

TRAFFIC CALMING POLICY

I. PURPOSE AND NEED FOR POLICY

The transportation system influence livability of our community, connecting people to the places they live, work, attend school, and recreate. The City of Burnsville is committed to improving the livability of its community, which includes the safety of its streets. Effectively managing speed and volumes on local and minor collector streets is a critical component to creating safe, convenient, multi-modal travel for all users. This Traffic Calming Policy provides a data driven approach to speed management, evaluation, and traffic calming to enhance livability and safety on streets in the City of Burnsville.

This policy is a cooperative effort between the City and the public. The primary goals of the Traffic Calming policy include:

- To improve the safety, driving speed, and livability on the City's local and minor collector streets.
- To establish a consistent process and set of criteria for evaluating and prioritizing locations for potential traffic calming measures.
- To encourage citizen participation in neighborhood traffic management activities.
- To efficiently use City resources through the traffic calming prioritization process.

II. BACKGROUND

The Federal Highway Administration (FHWA) provides the following definition of traffic calming:

"The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception to produce desired effects."

Traffic calming measures are typically implemented to improve the overall safety of a roadway by either reducing speeds or vehicle volume.

Currently, the local streets within the City of Burnsville have a statutory speed limit of 30 miles per hour. The posted speed limits on minor collector roadways within the City limits vary from 30 to 35 miles per hour. However, regardless of the speed limit, drivers will typically drive a speed based on the roadway conditions, environment, and a variety of other factors, whether that speed is higher or lower than the speed limit. A traffic study can help determine the operating speed on a given roadway by evaluating the average, median, and 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below). The safety of all roadway users, especially for pedestrians and bicyclists, is a risk when roadways experience higher vehicular speeds.

At roadway locations where the speed, traffic, and/or safety are a concern, traffic calming measures can help change driver behavior through education measures or by implementing visual or physical changes to the road environment. These changes can include pavement markings, signing modifications, horizontal changes, and vertical changes.

III. POLICY

Upon meeting the criteria and following the procedures outlined in this policy, the City may install traffic calming measures to mitigate speeding and cut-through traffic. The cost of installing the traffic calming measures will be borne by the City. Removal of permanent traffic calming measures will be evaluated per the policy and costs may be assessed to adjacent property owners or borne by the City, depending on the circumstances for removal. If the City determines that a speeding or volume issue does not exist, the concerned resident(s) will be notified of the reasoning. The City may determine that the concern prompts the consideration of a different policy or improvement, such as City Policy 5.090, Pedestrian Crosswalk Policy.

Implementation of traffic calming strategies will be consistent with the procedures outlined in this policy, engineering best practices and design standards, relevant City policies, and available funding and resources.

The procedure included in this document will be limited to existing local and minor collector streets, which can be referenced in the City of Burnsville's Comprehensive Plan. Definitions of a local and collector street are provided below:

- **LOCAL STREET** – typically a two-lane roadway that provides the most access and least mobility within the functional classification system. Local streets allow access to residential properties and are designed to carry a relatively low volume of vehicular traffic
- **COLLECTOR STREET** – provides connection between neighborhoods and from neighborhoods to minor business concentrations via other collectors or arterial streets. They typically carry a higher volume of vehicular traffic while balancing traffic mobility with land access. Collectors are broken down into two categories, major and minor. Reference the Comprehensive Plan to view the map of the major and minor collectors in the City.

The City should consider and, when appropriate, incorporate the City's other transportation goals, policies, and plans. When necessary and unless otherwise specified, all improvement strategies and devices shall be consistent with the guidelines outlined in:

- Federal Highway Administration (FHWA) – Traffic Calming ePrimer
- Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD)

This policy does not include the evaluation of traffic control devices as solutions to traffic calming needs. The City, along with partners at Dakota County and the State of Minnesota, perform evaluation to determine when control devices are necessary, such as stop signs. Stop signs are intended to assign right-of-way for drivers and are not speed control devices.

