

CHAPTER 15 - TRAFFIC

Article 15-1 ADMINISTRATION

- Section 15-1-1 Duty of Police Department
- Section 15-1-2 Police Department To Investigate Accidents
- Section 15-1-3 Traffic Accident Studies

Section 15-1-1 Duty of Police Department

It is the duty of the police department to provide for the enforcement of the traffic regulations of the city and the state vehicle laws applicable to street traffic in the city, to take appropriate enforcement actions for traffic violations, to investigate accidents, to assist in developing means to improve traffic conditions and to carry out the duties imposed upon the police department by this chapter.

Section 15-1-2 Police Department to Investigate Accidents

It is the duty of the police department to investigate traffic accidents, take appropriate enforcement actions, and assist in the prosecution of those persons charged with violations of law causing or contributing to such accidents.

Section 15-1-3 Traffic Accident Studies

Whenever accidents at any particular location become numerous the police department may conduct studies of such accidents and determine remedial measures in cooperation with the city traffic engineer.

Article 15-2 CITY TRAFFIC ENGINEER

- Section 15-2-1 Office Established
- Section 15-2-2 Duties
- Section 15-2-3 Emergency and Experimental Regulations
- Section 15-2-4 City of Globe Street Names Map

Section 15-2-1 Office Established

The office of city traffic engineer is hereby established. Until a city traffic engineer is appointed, the city engineer shall serve as city traffic engineer and shall exercise the powers and duties with respect to traffic as provided in this article.

Section 15-2-2 Duties

It is the duty of the city traffic engineer to determine the installation, proper timing and maintenance of traffic control devices, to conduct engineering analysis of traffic conditions and accidents, to devise remedial measures therefor, to plan the operation of traffic on the streets and highways of the city, to cooperate with other city officials in the improvement of traffic conditions, and to carry out the powers and duties imposed by this chapter consistent with good engineering practices.

Section 15-2-3 Emergency and Experimental Regulations

- A. The chief of police with the approval of the city traffic engineer is empowered to make regulations necessary to effect the provisions of the traffic laws of this city and to make and enforce temporary or experimental regulations to cover emergencies or special conditions. No such temporary or experimental regulation shall remain in effect for more than ninety days.
- B. The city traffic engineer may test traffic control devices under actual conditions of traffic.

Section 15-2-4 City of Globe Street Names Map

The City of Globe Street Names Map is a public record on file with the City Clerk. The City of Globe Street Names Map may be amended by Resolution of the City Council, from time to time.

ARTICLE 15-3 TRAFFIC CONTROL

- Section 15-3-1 Traffic Control Devices
- Section 15-3-2 Authority to Mark Crosswalks, Safety Zones and Traffic Lanes
- Section 15-3-3 Authority to Place and Obedience to Turning Markers
- Section 15-3-4 Authority to Place and Obedience to Turn Signs
- Section 15-3-5 Limitations on Turning Around
- Section 15-3-6 One-way Streets and Alleys
- Section 15-3-7 Regulation of Traffic at Intersections
- Section 15-3-8 Authority to Restrict Direction of Movement
- Section 15-3-9 Restrictions on Use of Streets
- Section 15-3-10 Operation of Vehicles on Private Property
- Section 15-3-11 Speed Humps
- Section 15-3-12 Failure to Obey

Section 15-3-1 Traffic Control Devices

- A. The city traffic engineer shall place and maintain traffic control devices, signs and signals when required under the traffic regulations, and may place and maintain such additional traffic control devices as he may deem necessary to regulate traffic consistent with good engineering practices.
- B. The driver of any vehicle shall obey the instructions of any official traffic control device.

**Section 15-3-2 Authority to Mark Crosswalks, Safety Zones
And Traffic Lanes**

The city traffic engineer is hereby authorized:

- A. To designate and maintain, by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where in his professional opinion there is particular danger to pedestrians.
- B. To establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians.
- C. To mark lanes for traffic on streets at such places as he may deem advisable, consistent with the traffic laws of the city and state.

Section 15-3-3 Authority to Place, Obedience to Turning Markers

- A. The city traffic engineer is authorized to place markers, buttons or signs within or adjacent to intersections indicating the course to be traveled for vehicles turning at such intersections.

- B. When authorized markers, buttons, or other indications are placed within an intersection indicating the course to be traveled by vehicles turning, no driver of a vehicle shall disobey such directions.

