



Criteria for Traffic Calming Devices

Engineering Division
Public Works Department
Unified Government of Wyandotte County
and Kansas City, KS

INTRODUCTION

Traffic calming is an integrated approach to traffic planning that seeks to create a more livable urban environment by reducing the undesirable impacts that traffic can have on neighborhoods.

Traffic calming policies have been developed to preserve an environment where people can live and work without being threatened by traffic related problems. The most common traffic problems on local streets and residential collectors are associated with the following elements:

- 1) Excessive speeds
- 2) Cut through traffic
- 3) Inadequate pedestrian facilities

Engineering tools include a variety of traffic calming devices that can reduce speed, decrease passenger car volumes, and improve safety on local streets and residential collectors.

The objectives of this policy are to:

- 1) Develop criteria for the selection of citizen-initiated traffic calming projects for speeding traffic and cut through traffic on local streets and collectors.
- 2) Recommend appropriate traffic calming devices.
- 3) Establish a process for traffic calming installation.
- 4) 4) Provide a basis for authorizing projects.

These topics are discussed in the following sections of the policy.

THE SIGNIFICANCE OF HIERARCHY OF ROADS

Local Street: Local streets are usually the start and end points of your trip. Local streets within the UG are usually 18 feet to 40 feet wide two-way streets or one-way streets with speed limit of 20 MPH to 30 MPH. Usually with no double yellow center line striping. Local streets feed residential collectors usually at 2-way or 4-way stop intersections.

Residential Collectors: Residential collectors are used to get to and from an arterial road to the local streets of residence. Road widths within the UG are usually 24 feet to 50 feet. Residential collectors can have multiple travel lanes and/or center turn lanes. Speed limits are usually 30 MPH to 40 MPH. Residential collectors will usually have a striped double yellow center line. Usually, residential collectors terminate at arterial roads with traffic signals or at other collectors at all-way stops.

Arterial Roads: Arterial roads are used to get you to and from collectors and the highway. Arterial road widths are usually more than 50 feet wide. All arterial roads have double yellow center line striping or a median dividing the drive lanes. Most arterials within the

UG consist of at least 4 lanes of bi-directional traffic. Usually, most arterials terminate with other arterials or highways at signalized intersections or interchanges.

DEFINITION OF TERMS

Unified Government of WyCo & KCK Public Works Department will be abbreviated as “UG” in this document.

85th Percentile Speed (P): The speed at which 85 percent of the motorists are measured to be traveling at. Commonly accepted practice for measuring speed of traffic.

Posted Speed Limit (S): The speed limit set by the UG for any given roadway. Where no speed limit sign is posted for a given segment of road the speed limit is assumed to be 25 MPH.

Average Daily Traffic (ADT): This is the volume of traffic moving in both directions on a given roadway. ADT is reported in units of vehicles per day (vpd). This is one of the tools the UG uses to determine how busy a street is.

Project Area/Residents Directly Affected: Defined as the combination of nodes (intersections) or segments (road sections) of a stretch of roadway. The limits are defined as residents fronting the nodes or segments within 1,000 feet for urban areas (east of I-635) and 2,000 feet for rural and suburban areas (west of I-635) of the where the proposed traffic calming device(s) and/or supplemented signs will be installed.

CRITERIA FOR CONSIDERATION OF PLACEMENT OF CITIZEN INITATED TRAFFIC CALMING DEVICES – Local Streets and Residential Collectors

To make efficient use of available funds, keep frustration levels of drivers to a minimum, and to minimize negative impacts of calming devices such as effects on emergency vehicles and increase in traffic volumes on other neighborhood streets, appropriate criteria for the selection of street or street segment(s) for the installation of traffic calming devices have been developed.

Not all streets are suitable for traffic calming treatments. Suitability is based on speed, volume, street classification, and several other criteria. To be qualified for traffic calming treatments a street must meet the following requirements.

I. Eligibility criteria for calming devices to reduce speeds and/or volume:

- 1) The street must be classified as a local street or residential collector per the UG.
- 2) The 85th percentile speed observed is at least 5 M.P.H. over the posted speed limit, which-ever is greater.

- 3) 24-hour volume is more than 500 vehicles for local streets and 1,500 for collectors.