IV. PROCEDURES FOR NEW TRAFFIC CALMING REQUESTS

The process for receiving, evaluating, and responding to requests for traffic calming needs is included in the summary flow charts (Attachment A) and described in more detail below. Each scenario is unique and the process will not always follow the same order. In general, the process follows these primary steps:

- Initial contact and eligibility review
- Traffic calming request and community support
- Engineering study and project prioritization
- Traffic calming measure evaluation
- Temporary/Demonstration installation
- Improvement assessment
- City and community support
- Permanent installation

A. Summary Flow Charts are provided in Attachment A, which summarize the Traffic Calming Policy Procedure. The Traffic Calming Toolbox is included in Attachment B and provides information and resources that can be referenced to evaluate and determine the most appropriate strategy for each study. The FHWA ePrimer tool is available online and is referenced as the primary resource to help determine the most appropriate traffic calming strategy for each study.

B. Correlating to the flow charts in Attachment A, the following is a detailed description of the procedure to be followed:

1. Initial Contact and Eligibility Review. The traffic calming review process begins when a resident contacts the City with a concern related to speeding, vehicular volume, or safety on a local or minor collector roadway within their neighborhood limits. The City's Engineering Department shall be contacted either by submitting a request on the City's website, emailing, or mailing the request to the Engineering Department. A formal request form template/sample can be found in Attachment C.

The City confirms the proposed study location meets the basic eligibility criteria:

- the location is on a local or minor collector street,
- the project's defined limits are predominantly residential land use (greater than 75% of bordering properties are residential or mixed-use), and
- the speed limit is less than or equal to 35 miles per hour.

2. Traffic Calming Request and Community Support. Once the City confirms the eligibility of the concern, the resident completes the Traffic Calming Request form (Attachment C) if they have not already done so. The Traffic Calming Request serves as the formal method for the City to document the concern, obtain contact information, and receive any additional information.

At this time, the City will determine the project's limits to define the number of dwelling units that would benefit from a traffic calming improvement measure. A dwelling unit is a building or part of a building that is used as a single residence (e.g., one apartment unit is considered one dwelling unit). To continue with the procedure, the City requires support from at least 35% or 15 dwelling units within the project limits, whichever is less. Only one signature per dwelling unit shall be permitted and accepted.

There are two options for achieving the required support:

Option 1: The resident obtains the required support within the project limits following the instructions provided on the petition form found in Attachment D. The petition shall be returned to the City for evaluation and verification of signatures.

Option 2: The City solicits support within the project limits by either a mailed or online survey. The City requires approximately six weeks to prepare the survey and send out the notification and survey.

If the project does not receive the required level of support, the City may decide to not take any action and the residents will be notified.

3. Engineering Study and Project Prioritization. Once the project meets the eligibility criteria and receives the required level of support, the City will next conduct an engineering study. The study will assess the issue and prioritize the project against other eligible requests. The engineering study may include an analysis of:

- Speed data
- Traffic volumes
- Crash history
- Planned projects/improvements
- Engineering field review including roadway geometry, surrounding land use, and multi-modal needs

Based on the engineering study data, the City will allocate points to the potential project as outlined in Table 1. The criteria and related point system will result in a ranking for each potential project that represents the relative need amongst other eligible projects.

Higher ranking projects are intended to receive higher prioritization than lower ranking projects and to be addressed earlier based on available resources. When the project is up for implementation and the funds are secured, the City will implement a feasible traffic calming measure based on the project's needs (see Attachment B, Traffic Calming Toolbox). In many cases, the City may implement a temporary version of the traffic calming measure before committing to a permanent measure.

Projects that are not addressed within the year they are originally studied may remain eligible for review for up to five (5) years. After five years, the project(s) will be removed from eligibility and the process will start over if a concern still exists. If a project is removed from the process, the City will notify the residents.

Depending on the project site, Table 1 may not list several conditions that warrant or do not warrant the implementation of the traffic calming measures. The City shall use engineering judgement for each project.