Sections 15-3-4 Authority to Place, Obedience to Turn Signs

- A. The city traffic engineer is hereby authorized to determine those intersections at which drivers of vehicles shall not make a right, left or u-turn, and shall place proper signage at such intersections. Such turns may be prohibited between certain hours of any day and permitted at other hours, in which event the same shall be plainly indicated on the signage, or such signs may be removed when such turns are permitted.

Section 15-3-5 Limitations on Turning Around

The driver of any vehicle shall not make a u-turn so as to proceed in the opposite direction upon any street in a business district and shall not upon any other street so turn a vehicle unless such movement can be made safely without interfering with other traffic.

- A. The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction (u-turn) or cross the center line or center of the street for the purpose of parking on or along the side of said street in the following areas:
 - 1. On Broad Street from the intersection with Cottonwood Street to Yuma Street.
 - 2. On the 100 Block of North Pine Street.
 - 3. On the 200 Block of East Sycamore Street.
 - 4. Or on such other streets or areas the city may designate by resolution and post appropriate signage.
- B. The Traffic Engineer is authorized to post such notice of restrictions of turning movements as may be required by law.

Section 15-3-6 One-Way Streets and Alleys

- A. The city traffic engineer with the approval of the council may by resolution designate any streets or alleys which are to be limited to one-way traffic.
- B. When a one-way street or alley is so designated, the city traffic engineer shall place and maintain signs giving notice thereof, and no such

regulation shall be effective unless such signs are in place. Signs indicating the direction of lawful traffic movement shall be placed at every intersection where movement of traffic in the opposite direction is prohibited.

Section 15-3-7 Regulation of Traffic at Intersections

- A. The city traffic engineer with the approval of the council may designate through streets, intersections where stops are required, and intersections where vehicles shall yield the right of way.
- B. When so designated any through street or intersection where vehicles are to stop or yield the right of way, the city traffic engineer shall erect and maintain appropriate signage at every location where a vehicle must stop or yield the right of way.

Section 15-3-8 Authority to Restrict Direction of Movement

- A. The city traffic engineer is authorized to determine and designate streets, parts of streets, or specific lanes upon which vehicular traffic shall proceed one direction during one period and the opposite direction during another period of the day and shall place and maintain appropriate markings, signs, barriers or other devices to give notice thereof. The city traffic engineer may erect signs temporarily designating lanes to be used by traffic moving in a particular direction, regardless of the center line of the roadway.
- B. It is unlawful for any person to operate any vehicle in violation of such markings, signs, barriers, or other devices so placed in accordance with this section.

Section 15-3-9 Restrictions on Use of Streets

- A. The city traffic engineer is hereby authorized to determine and designate heavily traveled streets and to erect signs prohibiting the use of the roadway by bicycles, horse-drawn vehicles, or other non-motorized traffic.
- B. No person shall operate any vehicle with a gross weight in excess of twenty-four thousand pounds (24,000 lbs.) on the bridge on High Street between Yuma and Mesa Streets.

Section 15-3-10 Operation of Vehicles on Private Property

It shall be unlawful for any person to operate or drive any motor vehicle, motorcycle, mini-bike, trail-bike, dune-buggy, motorized scooter, jeep or any form of transportation propelled by an internal combustion engine, upon the private

property of another without the permission of the owner or the person entitled to immediate possession of such private property.

Section 15-3-11 Speed Humps

This Section identifies criteria to be used when considering speed hump installations. A City Staff Committee, including the City Manager, Public Works Director, City Engineer, Chief of Police and the Fire Chief, or designee(s), shall meet and review requests for the installation of speed humps within the City. City Staff shall also solicit input from the School District and notify the Council member in whose District the request is located. Only those requests that meet all of the criteria set forth in this Section may be approved.

A. Technical Criteria

1. The speed hump must be located on a paved, residential street within City right-of-way, and with no more than two lanes.
2. The existing posted speed limit shall be 25 mph or less.
3. The speed hump shall not be located within 200 feet of a stop or yield sign, or traffic signal.
4. Speed humps shall not be installed on an arterial or major collector street.
5. Drainage on the street will not be adversely impacted by the speed hump.
6. Speed humps will not be installed on streets regularly used by buses or emergency vehicles.
7. Speed humps will be no closer than 500 feet from each other.
8. Speed humps will not be installed on sharp curves.
9. The recommendations of the Fire, Police and Public Works Departments and the School District shall be given great weight in the deliberations of the Committee.
10. Speed humps shall only be constructed in accordance with the Standard Detail set forth below.
11. There must be a demonstrated need for a speed hump such as a documented history of excessive vehicle speeds in that location.

