there is neither a high vehicular count nor a high pedestrian count.

The definition of Traffic Calming from the Institute of Transportation Engineers (ITE) is as follows:

“Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”

The purpose of traffic calming is to slow speeding traffic and reduce traffic volume on residential streets without restricting access. A traffic calming program is intended to be self-enforcing without the total elimination of through access. There are effective speed control devices for use on local streets; the devices are not intended to be used on major thoroughfares where high traffic volumes exist.

A Traffic Access Management Program (TAMP) involves using all types of traffic control measures and may also include closing through access in a neighborhood. A TAMP enhances the ability of staff to comprehensively address neighborhood needs by protecting the neighborhood from the adverse effects of cut through speeding traffic. The program also includes the involvement of neighborhood residents in the process.

The TAMP will provide residents and the City of Cleveland a means of controlling and/or rerouting extraneous traffic away from neighborhoods and onto streets, which are designed for providing a safe and viable movement of large volumes of traffic. The program, in order to be effective, must also measure the impact on other neighborhoods and the existing transportation system.

Appendix III includes examples of some of the devices available for use in a TAMP.

Definitions

Local Street – *local streets* are those streets that are not classified as major streets or collector streets in the City of Cleveland Subdivision Regulations.

Traffic “Control” Devices – *traffic control devices* include signs, markings, traffic circles, traffic throats, nonrestrictive curb extensions, and other devices within the public right-of-way that affect the operation of vehicles but do not restrict access to a street.

Traffic “Diverter” Devices – *traffic diverter devices* include restrictive curb extensions, street closures, one-way operation, and other devices within the public right-of-way that restrict access to a street.

Petition Area – the *petition/study area* is defined as the “immediate affected” and “primary affected” areas.

Immediate Affected Area – the *immediate affected area* includes those streets that are experiencing traffic related problems and would most likely have a reduction in traffic after the installation of any traffic control/diverter devices.

Primary Affected Area – the *primary affected area* includes those streets that might experience increased traffic after installation of any traffic control/diverter devices in the immediate affected area.

Secondary Affected Area – the *secondary affected area* includes those streets that are indirectly affected by the installation of traffic control/diverter devices in the immediate affected area. Examples of this type would include a nearby street where the traffic patterns of residents are altered because of a traffic device even though their street is not directly affected.

Accident History – *accident history* relates to the number of correctable accidents that have been recorded during the past three years. Analyzing prior accident data can identify potential safety problems.

Traffic Volume – *traffic volume* refers to the number of vehicles passing a given point during a specified period of time. Daily (24-hour) traffic volume counts are utilized for TAMP analyses.

Traffic Speed – *traffic speed* refers to the rate of vehicle movement. The TAMP utilizes the 85th percentile speed, i.e. 85 percent of the vehicles sampled are at or below a particular speed.

Criteria

- A. Only local residential streets are eligible for traffic calming under the TAMP provided the posted speed limit does not exceed 30 mph. A local residential or neighborhood street is expected to provide access for the residences within the neighborhood and not be used as part of the networked or classified street system.
- B. There should be a limited number of permanently installed traffic calming devices used to achieve the access objective. At least two structures with adequate spacing should be used to achieve an operational and safe road section. The use of single devices on a short road section should not be allowed.
- C. Adequate access to properties by the residents and public service providers must be maintained.

- D. Direct access to the city's classified street network should be maintained for the neighborhood as much as possible.
- E. Access to neighborhood facilities must be provided if any exist.
- F. Diverted or redirected traffic is not to have an adverse affect on adjacent neighborhood streets (secondary impacted areas) or the adjoining street network.
- G. All permanently installed traffic management devices must be designed and installed in a manner that will allow access of emergency vehicles; otherwise an alternate route must be made available that will meet this criteria.
- H. Permanently placed traffic measures must accommodate any pedestrian access if required.
- I. Any businesses that are affected by the presence of any traffic management devices must be considered before construction is undertaken.

Process

There is a three-part process for a Traffic Access Management Project:

1. Determine if there is community support;
2. Implementation process is to be completed and approved before any construction is undertaken;
3. Funding identified and available for the project.

Phase 1 - Feasibility

No project will be considered without community support within the project area. This portion of the program rests with the community and requires the following steps:

- A. An individual or group in the project area must make a request to the city for action;
- B. A neighborhood citizens committee of 25% or 3-5 persons, whichever is higher, from individual residents must be formed to meet with city-designated personnel to discuss and define the neighborhood's concerns and impacted area. The potential advantages and disadvantages associated with traffic access management will be discussed at this meeting;
- C. A petition form (See appendix II) is given to each applicant for signature that the above committee will obtain from the impacted area residents. At least 75% of the residing households in the affected area are required and the petition is to be submitted to the City of Cleveland's designee before the application will be considered for study.

