



Town of Oak Island

TRAFFIC CALMING EVALUATION PROGRAM

Town of Oak Island
4621 East Oak Island Drive
Oak Island, NC 28465

October 2023

TRAFFIC CALMING MISSION

The Mission of the Traffic Calming Program is to improve community safety and to preserve and enhance Town of Oak Island neighborhoods/subdivisions by working with residents and businesses to implement viable solutions to the negative impacts of automobile traffic on neighborhood/subdivision streets.

TRAFFIC CALMING PROCESS

The process consists of two phases. **Phase 1** includes the citizen request and Town evaluation. **Phase 2** includes a citizen petition process and Town implementation of appropriate traffic calming measure(s).

Phase 1: Traffic Calming Process

Citizen Request

Citizens may submit a request to the Town to perform a traffic evaluation on neighborhood/subdivision roadways when the citizen has a traffic concern that *affects pedestrian safety in a residential neighborhood/subdivision*. The Town of Oak Island Police Department or Planning Department will provide an official request form. +

Evaluation

The purpose of the evaluation is to determine whether or not the street qualifies for one or more of three traffic-calming measures (speed limit reduction/multi-way stop/speed hump/tables). The evaluation may take several weeks to complete from the time the completed official request is received. The total length of time to completion is based on request volume. The Town of Oak Island Planning and Police Departments will conduct the evaluation based upon the following criteria. *At the discretion of the Town Manager and Chief of Police, any other street deemed necessary for evaluation but does not meet this criteria may be evaluated.*

1. The police department will deploy their speed radar trailer to the requested street/area and gather traffic information that includes the volume of traffic and average speed.
2. Street must have an average annual daily traffic volume that is greater than 500 Vehicles per Day (VPD) but less than 5,000 VPD to qualify for multi-way stops and speed humps or 0 to 5,000 VPD.

https://mutcd.fhwa.dot.gov/pdfs/2009r1r2r3/pdf_index.htm

3. Speed of at least 25% of the traffic on the street exceeds the posted speed limit by at least 10 mph.
4. Street must not operate at 40 mph or greater to reduce speeds to 25 mph.
5. The police department will determine the number of traffic accidents within the last (3) years.
6. The police department will conduct a visual assessment of the street/area as to assess the flow of traffic. Further, the police department will obtain an aerial photograph of the street along with numerous street level photographs to include in the report.
7. At the conclusion of the police department evaluation, the investigating officer will prepare a detailed report of the findings and submit to the Chief of Police. The chief of police will forward the report to the Planning Department and Town Manager.
8. Application not having been denied within the last (12) months on the same street within a half of a mile.

Once the evaluation is completed by the Planning and Police Dept., the Planning Department will notify applicant in writing of the outcome. If the street does not qualify, the specific reasons will be included in the notification. If the street qualifies, Phase 2 of the Traffic Calming process will begin.

Phase 2: Traffic Calming Process

Resident Petition

Phase 2 begins when the applicant receives from the Town written notice that the requested street has met the requirements for street calming. The qualifying street calming measure(s) are listed and an official petition form noting the measure(s) is provided to the applicant. It is the applicant's responsibility to complete the petition including obtaining all necessary signatures, and return it to the Town Planning Department. The installation of traffic calming measures on local residential streets requires the submittal of a petition meeting the following criteria:

1. Traffic Calming Petition must be on forms provided by the Town of Oak Island. The Town will only provide forms where the qualifying criteria under Phase 1 have been met.
2. Traffic Calming Petition must be signed by a minimum 60%, of the residents who live on the street(s) (with 90% of the property owners contacted) identified by the Town under Phase 1, and/or within 1200 feet of the traffic concern. These signatures are required in order to continue with the process. Empty lots, houses under construction, and churches are exempt, but should be noted on the petition so they will not be counted in the total. Houses that have an address on a different street but border on the street

affected must be included. **Multiple family dwellings shall be counted on a per dwelling basis.**

3. Petitions requesting multi-way stops or speed humps will include all properties within 1,200 feet along the affected roadway(s) of the device and/or any property that must cross the multi-way stops or speed hump to access the property. For example: this includes cul-de-sacs off the street receiving the calming measure.
4. The Planning Department will define the area that must be petitioned. Generally, the entire length of the street must be petitioned; however, given the length of some streets within the town, a 1200 ft. radius of the traffic concern will be considered by the Planning Department.
5. Only one signature is valid per household. Signature must be of a legal adult owning the property and must be legible.
6. Only one street on each petition form, if multiple streets are involved under Phase 2, then the signatures for all streets must be turned into the Town Planning Department together as a complete package.
7. Petitions for humps/tables, because of their budgetary impacts, must be submitted by March 1st of each year for the application to be considered. Petitions must contain the minimum signatures identified in this document under Phase 2. Multi-way stops and speed reduction petitions will be accepted and evaluated on an ongoing basis. Petitions shall be considered valid for 12 months from the date the initial petition is provided to the petitioner for obtaining signatures.