II. Eligibility Criteria for calming devices to restrict one or more possible movements:

- 1) The street must be classified as a local street.
- 2) The typical weekday traffic must exceed 500 vehicles per day and be less than 3,000 vehicles per day.
- 3) The segment that is closed should be no greater than one block in length.
- 4) The Police and Fire Departments must both approve the proposed closure.
- 5) A suitable alternative route must be available.

Other Eligibility Considerations

- 1) No more than 2 travel lanes or 40-foot pavement width.
- 2) UG Funding availability and/or Neighborhood Funding.
- 3) The neighborhood must support the project as evidence by the submission of the petition of interest in the format of Exhibit A.

The Unified Government, in its sole discretion, shall make the final decision whether to install a traffic calming.

TYPES OF CALMING DEVICES

Several physical controls are available to reduce vehicular speeds and cut through traffic. Below is an outline of our traffic calming toolbox.

Vertical Deflection:

Vertical deflection measures are devices placed in the roadway that use the forces of vertical acceleration to discourage speeding by motorists. Devices in the path of travel force the driver to maneuver over top of the device in place. Common examples of vertical deflection include speed bumps/humps/tables. For more information on the requirements and specifications of vertical deflection devices please ask for a copy of the Unified Government's Transportation Management Guide.

Horizontal Deflection:

Horizontal deflection measures are devices placed in the roadway that requires the driver to increase his attention to the immediate path of the vehicle. Devices in the path of travel force the driver to maneuver around the devices. Common examples of vertical deflection include bulbouts, lane narrowing and roundabouts. For more information on the requirements and specifications of horizontal deflection devices please ask for a copy of the Unified Government's Transportation Management Guide.

Turning Restrictions

Any device that limits or restricts the movements of a driver is generally classified as a turning restriction. Common examples of vertical deflection include semi/diagonal diverters, forced turn channelization and intersection/mid-block cul-de-sacs. For more information on the requirements and specifications of turning restriction devices please ask for a copy of the Unified Government's Transportation Management Guide.

STEPS FOR NEIGHBORHOOD INITIATED REQUEST FOR TRAFFIC CALMING

To initiate the process for considering the installation of a traffic-calming device or project the citizen or neighborhood association must contact the Engineering Division of the Public Works Department. Typically, the Engineering Division will mail or email to the individual or the neighborhood association information on the process, along with a petition form, attached as exhibit A, for a significant portion of the neighborhood to sign. A neighborhood contact person should be identified on the petition. Petitioner must include an explanation of the observed problem.

Upon receipt of the petition and verification by UG staff of the reported problems, the Engineering Department will collect traffic volume and speed data. Data collection and analysis typically takes 3 months to complete depending on the number of requests queued. If reported problems correlate with schools being in session, traffic data collection may be suspended until school opening.

Unified Government staff may contact the petitioning group through letter, e-mail or phone communication and explain its findings and suggestions. If necessary, UG staff may attend a neighborhood meeting to present findings and explain the participation requirements. The UG staff may continue to serve as a resource person at future meetings but developing consensus and arranging meetings is the responsibility of the neighborhood association or representative. If the traffic study shows that the area in question meets UG criteria and a traffic-calming device is justified, upon approval from the acting traffic engineer, UG staff will prepare a preliminary design.

Other departments, such as Police and Fire, may also comment on the traffic calming devices. The decision to permanently install traffic calming is at the discretion of the Unified Government.

Traffic calming projects are not actively funded! Residents may request project funding via the Public Works Standing Committee Meeting or may opt to pay for some or all the costs of purchasing and/or installing traffic calming devices at the discretion of the UG Public Works Department Engineering Division.

If the cost of this installation is estimated to be greater than the small project procurement limit set forth by the Unified Government, the Unified Government typically requires a benefit district to be formed in the neighborhood. All projects that are to be entirely or partially funded by the Unified Government shall be based on the availability of funds.

If residents decide to pay for some or all of the traffic calming devices' purchase and installation, residents must comply with the most recent version of the Unified Government Technical Specifications and Provisions. These documents are located on the Unified Government's website: <https://www.wycokck.org/Departments/Public-Works/Technical-Provisions-Standard-Drawings>. Public Works must approve all traffic calming designs before installation.

