

## **Appendix D**

### **Policies**

**CITY OF BLAINE**  
**RESIDENTIAL TRAFFIC MANAGEMENT POLICY**

**I. INITIAL RESPONSE**

The City's initial response to traffic speed complaints in a residential neighborhood will be to advise the concerned citizen of the various mechanisms currently available. These include requests by the neighborhood for increased traffic enforcement, participation by the neighborhood in a neighborhood speed watch program, and lastly, placement of the variable speed display trailer in the neighborhood. All the above procedures are handled by the Police Department in response to requests for further action by the neighborhood.

**II. FURTHER REQUESTS**

The above three procedures responding to initial requests are three of four procedures which are known to have an effect on the speeding problem in the neighborhood. The fourth procedure is the installation of speed humps which provides for the installation of a physical device across the street which slows traffic.

Research has shown that speed humps are only effective for 250 feet on either side of the hump. Thus, a neighborhood considering speed hump installations would typically require two to three installations. Speed humps have been shown to reduce the 85th percentile speed on a roadway by 8 to 10 miles per hour.

Speed humps would only be appropriate in local residential neighborhoods. They would not be considered on collector streets where the average daily traffic exceeds 1,000.

Speed humps should also be broadly supported by the neighborhood where they are being requested, and they should also be supported by the larger area that may be affected by their installation. A 65 percent majority shall be required for the neighborhood that would be directly requesting the installation of speed humps. Additionally, those streets that might be affected by the speed hump installation will also be required to support their installation by a majority. Both of these areas where determination of support is required shall be handled, first by a petition circulated by a resident of the specific neighborhood to determine preliminarily the support of residents from the specific neighborhood and also from the affected neighborhood. Upon receiving probable assurance that support in the neighborhood does exist for speed hump installations, a mailed ballot will be sent to each resident which must be returned and will be utilized as the official determination of voting.

It is estimated that the current cost of installation of each speed hump is approximately \$5,000. The City will solicit bids from three contractors prior to May of each year. Contractors will be required to indicate the price of each speed hump installation which would be installed by their company during the course of that construction season. The requesting neighborhood will be required to provide the amount of money for each neighborhood installation in cash to the City before the contractor would be authorized to install the speed humps. The City's investment in the project will be 25% of the installation cost plus the solicitation of bids and coordination and administration of effort associated with the neighborhood speeding problem. Should the neighborhood, upon installation of the speed humps, wish removal of the speed humps, again a 65 percent majority of the property owners in the area must sign a petition requesting their removal. Again, the cost will be determined, and the neighborhood will be required to provide the money prior to the removal of the speed humps.

### III. **SUMMARY**

Response to neighborhood traffic speeding problems is provided in one of four ways. The first three methods, at lowest cost, include police enforcement, neighborhood speed watch programs, and use of the variable speed display device. Individuals expressing concern about a speeding problem will be informed of the first three alternatives initially, and if speeding remains a problem, the fourth alternative will be suggested to the neighborhood.

The fourth alternative consists of the installation of speed humps which will only be considered on the following conditions.

1. Local street ADT must be less than 1,000 per day.
2. Installations must be supported by a 65 percent majority of the requesting neighborhood.
3. The effected neighborhood must support the installation by at least a 51 percent majority.
4. Installation costs (75%) must be paid by the requesting neighborhood with 25% paid by the City. Removal, if requested, must also be supported by a majority of 65 percent and paid by the neighborhood.

#### ATTACHMENTS:

Sample Ballot to Determine Speed Hump Installation

Date: \_\_\_\_\_

Subject: Road Hump Ballot for \_\_\_\_\_

Dear Resident:

At the request of residents on \_\_\_\_\_ the City has recently reviewed traffic conditions on \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_ in accordance with adopted City policies. After evaluating and exhausting all other options, the City has determined that road humps may be appropriate to address the concerns of the residents.

However, in order to install the humps, residents of the street, as well as those who must use the street for access reasons, must support the installation. The attached diagrams show the number and approximate location of the humps and what a typical "hump" and related signage looks like. Please take the time to carefully review the diagrams and drive the subject street. Then indicate whether or not you support the installation by checking the appropriate box below (one vote per household/address). Return this ballot to City Hall by \_\_\_\_\_.

YES, I support the installation of road humps on \_\_\_\_\_.

NO, I do not support the installation of road humps on \_\_\_\_\_.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone No.: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Mail response to: City of Blaine  
Engineering Department  
10801 Town Square Drive NE  
Blaine MN 554449

Since 65 percent must support the installation, your vote (yes or no) is important. The results will be tabulated and presented to the City Council on \_\_\_\_\_. Thank you for your assistance in this matter. If you have any questions, please contact Charles Lenthe, City Engineer, at (763) 785-6188.



# City of Blaine

## Public Services

10801 Town Square Drive  
Blaine, Minnesota 55449-8101

June 24, 2002

www.ci.blaine.mn.us

## Criteria for Reviewing Stop Sign Requests

When we receive a request for a stop sign installation, the Engineering Department reviews the intersection to determine if a stop sign is warranted. <sup>(1)</sup>

For an intersection to warrant a stop sign, one or more of the following conditions must exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

If an intersection has intersecting roadways with approximately equal volumes a “multi-way stop” may be a more appropriate option to review. A multi-way stop sign may be warranted if an intersection exhibits any of the following conditions:

1. Where traffic signals are warranted and urgently needed, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Such accidents include right-and left-turn collisions as well as right-angle collisions.
3. Minimum traffic volumes:
  - a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and
  - b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
  - c. When the 85th-percentile-approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

Additionally, stop signs should not be used for speed control.

<sup>(1)</sup> The “Minnesota Manual on Uniform Traffic Control Devices for streets and highways,” provided by the Minnesota Department of Transportation, offers the criteria used by the City of Blaine to review stop sign requests.