



**KNIGHTDALE**  
NORTH CAROLINA

# *TRAFFIC CALMING POLICY*

*Adopted August 20, 2025*



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# Town of Knightdale - Traffic Calming Policy

## 1. Overview

The Town of Knightdale's Traffic Calming Policy establishes a process for residents to request the Town consider traffic calming measures on residential streets. The Policy covers what roads the policy applies to, the process for requesting traffic calming measures, and the potential traffic calming measures available. The Town's Traffic Calming Policy is intended for residential areas and applies as described in the following circumstances.

### 1.1 Roadway Ownership

#### *Town of Knightdale or NCDOT*

The Traffic Calming Policy applies only to Town of Knightdale owned facilities. The North Carolina Department of Transportation (NCDOT) is responsible for setting speed limits and approving traffic calming measures for NCDOT roadways. The Town of Knightdale's transportation planning website contains the annual Powell Bill map which specifies which roadways are owned by the Town versus NCDOT. Additionally, NCDOT offers interactive maps that can help residents understand this distinction. Residents may still submit traffic calming requests for NCDOT roadways to the Town, who will pass along their request to the NCDOT Highway Division 5 Traffic Unit, but should be aware that NCDOT has the final decision in installation of traffic calming measures and posted speed limits on their roadways.

#### *New Neighborhoods*

If a road in a new subdivision is recently constructed, there is a chance that the road has not been transferred out of the developer's warranty period to the Town yet. If this is the case, the Town cannot make traffic calming changes to the roadway until the Town has accepted maintenance of the road. If a resident would like to request traffic calming evaluation during this period they may do so to the Town, but evaluation and any potential action will be delayed until the roadway is accepted by the Town.

### 1.2 Transit Routes and Emergency Vehicles

Traffic calming measures can potentially prevent the effective operation of fixed route transit buses and may also impact the response time of emergency vehicles such as ambulances and fire engines. The Town's consideration of traffic calming requests will determine how requested measures will impact transit and emergency vehicles. The Vision Zero Task Force may evaluate a road is not eligible for traffic calming measures that would have significant impacts to transit operations and/or emergency response. The Vision Zero Task Force consists of Town representatives from Fire, Police, Public Works, Administration, and the Development Services department who are responsible for maintaining the Town's commitment to Vision Zero and ensuring safety of all roadway users.

### 1.3 Posted Speed Limit

Traffic calming requests are not allowed if the roadway speed limit is greater than 25 mph. Roadways with speed limits greater than 25 miles per hour are typically NCDOT facilities or roadways with a function that is not characteristic of a neighborhood traffic calming policy. Residents may still reach out to the

Town to request that the Town and/or NCDOT consider lowering speed limits on roads where posted speeds are greater than 25 mph outside of this policy.

### **1.3 Road Length**

Cul-de-sacs and road segments less than 1,000 feet will not be considered for traffic calming evaluation under this policy.

### **1.4 Recent Studies**

If a determination for traffic calming measures is not met for an area, no traffic calming will be installed or considered under this policy. Additional requests for traffic calming in the same area will not be considered within a 24-month period without sufficient cause. Sufficient cause is determined at the discretion of the Vision Zero Task Force.

## **2. Traffic Calming Request Evaluation Process**

The Town's Traffic Calming Policy can potentially include three phases. Phase One focuses on how to initiate a request. Phase Two focuses on the process for evaluating and moving requests forward. Phase Three focuses on how a request is approved and programmed.

### **2.1 Phase One - Initiating a Traffic Calming Request**

If the street being considered meets the above pre-qualifications, the Transportation Planner will advise residents to proceed with the Neighborhood Traffic Calming Program. To begin this process, a neighborhood representative must first submit a letter to the Transportation Planner requesting the street be evaluated for traffic calming. For neighborhoods with an established Homeowners Association (HOA), the letter should come from the HOA representative. The letter should describe the issue that they are requesting be addressed and also identify potential solutions for the Town to consider.

Upon receipt of this request, the Transportation Planner will coordinate review of the letter by the Town's Vision Zero Task Force which includes relevant Town staff from the police department, fire department, public works, and administration. In some straightforward (low-impact, obvious benefit, low-cost implementation, etc.), the Vision Zero Task Force may make a determination of a needed improvement and advise the neighborhood applicant to not pursue the petition process (skipping the remaining phases). This should be employed for straight forward low-cost solutions that are not likely to receive pushback from residents in the affected area (i.e., stop signs, cautionary signage, lane delineators, striping, etc.). High-cost, high impact investments (i.e., changes to curb lines, friction elements, roundabouts, etc.) should typically undergo the petition process.

