Traffic Calming in Apex, NC

Public Works & Transportation Department
Traffic Engineering

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This presentation will help you to:

• Understand the history and purpose of traffic calming in Apex

• View types of traffic calming that have been used in Apex

• How to make a request for traffic calming to be installed (or removed)

• What to expect from the request and evaluation process
Apex Program History

- **Pre-2005**  Traffic calming policy administered by Apex Police
- **2005**  Apex hires first traffic engineer; data still collected by Apex Police
- **2007**  Traffic calming policy updated and incorporated into the UDO (7.2.1.L)
- **2015**  Section 7.2.1.L updated through a public involvement process with Police and HOA groups
- **2017**  Additional traffic engineer hired
- **2019**  Traffic engineering staff begin conducting data collection with radar equipment
What is Traffic Calming?

- Devices and roadway design elements that attempt to reduce speed and/or discourage cut through traffic on residential streets
- Strategic plan for location of devices
- Retrofit to existing street or built-in design for a proposed development plan
- Requirements provided in Unified Development Ordinance (UDO) Section 7.2.1.L
Types of Traffic Calming

Retrofit to address an existing neighborhood request
(example: speed hump or mini-circle)

Lower cost and easier to find suitable locations on residential streets;
mini-circles are also an option for proposed developments
Types of Traffic Calming

Raised crosswalk for high volume pedestrian crossings
Types of Traffic Calming

Median treatments and narrowing

Still need to ensure adequate street width for Town services and may not be as effective in slowing speed as other devices
Types of Traffic Calming

Built-in intersection design for a proposed subdivision (example: mini-circle, roundabout, traffic circle, or right-angle bulb-out)

Higher cost and property impact of larger applications requires advance planning, but large traffic circles and roundabouts may be used on higher priority roadways.
Types of Traffic Calming

On-street parking, traffic circles, and landscaped medians
Types of Traffic Calming

Circuitous design (non-direct traffic routes and intersections)

Depends on subdivision street grid
Not Recommended

• Use of stop signs and warning signs for traffic calming

• Reducing residential speed limits under 25 mph

• Reducing speed limits on 30-45 mph collector streets and thoroughfares without engineering study and justification

• Retrofit of traffic calming on existing residential streets that don’t meet the criteria in the UDO

• Retrofit of traffic calming devices on collector streets and thoroughfares

• Speed humps as a traffic calming device in proposed subdivision construction plans
Traffic Calming Process

Traffic calming requests for existing town-maintained residential streets follow a defined process according to the UDO:

1. HOA or homeowner submits a request form to the Traffic Engineer
2. Traffic Engineer will review and respond within 30 days
3. If recommended for a speed and volume study, a study will be conducted, normally within 60 days subject to other pending requests
4. If traffic calming is warranted based on speed and volume thresholds, guidance will be provided to the HOA/homeowner(s) on the next steps
Request: Next Steps

If the study shows traffic calming is warranted, traffic engineering staff will develop a plan, subject to review by Apex Police Department and Apex Fire Department.

To move forward with that plan:

1. HOA approval is required*
2. A petition signed by 70% of the affected homeowners is required
3. 20% financial participation (Apex pays 80%) is required for initial installation of the device(s)
4. And finally, Town Council approval is required to install the device(s)

*Not applicable if an HOA does not exist, is non-responsive, or defers to an individual requestor.
Development Plan Review Process

Proposed development plans may include traffic calming subject to the UDO, as recommended by the Technical Review Committee (TRC):

1. Developer/engineer submits a subdivision plan
2. Transportation Planning and/or Traffic Engineering staff will review and provide recommendations where appropriate
3. Residential streets over 1,000 feet long subject to traffic calming requirement
4. Final approved construction plans include traffic calming
5. Traffic calming is constructed by the developer of the property when installing the street infrastructure
Removal of Traffic Calming

• Requires petition with 70% of affected homeowners within study area boundary requesting removal

• Requires homeowners/HOA to cover 100% of the cost of removal if requested within 5 years of installation
Contacts

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