Once a completed petition is received, the Town will verify the signatures and notify the applicant and identified signatories to the petition in writing upon completion of all qualifying applications. At this time, the Town Manager shall be notified of the results. This notification by the Town will include the calming measure, and schedule for the calming measure installation. If the petition is returned to the Town with insufficient signatures, then the Town will notify signatories in writing to this fact.

Prioritization of Installation

After a petition has been submitted, the street will be rated for priority and scheduled for installation depending on the availability of funds. See Table I for criteria.

Table 1: PRIORITIZATION CRITERIA

PRIORITIZATION CRITERIA		
Criteria	Points Allowed	Notes

Volume	1	For each 200 vehicles per day over 1500
Speeding	2	For each % over the 85th percentile above the speed limit
Sidewalks	9	No sidewalks on either side of the road
Sidewalks-one side	4	Sidewalks on one side of the road.
Pedestrian Generator	5	If there is an activity within 1,200 feet that generates high number of pedestrians
Accident	5	For each accident on the street over a three-year period
Waiting list	1	For each month on the list
Total	32	

Paying for Traffic Calming Measures Devices

The cost of installation of traffic calming measures/devices, including Speed Hump(s) is borne by the Town of Oak Island. If funds are not available or expected to be available within a reasonable period of time, signatories may be given the option of providing all or a portion of the necessary funding.

Three types of Traffic Calming Measures

The Town of Oak Island may utilize up to three types of traffic calming measures when a residential street qualifies for street calming: speed limit reduction, multi-way stops and/or speed hump(s)/table(s). Specific criteria must also be met for each measure to qualify for implementation. The criteria for each measure are listed below. Multi-way stops are not to be used on road with speed limits greater than 35mph.

(Stop signs are not to be used for slowing down speeders. They are used for volume control of vehicles.)

Speed Radar Trailer / Decoy Patrol Unit

Some areas inside the Town once evaluated may need these types of measures only. Some areas may have an occasional problem instead of an ongoing complaint. If this is the case the patrol division would be responsible for setting up the Speed Radar Trailer. The following criteria will be used to determine if a street qualifies for this application.

1. Street must be a local residential street.
2. Residents on the street must express a concern for speed enforcement in their community.

3. Street must allow for safe set up and operation of the Speed Radar Trailer and/or the Decoy Unit.

Speed Limit Reduction

The following criteria are used to determine if a street qualifies for speed limit reduction:

1. Street must be a local residential street.
2. Street must have less than 5000 Vehicles per Day (VPD).
3. Street must not operate at 40 mph or greater to reduce speeds to 25 MPH. If speed exceeds the above measure for safety reasons, the street will require police patrol for two (2) months prior to installing the recommended measure. The speed data would be collected by the Speed Radar Trailer. The 85th percentile speed as well as the geometric design and condition of the road shall be utilized.
4. Signatures must be obtained by at least 60% in favor of and 90% contacted of the residents within a 1200 ft. radius of the speed limit reduction area along the affected roadway(s), as identified by the Town.

Multi-way Stops

Another common traffic calming measure is the installation of the 3-way or 4-way stop signs. As per the NCDOT and Federal Guidelines, multi-way stops are used to control traffic volume. They are seen as a deterrent to cut through traffic. The following criteria are used to determine if multi-way stops are feasible for any specific location:

1. Affected streets must be classified as a local residential street. (Not a major Transportation Plan roadway or minor transportation plan roadway carrying more than 5,000 vehicles per day).
2. Through street must have a minimum volume of 500 VPD.
3. Speed of at least 25% of traffic must exceed posted speed limit by 10 mph.
4. The longest leg of a side street of the intersection being considered must exceed 400 ft. in length.

5. The intersection being considered must be at least 800' from another multi-way stop or from a stop condition along the main unstopped street.
6. Signatures must be obtained by at least 60% in favor of and 90% contacted of the residents within a 1200 ft. radius of the multi-way stop along the affected roadway(s), as identified by the Town.

Speed Humps/Tables

Speed humps are a speed control device generally constructed of asphalt and designed to cause a driver to slow to approximately 25 MPH. Greater speeds cause the driver to feel discomfort as the car hits the hump. Roads that have these devices typically see a 5% to 10% reduction in speeds. These devices are used on residential streets intended for use by local residents. The following criteria are used to determine if a street qualifies for speed humps.

1. Street must be classified as a local residential street.
2. Street must have at least 500 VPD and no more than 5,000 VPD.
3. Speed of at least 25% of traffic must exceed posted speed limit by 10 mph.
4. Signatures must be obtained by at least 60% in favor of and 90% contacted of the residents within a 1200 ft. radius of the speed hump/tables along the affected roadway(s), as identified by the Town.
5. Grade of the street shall not exceed 8% for vertical traffic calming measures.
6. Speed hump location shall be located at least 300 ft. from a curve with a horizontal radius of less than 300 ft.
7. Speed limit must be posted at 25 mph.