Once a funding source is obtained, following to the completion of the design, and prior to any temporary or permanent traffic calming installation, the engineering department will consult with the District and At Large Commissioners to discuss the proposed installations.

If permanent installation is decided upon, the traffic calming device must remain in place for a minimum of 2 years. Afterward the area will be reevaluated to determine if the traffic calming device sufficiently calmed traffic.

REQUESTING THE ADDITION OR REMOVAL OF PARKING RESTRICTIONS FOR RESIDENTIAL STREETS AND NEIGHBORHOODS

To initiate the process for considering the installation or removal of parking restrictions the citizen or neighborhood association must contact the Engineering Division of the Public Works Department. Typically, the Engineering Division will mail or email to the individual or the neighborhood association information on the process, along with a petition form, attached as exhibit A, for a significant portion of the neighborhood to sign. A neighborhood contact person should be identified on the petition. Petitioner must include an explanation of the observed problem. Project time for major installation or removal of a parking restriction is about 10 weeks.

Upon receipt of the petition and verification by UG staff of the reported problems, the Engineering Department may schedule/preform a field visit to evaluate the road segment or intersection approaches for the addition or removal of parking. The Engineering Division will mail out 2 notices to inform the public of parking restriction changes. These notices are mailed out between 2 – 4 weeks apart. The first letter will be a notice of the new parking restriction, the second letter will be another notice with details of the start date of the parking restriction, any grace periods allotted to the residents and, a date of enforcement. Kansas City, KS Police Department (KCKPD) will be notified of the new parking restriction. Upon notice KCKPD, police will begin ticketing cars parked illegally.

The criteria for the addition or removal of parking shall be based on existing parking congestion, the number of driveways, building spacing, city ordinances, the street's length & width, nearby businesses & organizations demand, pedestrian usage, and any existing parking restrictions deemed necessary for the proper flow of traffic.

No speed or volume data will be collected during the evaluation for new parking restrictions. A sign diagram will be created to illustrate the locations where parking signs will be placed along the road segment(s) or intersection(s) approach. Engineering judgement will be used to determine the need for parking in the area. The Engineering Division will use the guidance of the most recent version of the Manual of Uniform Traffic Control Design (MUTCD).

All minor parking requests limited to less than 3 signs (installed or removed) shall be subject to engineering judgment only and are not required to undergo this process.

RESPONSIBILITY OF THE UNIFIED GOVERNMENT OFFICIALS

The Unified Government Commission authorizes the Unified Government Administrator to administer this policy and establish procedures as necessary to carry out this policy effectively and fairly.



Unified Government Traffic Calming Neighborhood Request Form

Unified Government Traffic Calming - Neighborhood Request Form

Please submit the completed Neighborhood Request Form to:

Unified Government

Public Works Department

Attn: Devin Tiebout

701 N 7th Street Suite 712

Kansas City, KS. 66101

Email: dtiebout@wycokck.org

FAX: (913) 573-5727

Neighborhood: _____

Contact Name: _____

Address: _____

Phone: _____ Daytime Phone: _____

Email: _____

• Do you belong to a Neighborhood or Homeowner's Association or are you aware of one in your area? Yes No

If yes, which one?

• Describe the location of your traffic concern:

• Describe your neighborhood's traffic concern in detail:

UG TRAFFIC CALMING PETITION

The boundaries of this petition's 'area of effect' shall be defined by the Unified Government Public Works Department Engineering Division below.

Petition requirements will be outlined in correspondence with the the UG Public Works Department Engineering Division Staff. If no requirements are provided, 75% of existing businesses, residents (owners & tenants) and organizations are required to sign within a circle with diameter of 2,000 feet (1,000 ft radius) centered on the location of concern. For urban areas, (All residents east of I-635) petition requirements shall be within a circle with diameter of 1,000 feet (500 ft radius). For multiple areas, please contact UG Public Works for requirements.

Neighborhood Traffic Calming Request Petition

Location: _____

Please submit this petition signed by nearby property owners, tenants (one per household), businesses or organizations (organization leader) residing within the area of effect.

PLEASE PRINT

Name _____ Please circle one: Owner Tenant
Address _____
Signature _____ Date _____

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