In less straight forward cases (high impact, uncertain benefit, higher cost, etc.), the Task Force will recommend the neighborhood representative pursue the petition process. In this case, the Transportation Planner will send the neighborhood representatives a map defining the affected area. The affected area consists of streets and/or cul-de-sacs whose primary access is directly off the affected street. This includes households, apartments, and/or business located on the affected street(s) and any households and apartments located on cul-de-sacs attached to the affected street(s).

Based on the Task Force's understanding of available financial resources and the nature of the traffic calming request, the Task Force may indicate early on that there is potential for the need for neighborhood and/or HOA contributions in order to set expectations ahead of the petition process.

After reviewing the information and pursuing other solutions with the Transportation Planner, residents may want to take the first step to begin the traffic calming process. Fulfillment of each step must be in place before proceeding to the next step.

## **2.2 Phase Two – Petition Process and Study Initiation**

This Phase of the study will determine whether traffic calming is recommended. It will also determine if any neighborhood adjacent streets will be affected by traffic-calming measures on the affected street. If the study requires the neighborhood and/or Town Council to budget funding to study or design a solution, then the Transportation Planner will communicate to the neighborhood applicant where the study stands in potential Town Council funding budgeting.

### *Step One - Petition Request*

Residents requesting traffic-calming measures in their neighborhood will need to circulate a petition to be signed by residents in the affected area and submit it to the Transportation Planner.

- In order for the request to proceed, the petition must contain signatures from 67 percent of the households located in the affected area and 80 percent of the households on the affected street.
- If an apartment complex and/or business is located on the affected street or within the affected area, only the signature of the owner or owner's representative will be accepted for the purpose of achieving the required percentage for the petition.
- Once a petition is received the Transportation Planner will develop a schedule for completing the evaluation.

### *Step Two - Petition Approval*

Once the Transportation Planner receives this petition it will then be reviewed by staff to ensure its accuracy.

- Once staff verifies the petition, the Transportation Planner will notify the neighborhood representative that the petition is verified.
- If staff does not approve the petition, for lack of necessary signatures or other reasons, it will be sent back with an explanation of why it was not approved.

### *Step Three- Comprehensive Traffic Study*

The Vision Zero Task Force will determine the appropriate evaluation process needed for the requested traffic calming. For most studies, the Vision Zero Task Force will conduct a comprehensive traffic study for the affected area to determine if the street(s) meet the following criteria:

- Roads with traffic volumes less than 200 vehicles per day will not be considered for traffic calming investments funded by the Town of Knightdale.

- The 85<sup>th</sup> percentile speed (the speed below which 85 percent of vehicles travel) must be higher than 7 miles over the roadway's posted speed limit. In instances where the Task Force determines the posted speed does not align with the functional or design speed, a functional speed limit may be used instead of the posted speed limit at the discretion of the Task Force. In those cases, the following functional roadway classifications should apply for functional speed limit:
  - Neighborhood entrance / neighborhood spine road: This roadway type is typically the neighborhood entrance that includes characteristics such as traveling the majority of the neighborhood, having roads and pods that connect off of the spine, having limited direct residential driveway access and/or experiencing cut through traffic. The functional speed of these roads is typically around 25-30 mph with a target posted speed of 25 mph.
  - Neighborhood roads: This roadway is typically a neighborhood road with direct residential driveways and does not function as a neighborhood spine road. The functional speed of these roads are typically around 20-25 mph with a target posted speed of 20 mph.

The comprehensive traffic study will also, when relevant, examine additional traffic calming variables such as geometric designs, crash data, sight lines, impacts to emergency vehicle response times, bicycle and pedestrian activity.

## 2.3 Phase Three – Conceptual Plans and Implementation

### *Step One- Selecting the Appropriate Traffic Calming Measure*

The Transportation Planner will recommend a plan for traffic calming options that will best suit the neighborhood's needs.

- Affected residents will provide input to the Town on the traffic calming measure(s) they would like to have installed in their neighborhood.
- Staff will communicate which traffic calming option(s) are recommended by the Vision Zero Task Force.
- Staff recommendations may deviate from the petition's recommended improvement.
- The petition must provide clarity to potential signers on what improvement is being requested and not be broad in nature.

### *Step Two- Traffic-Calming Installation*

Once the Transportation Planner has received the necessary signatures agreeing on the overall Neighborhood Traffic Calming Program, the street will be placed on a priority list for funding through the CIP or a special request to Town Council. The Task Force may also recommend that the Town Council advise staff to enter into a funding agreement with the neighborhood or HOA to fund the entirety or a portion of the traffic calming measure(s).

### *Step Three- Post Evaluation*

After the traffic calming measure(s) has been installed, the Transportation Planner may conduct a follow-up study to ensure that it is effective. If necessary, the Task Force will make recommendation to Town Council for the adjustment or removal of traffic- calming measure(s) post-installation.