B. Neighborhood Support

After the speed hump location(s) has met the criteria set forth in this Subsection A the residents of the affected area must show strong neighborhood support by signing a petition in favor of the speed hump. The affected area will be determined by City Staff.

The procedure for showing support is:

1. An information flyer will be distributed to residents explaining the pros and cons of speed humps and showing the location(s) of the proposed device.
2. Signatures of support from 75% or more of the residents within the affected area shall be obtained with only one signature per residence allowed. Residents who do not respond or express “no opinion” on the petition will be considered in opposition to the proposed speed bump(s).
3. Signatures of support from 100% of the residents within 100 feet of the proposed speed hump shall be required.

C. Decision Reported

Where a request for a speed hump has met the criteria set forth in Subsections A and B, the City Manager may approve the request and cause the installation of the speed hump to occur. The City Staff Committee may grant a waiver to any of the criteria set forth in Subsection A for good cause shown but only if such installation still meets professional engineering and safety standards. The decision of the City Manager shall be reported to the Council together with the reasons therefore but the decision of the City Manager shall be final.

SECTION 15-3-12 Failure To Obey Speed Limit

It shall be unlawful and punishable as provided in Section 1-5-1 (A) for any person to fail to obey speed limits within the City. The speed limit in residential areas is 25 miles per hour unless posted otherwise. " ¹

¹ **Editor's Notes:** Originally adopted by and through Ordinance No. 801, 5/16/11.

Article 15-4 BICYCLE REGULATIONS

- Section 15-4-1 Riding on Sidewalks
- Section 15-4-2 Parent or Guardian Responsible

Section 15-4-1 Riding on Sidewalks

- A. No person shall ride a bicycle, skateboard, roller blades, roller skates, moped, scooter, or any other vehicle whether gas, electric, or manually powered upon a sidewalk within the downtown business district within the City. The downtown business district boundaries are defined as the following streets:

- Broad Street from Yuma to Halby Court
 - Hill Street from Cedar to Sycamore
 - Pine Street from Mesquite to Sycamore
 - Mesquite Street from Broad to Pine
 - Cedar Street from Hill to Pine

- B. Sycamore Street from Hill to Pine.
- C. The city is authorized to erect signs on any sidewalk or roadway prohibiting the riding of a bicycle, skateboard, roller blades, roller skates, mopeds, scooters, or any other vehicle whether gas, electric, or manually powered.
- D. Whenever any person is riding a bicycle, skateboard, roller blades, roller skates, mopeds, scooters, or any other vehicle whether gas, electric, or manually powered, he/she shall yield the right of way to any pedestrian and shall give an audible warning signal before overtaking and passing any pedestrian.
- E. Exception: Wheelchairs, or similar assistive devices, may be operated on any sidewalk in the business district.

Section 15-4-2 Parent or Guardian Responsible

The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

Article 15-5 PARKING

- Section 15-5-1 Blocking Traffic
- Section 15-5-2 Parking Adjacent to Schools
- Section 15-5-3 Authority to Erect Signs Restricting Parking
- Section 15-5-4 Parking Vehicles on Sidewalks
- Section 15-5-5 Abandoned Vehicles
- Section 15-5-6 Parking Prohibited
- Section 15-5-7 Parking Time Limits
- Section 15-5-8 Parking on Broad Street-Between 4:00 a.m. and 6:00 a.m.
- Section 15-5-9 Penalties

Section 15-5-1 Blocking Traffic

- A. It is unlawful for any person to stop, stand, or park any motor vehicle, or other vehicle, upon a street in such manner or under such conditions as to leave available less than ten feet of width of the roadway for the free movement of vehicular traffic, except that a person may stop temporarily, in the actual loading or unloading of passengers, or, when necessary, in the observance of traffic signs or signals of the police.

- B. It is unlawful for any person to park a motor vehicle, or other vehicle, within an alley or entrance to a private driveway except for temporary loading or unloading.

Section 15-5-2 Parking Adjacent to Schools

When signs are erected prohibiting parking adjacent to any school property, no person shall park a vehicle in any such designated place for one hour before school opens until one hour after school closes on any school day.

