City of Raymore
Traffic Calming Policy

PURPOSE AND OVERVIEW

It is the goal of the Public Works Department to achieve solutions to traffic related problems in a manner least intrusive to the neighborhood. To accomplish this goal, the department has developed this procedure to assure a systematic and comprehensive approach to each situation.

There are a variety of measures available to the City to help residents address traffic problems on local streets. This policy only governs the installation of traffic calming on local streets; which are the only streets for which traffic calming measures are considered appropriate. Traffic calming measures will not be installed on Collector or Aerial Streets.

It is necessary to preserve the use of public streets for their designed purpose, vehicular traffic. The use of "traffic calming" measures, such as speed humps, traffic circles, or road closures without adequate cause and consideration often leads to the creation of additional problems and can have negative effects on local traffic by diverting the problem to adjacent streets.

In attempting to balance these two needs, the City has adopted the following policy and process to help address resident needs and solve traffic problems.

The process consists of four parts:

First, residents contact the City for help indicating that there is a perception of traffic problems in the neighborhood.

Second, City officials undertake a traffic study and if warranted initiate proven methods to address the problem that do not change the physical nature of the road.

Third, if these methods are not successful, the City prepares a feasibility study to determine if the problem is truly serious enough to warrant changing the nature of the street.

Finally, if the study concludes that traffic calming needs to be implemented, the City meets with residents to present a plan that must then be approved by 75% of those affected through a petition process.

PROCESS INITIATION

There are two ways that a given area may begin the process:

1. Upon report from the Chief of Police or the City Traffic Engineer that traffic conditions are dangerous to citizens; or,
2. Upon a request from residents in the area. Public Works will cooperate with potential petitioners to appropriately define the project area prior to the start of

petitioning. The petitioning person or homeowner's association will be responsible for collecting signatures; the City will verify property ownership of signees.

Regardless of origin, Public Works will designate the project area for further community engagement. In setting the project area, Public Works personnel will take into account the nature of the area and the extent that residences on the affected street and the surrounding area will be affected by proposed measures.

EDUCATION AND ENFORCEMENT

If traffic conditions are shown to warrant additional action, and before permanent traffic calming measures are considered, City personnel (including Public Works and Police) will hold an informal neighborhood meeting with residents of the project area and discuss temporary actions to attempt to reduce the severity of the problem. These measures may include use of the radar warning trailer, directed traffic enforcement, investigation of alternative routes and traffic redirection or diversion, the installation of additional warning signs, and other solutions that may be proposed for a particular project area.

TRAFFIC STUDY

If education and enforcement measures are unsuccessful in reducing the severity of the problem, City engineers, City engineers will perform a detailed traffic study on the street in question. Traffic calming measures may be recommended when any of the following conditions are completely true or when two of the following conditions are satisfied at 80% (rounded down) of the listed value:

1. The 85th percentile speed of traffic is traveling over 10mph over the posted speed limit;
2. There are 3 or more accidents on the road in the past 18 months that reasonably could have been corrected by traffic calming;
3. The average 24-hour two-way traffic volume exceeds 2000 vehicles;
4. Over 50% of the traffic on the street is cut-through traffic (traffic that does not stop along the street before exiting).

The City may also take into account the presence of schools, the absence of sidewalks, and the desired use of the route by bicyclists during high traffic in determining whether to recommend the use of traffic calming measures if the traffic study alone fails to prove these conditions. Conversely, the City may also consider future street construction and improvements and the impact of proposed installations on emergency response and school bus routes in declining to recommend traffic calming for a project area.

IF TRAFFIC CALMING IS NOT RECOMMENDED

In the event that a traffic study does not support the use of traffic calming measures, further requests from an area for a traffic study will not be considered for a minimum of 18 months unless the traffic situation within the project area has fundamentally changed since the traffic study. City personnel will maintain contact with the neighborhood and may continue education and enforcement measures as appropriate.

IF TRAFFIC CALMING IS RECOMMENDED

City engineers will prepare a proposal for action and present it at an additional neighborhood meeting. Generally speaking, the City prefers to only use speed humps and traffic circles on roads already constructed, although alternative requests will be considered. Additionally, engineers will not consider the addition of new traffic control signs (stop signs, yield signs, etc.) unless, in their opinion, there is confusion regarding the road's right-of-way that is contributing to a traffic problem.

After the meeting, the City may hold additional meetings to display revisions and refinements of the proposal; additionally, upon request, the City may deploy temporary speed humps or barrels to simulate the effects of the proposed installation upon street traffic. After either residents or the City feel that no further refinements to the proposal are possible, the proposal will be brought to the neighborhood formally for a final decision.

FINAL DECISION – PETITION/PUBLIC HEARING

For investigations begun by the City, a public hearing will be held before City Council. For investigations initiated by citizen inquiry this formal decision is through a petition conducted by the original contact person or association or a volunteer replacement. 75% of residents including the 4 closest (usually, directly adjacent) property owners to the proposed installation must all agree to proceed with installation within fourteen (14) days of the petition start. Generally speaking, the City will ensure that the property owners within the area impacted by the proposed traffic calming measures consent before beginning the final process

As this process is occurring, Staff will notify City Council that traffic calming has been recommended to solve traffic problems in the project area. Council members will be provided with a map of the area, the results of the study, and any other pertinent information. Should the petition succeed, Council will formally consider the proposal. All efforts will be made to expedite the process as much as possible after a second petition.

INSTALLATION AND FOLLOW-UP

Should Council approve the project, it will be bid and contracted for execution as per regular practice for City construction projects. A follow-up traffic study will be performed sometime within the next year to document the effectiveness of the installation. Petitions to remove

existing traffic calming measures are not governed by this policy and will be considered solely by City Council.