## 2.4 Timeline Considerations

The overall timeline for submitting and reviewing traffic calming requests will vary. The Vision Zero Task Force typically meets monthly and will review applicable traffic calming request items at those meetings. Knightdale Police needs multiple weeks to run and review speed data. Additionally, the petition process timeline will vary based on the experience of the neighborhood applicant in obtaining signatures. If a study or traffic calming investment requires funding from the Town Council, the process will have to align with the Town's annual budget process. Budgets are developed during the first quarter of the calendar year and become effective in July of that calendar year.

## 3. Types of Traffic Calming

This policy identifies traffic calming measures that residents may consider requesting, as well as traffic calming measures that are limited or prohibited. The listing of a specific traffic calming measure as allowable does not guarantee the Town will approve the measure if requested. The Task Force, the petition process, the comprehensive traffic study and the budgeting process all factor into selecting an appropriate measure.

### 3.1 Allowable Traffic Calming Measures

The following list of allowable traffic calming measures provides a general sense of traffic calming measures that residents might request. The list is not comprehensive, and measures not included in the list may be proposed by the Task Force.

- Signage
  - Speed limit signs
  - Flashing speed limit radar signs
  - Sign visibility treatments
- Enforcement
- Speed Limit Reductions
- Striping
  - Bicycle facilities
  - Lane narrowing
  - Movement delineation
  - On-street parking
  - Crosswalks
- Curb Changes
  - Curb extensions
  - Chicanes
  - Chokers
  - Bulb outs
  - Center islands/medians
  - Lane shifts
  - Neckdowns
- Friction Elements
  - Stamped crosswalks

- Stamped intersections
  - Rumble strips
- Intersection Traffic Control
  - Mini roundabouts
  - Stop signs
- Landscaping
  - Landscaping, for the purposes of this policy, will only be installed as a traffic-calming measure. Additional landscaping/aesthetic treatments will be installed subject to funding availability.

### 3.2 Limited Traffic Calming Measures

The following traffic calming measures present impacts to emergency response vehicle clearance and response speeds and therefore are generally not recommended. However, there may be limited instances where the Town may consider their application. These measures cannot be included in a petition request but instead may be recommended by the Task Force.

- Flex posts
- Raised crosswalks
- Raised intersections
- Speed cushions

### 3.3 Prohibited Traffic Calming Measures

The following measures are not allowed due to a combination of limited effectiveness and negative impacts to emergency vehicle response times.

- Speed bumps
- Speed tables

### 3.4 Demonstrative Traffic Calming Measures

Typically, a selected traffic calming measure will be permanent in nature; however, the Town may determine a demonstration project is the best approach in some circumstances. Demonstration projects utilize non-permanent and/or lower cost materials to show how a permanent traffic calming measure might function. For example, washable chalk paint and flex posts might be utilized to show how a mini roundabout might function. Demonstration projects are often employed for a trial period in order to build consensus around if a measure is appropriate. The recommendation of a demonstration project will come from the Task Force given the significant amount of time required to install, remove, study and potentially permanently install a traffic calming measure originating as a demonstration project.

## 4. Traffic Calming Removal

If, at any time, Town staff determines that unforeseen issues exist as a result of a traffic calming device, the Vision Zero Task Force reserves the right to redesign, change, or remove the traffic calming device.



## Examples of Traffic Calming Devices & Methods



Mini Traffic Circle



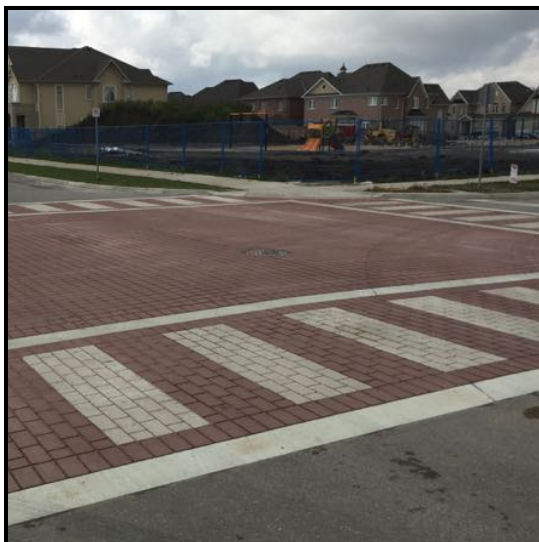
Lane Narrowing / Bicycle Facilities



On-Street Parking & Choker



Flashing Speed Limit Signs



Stamped Crosswalk & Intersection



Curb Extension (Temporary w/ Flex Posts)