Phase 2 - Traffic Analysis

A traffic analysis will be conducted on each request to validate that a need exists. Traffic data will be obtained for each project area as part of the evaluation process. The Transportation Director will be responsible for obtaining appropriate data. This data is to meet or exceed the criteria established for implementation of a traffic access management project.

Staff will obtain traffic counts, do a speed study, examine physical conditions present within the project area and review any accident reports for a three (3) year period. Comments from the neighborhood will be a consideration. During this process staff will evaluate the data to determine if it demonstrates a need and that there is a feasible solution to the problem. If the request does not meet a need and/or a feasible solution cannot be found, the project will be removed from the list of traffic access management requests. The committee's contact person will be notified by mail of the status of the project.

Phase 3 - Evaluation Criteria

- 1) Safety issues related to the physical conditions of a project area will have a high priority whether there is obtainable physical evidence (accident reports etc.) or not. This condition will be documented through engineering standards, or;
- 2) A point system will be utilized to determine whether a project will remain in the TAMP. Projects will be evaluated base on criteria provided on Table 1 in the Appendix I. A minimum of three (3) points is required before the project will be prioritized and included in the TAMP. If a project is ranked sufficiently high on the priority list, funds are available, and a feasible solution can be found, the committee contact person will be notified and a neighborhood meeting will be held to discuss and/or adjustments made to staff proposals.
- 3) If the project does not meet either of the above requirements but alternative non-construction traffic control devices such as signs and/or pavement markings will be examined as a feasible solution to the request.

Phase 4 - Program implementation

After the evaluation and subsequent meeting with the neighborhood in establishing a preferred solution, a preliminary report will be written which will include all pertinent community input, staff analysis, and possible solutions. All affected city departments will review this report.

After written response has been obtained from all departments, the draft report and all findings from all departments will be discussed to adjust if necessary any problems noted and reported by city departments. A final solution and staff recommendation will be determined.

Temporary physical devices that meet the recommendation will be put in place in the street with all appropriate signs and marking. An evaluation period of between two to four months will be conducted on this installation. Any unforeseen revisions of the initial placement of devices will be adjusted as necessary.

The citizen committee will petition the neighborhood residents and obtain signatures of residents that are in favor of a permanent installation of traffic calming devices. Again, 75% of the residents, one per household, will be required before a permanent installation can be placed.

After a favorable response is obtained from the neighborhood, the Transportation Director will prepare a final report. All pertinent data and information accumulated from the project evaluation, temporary implementation, adjustments, and neighborhood support will be included with a permanent installation recommendation. This report will be submitted to the City Council for approval of the project for construction.

Appendix I

TABLE 1. Evaluation Criteria

Criteria	Points
Accident History*	
0.0 – 0.875 accidents annually	1
0.876 – 1.250 accidents annually	2
1.250 – 1.625 accidents annually	3
1.626 – 2.000 accidents annually	4
2.001 – 2.375 accidents annually	5
2.376 – 2.750 accidents annually	6
Non-correctable intersection accidents exceeding an average of 2.0 per year or,	½
Midblock accidents exceed an average of 2.0 per year	½
Traffic Volumes**	
500 – 1000 vehicles per day	½
1000 – 1500 vehicles per day	½
1501 – 1900 vehicles per day	1 ½
1901 – 2300 vehicles per day	2
2301 – 2600 vehicles per day	2 ½
2601 – 2900 vehicles per day	3
Traffic Speeds ***	
30.0 – 32.5 miles per hour	½
32.6 – 35.0 miles per hour	1
35.1 – 37.5 miles per hour	1 ½
37.6 – 40.0 miles per hour	2
40.1 - 42.5 miles per hour	2 ½
42.6 – 45.0 miles per hour	3

- Recorded correctable accidents: based on the past three years
- ** 24-hour traffic volume
- *** 85th percentile speed

Appendix II

PETITION

Description of area of request: _____

We, the undersigned property owners or tenants, do respectfully petition the City of Cleveland, Department of Public Works to conduct a neighborhood traffic management study for the above described area.

Date submitted to the City of Cleveland: _____

Contact person representing petitioners: _____

Address and Phone: _____

Name: _____ Address: _____

Signature: _____

FINAL PETITION

Description of area of request (if changed): _____

We, the undersigned property owners or tenants, support the project, which has been temporarily implemented to improve traffic conditions in our neighborhood. We do respectfully petition the City of Cleveland, Department of Public Works to replace the temporary traffic calming devices with a permanent installation.

Date submitted to the City of Cleveland: _____

Contact person representing petitioners: _____

Address and phone: _____

Name: _____ Address: _____

Signature: _____

Appendix III

Examples of Devices