Section 15-5-3 Authority to Erect Signs Restricting Parking

The city traffic engineer may erect signs requiring parking at an angle to the curb, allowing parking on the left hand curb on one-way streets, notifying drivers that parking is prohibited by ordinance, and restricting parking in any way that may be necessary. When such signs are erected, no person shall stop or stand a vehicle in disobedience to such signs.

Section 15-5-4 Parking Vehicles on Sidewalks

It is unlawful for any person to park any vehicle upon any sidewalk in the city.

Section 15-5-5 Abandoned Vehicles

Any vehicle parked upon any sidewalk of the city, is declared to be a nuisance vehicle and the police may remove the vehicle at the expense of the owner in accordance with state law.

Section 15-5-6 Parking Prohibited

- A. No person shall park a vehicle upon any roadway right of way for the purpose of:
 - 1. Displaying such vehicle for sale;
 - 2. Washing, greasing, or repairing such vehicle except repairs necessitated by an emergency.

- B. The council may prohibit parking on certain streets or during certain hours. The city traffic engineer shall erect signs to give notice of such prohibitions or shall paint the curb red. It shall be unlawful to park in such prohibited areas.

Section 15-5-7 Parking Time Limits

The council may establish time limits for parking on streets and shall cause signs to be erected giving notice thereof. It shall be unlawful to park any vehicle in excess of such time limits.

Section 15-5-8 Parking on Broad Street-Between 4:00 and 6:00 a.m.

It shall be unlawful for any person to park or leave standing any vehicle, equipment, or trailer upon Broad Street between the intersections of Ash Street (U.S. Highway 60) and Cottonwood Street.

Section 15-5-9 Penalties

- A. Any person found to have violated any provision of this article shall be punished as provided in section 1-5-1(A) of this code.

- B. The Chief of Police or any police officer is authorized to tow and store at the owner's expense any vehicle, equipment, or trailer found to be in violation of any provision of this Article in accordance with state statute.

ARTICLE 15-6 CURB LOADING ZONES

Section 15-6-1	City Traffic Engineer to Designate Curb Loading Zones
Section 15-6-2	Permits for Curb Loading Zones
Section 15-6-3	Standing in Passenger Curb Loading Zone
Section 15-6-4	Standing in Freight Curb Loading Zone
Section 15-6-5	Permit for Loading or Unloading at an Angle to the Curb
Section 15-6-6	Public Carrier Stops and Stands

Section 15-6-1 City Traffic Engineer to Designate Curb Loading Zones

The city traffic engineer is hereby authorized to determine the location of passenger and freight curb loading zones and shall place and maintain appropriate signs stating the hours during which the provisions of this article are applicable.

Section 15-6-2 Permits for Curb Loading Zones

Any person that desires a curb loading zone shall apply for a one (1) year permit for such zone and for two signs to indicate the extent of such zone. The city traffic engineer upon granting a permit and issuing such signs shall collect from the applicant a fee as established by council resolution from time to time. Each permit shall expire at the end of one year.

Section 15-6-3 Standing in Passenger Curb Loading Zone

No person shall stop, stand, or park a vehicle for any purpose or period of time other than for the immediate loading or unloading of passengers in any place marked as a passenger curb loading zone during hours when the regulations applicable to such a zone are in effect and then only for a period not to exceed three (3) minutes.

Section 15-6-4 Standing in Freight Curb Loading Zone

No person shall stop, stand, or park a vehicle for any purpose or period of time other than for the immediate unloading and delivery, pick-up or loading of materials in any place marked as a freight curb loading zone during hours when the provisions applicable to such zones are in effect. In no case shall the stop for loading and unloading exceed thirty (30) minutes. The driver of a passenger vehicle may temporarily stop in a freight curb loading zone to load or unload passengers if such stopping does not interfere with any freight delivery or pick-up vehicle waiting to enter or such zone provided that such stop shall not exceed three (3) minutes.

Section 15-6-5 Permit for Loading or Unloading at an Angle to the Curb

The city traffic engineer is authorized to issue special permits to permit the backing of a vehicle to the curb for the purpose of loading or unloading merchandise or materials. Such permits may be issued either to the owner or lessee of real property or to the owner of the vehicle.

Section 15-6-6 Public Carrier Stops and Stands

The city traffic engineer shall establish bus stops, bus stands, taxicab stands, and stands for other common-carrier passenger motor vehicles on such public streets, in such places, and in such number as he shall determine for the convenience of the public, together with appropriate signage.