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Town of Queen Creek  
Town Clerk's Office  
22350 S. Ellsworth Road  
Queen Creek, Arizona 85242

**RESOLUTION 536-06**

**A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF QUEEN CREEK, ARIZONA ADOPTING A POLICY SETTING FORTH THE PROCESSES AND CRITERIA FOR WHICH A CITIZEN REQUEST FOR MEASURES DESIGNED TO CONTROL TRAFFIC SPEED AND VOLUME WILL BE EVALUATED AND POTENTIALLY IMPLEMENTED.**

**WHEREAS,** The Town Council of the Town of Queen Creek is the governing body of the Town; and

**NOW THEREFORE** be it resolved by the Mayor and Common Council of the Town of Queen Creek, Arizona, as follows:

**SECTION 1.** That a policy is needed that sets forth the processes and criteria by which traffic calming requests are evaluated.

**SECTION 2.** That the Council determines this policy is in the best interest of protecting the public health, safety and welfare of the citizens of the Town.

**SECTION 3.** That the Council therefore declares that the policy attached as 'Exhibit A' meets the above criteria, and is formally adopted.

Passed and adopted this 18<sup>th</sup> of January, 2006.

FOR THE TOWN OF QUEEN CREEK:

ATTEST:

\_\_\_\_\_  
Wendy Feldman-Kerr, Mayor

\_\_\_\_\_  
Jennifer Robinson, Town Clerk

REVIEWED BY:

APPROVED AS TO FORM:

\_\_\_\_\_  
Cynthia Seelhammer, Town Manager

\_\_\_\_\_  
Jennifer LaFortune, Town Attorney

**‘Exhibit A’  
Resolution 536-06**

**POLICY ON NEIGHBORHOOD TRAFFIC CALMING FOR  
PUBLIC STREETS IN RESIDENTIAL AREAS**

**Policy**

This policy is applicable to requests for traffic control measures initiated by residents, HOA representatives, or other interested parties pertaining to paved, local streets. The Town of Queen Creek is committed to creating a high standard of livability within its neighborhoods. Many residents believe that the control of traffic volumes and traffic speeds along local streets are critical to maintaining an acceptable quality of life. The purpose of this policy is to set forth the process and criteria by which a citizen request for measures designed to control traffic volumes and speeds will be evaluated and potentially implemented.

**Neighborhood Traffic Calming Measures**

Education, enforcement and good design are necessary to an effective traffic calming program. There may be opportunities to employ “low impact” approaches to neighborhood traffic issues. Some examples of low impact measures may include, but are not limited to:

1. Temporary placement of speed limit trailers.
2. Increased traffic enforcement presence.
3. Installation of speed limit signs at all entries to a neighborhood from arterial or collector streets.
4. Striping to reduce vehicular lane widths.

High impact traffic calming measures require greater neighborhood participation due to the impact they may have on neighborhood traffic. High impact measures may include, but are not limited to:

1. Speed humps.
2. Traffic circles.
3. Chicanes or narrowed street sections to force curvilinear movement along an existing straight street.
4. Chokers or narrowed street sections to reduce vehicular lane widths.

## **Traffic Calming Process**

The process for requesting and implementing traffic calming is as follows:

1. A resident, HOA representative, or other interested party shall submit a traffic calming request through the Public Works Department.
2. The Town's traffic engineer will review the request. If needed, a traffic study will be performed and the results analyzed by the traffic engineer.
3. If no significant problem is found, the applicant will be informed of the results, and no further action will be taken.
4. If a problem is identified, the traffic engineer will determine whether the situation warrants low impact or high impact traffic calming measures.
5. If low impact measures are suggested, such as adding signs or roadway striping, the solution shall be implemented and the results monitored. If the problem appears to be solved, no further action shall be taken.
6. If the problem recurs, the traffic engineer will review the feasibility of creating a high impact measure. Proposed measure(s) will then be submitted to the neighborhood for approval prior to implementation.

## **Neighborhood Input**

1. The Town traffic engineer shall provide the boundary of the neighborhood area to determine which residents are to be notified. The resident survey area boundary may include streets where traffic may be diverted due to the implementation of the proposed traffic calming. The Town will attempt to contact all of the affected residents within the boundary, including tenants, property and business owners.
2. At least fifty-one percent (51%) of the residents within the boundary must approve the traffic calming measure. Only one (1) signature or response per household shall be counted.
3. Special consideration shall be given to the placement of speed humps due to potential additional noise generated by shifting loads when slowing for the device. The Town will endeavor to locate the device at least fifty (50) feet away from the property line of residents who object for that reason.
4. The Town will attempt to complete the process from notification to signature within ninety (90) calendar days.

## **Evaluation**

The Town traffic engineer shall use current "best standard practice" criteria justifying the implementation of each type of traffic calming device. Considerations may include how many vehicles use the roadway, whether or not the road is a bus route or critical for emergency vehicle access, the posted speed limit, the actual speeds measured, the distance to a stop sign or traffic signal, or any other applicable concern. All criteria shall

be documented. Traffic calming measures shall not be recommended if a majority of the emergency service providers identified as police, fire, and ambulance service, citing adverse impacts, do not approve the proposed measure. All traffic calming measures involving reconstruction in the roadway such as barriers, speed humps, and traffic circles may affect stormwater runoff. The designer shall evaluate the drainage impact of the proposed measure. The street must have vertical curb abutting the ends of the proposed speed humps or some natural or man-made obstruction near the edge of the pavement, which will keep traffic on the roadway. If these constraints do not exist, the speed hump construction shall include the installation of vertical curb on both sides of the street perpendicular to the ends of the speed humps, for a total distance of 100 feet.

### **Financing**

The Town shall be responsible for funding the project and retaining the contractor. The work shall be subject to all applicable plan review, permitting and inspection requirements of the Town. The Town shall be responsible for the perpetual maintenance of the traffic calming measure, once accepted by the Public Works Department.

### **Traffic Calming Device Removal**

If, in the future, the neighborhood wants to remove any traffic calming measure, a petition indicating not less than 51% approval must be submitted by a representative to the Public Works Department. The request shall be reviewed by the traffic engineer with respect to safety and impact on area streets. If approved, the neighborhood shall be responsible for removal costs. Funds may be collected through the HOA.