Table 1: Project Prioritization Point System

Criteria	Point System	Maximum Points
Crash history	The most recent 3-years of crash data should be considered to understand if any patterns may be corrected by a traffic calming measure. +10 points per recorded crash that involved a pedestrian or bicyclist. +5 points per recorded crash that involved vehicles only.	20 points
Speed	Local Roads: +2 points per every 1 MPH the average speed is over 20 MPH Collector Roads: +2 points per every 1 MPH the 85th percentile speed is over the speed limit.	20 points
Volume	+5 points per every 100 vehicles per day (vpd) over 500 vpd.	15 points
Proximity to schools	+15 points if the defined limits are within a designated school zone or within a 0.5-mile radius from a school.	15 points
Proximity to pedestrian generators	+5 points per pedestrian generator located within ¼ mile radius of defined limits Examples: library, park, direct connection to a sidewalk or trail, hospital/clinic, transit route/stop, playground.	15 points
Cut-through traffic	+10 points if >50% of traffic is cut-through traffic, determined by traffic counts or forecasting methods.	10 points
Multimodal needs	+5 points if the immediate study area is not adjacent to existing sidewalk or trail. +5 points if the immediate study area is on a planned bicycle route or trail crossing.	5 points
Maximum points		100 points

¹ Point allocation based on impact vehicle speed has on pedestrian risk of severe injury or death and the adjacent land use context and lack of sidewalks of the local streets within the City. Source: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

4. Identify Category 1 or Category 2 Traffic Calming Measure. The City should consider the following when reviewing traffic calming options:
- The City's transportation goals, policies, and plans
 - The balance of livability, transportation needs, and safety goals
 - Access for all modes
 - Access for emergency vehicles
 - Street maintenance
 - Impact to the roadway's function, safety, or capacity
 - Available funding and resources
 - Planned roadway improvement projects on the impacted roadway

Using the data collected as part of the engineering study and prioritization process, as well as the considerations listed above, the City will identify the appropriate traffic calming measure to address the concern in the study area. The Traffic Calming Toolbox (Attachment B) should be referenced to determine if the study area would benefit from a Category 1 or Category 2 measure.

Category 1 (Base Measures) include strategies and devices that are primarily education or visual. These strategies are traditional low-cost and low-impact measures that may be effective in altering driver behavior without changing the geometry of the roadway. Category 1 measures may include:

- Education
- Speed Trailers
- On-Street Parking
- Turn Restrictions
- Pavement Marking Updates
- Signing Updates
- Signal Timing Updates

If the City determines that a Category 1 measure is feasible to address the concern, the City shall complete the following steps:

Step 1: Install a temporary or permanent measure

Due to the relative low cost and low impact nature of Category 1 measures, the City may determine to install either a temporary or permanent form of the device.

Step 2: Conduct improvement assessment

In most cases, after approximately two to four weeks following the installation of the temporary or permanent measure, the City will complete an improvement assessment by obtaining neighborhood feedback through a public input meeting or a survey and/or by conducting a follow-up engineering study to evaluate the effects of the project.

The data will be evaluated by the City staff and shared with the City's Traffic Committee to determine if the concern is addressed and if the measure aligns with the neighborhood goals.

Step 3: Close the request or re-evaluate

If the City determines that the measure demonstrates acceptable improvement, then the City shall notify the residents that the concern is addressed. If a temporary measure was initially installed, the City shall consider the installation of a permanent measure and/or maintain the installed measure into the future to ensure its desired effectiveness is sustained.

If the City does not determine that the measure demonstrates acceptable improvement, the City will evaluate other measure(s). If the City does not consider any other measure(s) to be effective in addressing the concern, the City will notify the residents of the decision to not move forward with a permanent measure. The City shall remove the temporary measure and restore the roadway to its original state.

Category 2 (Physical Measures) are physical design features that are used to address concerns that Category 1 measures may not effectively address. Category 2 include more robust and typically higher cost devices that can be implemented to

reduce speed and alter traffic volume patterns. Category 2 measures may be used by themselves or in conjunction with Category 1 measures. Category 2 measures may include:

- Lateral Shift
- Chicane
- Realigned Intersection
- Traffic Circle
- Mini-Roundabout
- Speed Hump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection
- Corner Extension
- Choker
- Median Island
- Road Diet
- Diagonal Diverter
- Half or Full Closure
- Median Barrier/Forced Turn Island

If the City determines that a Category 2 measure is feasible to address the concern, the City shall complete the following steps:

Step 1: Notify the impacted neighborhood

After the City determines the details of the traffic calming project, the City will notify the residents within the project limits of the upcoming demonstration project and potential permanent project. Information can be shared by holding a public meeting or distributing mailers. The notification should include information about the measure, including installation location, potential benefits, cost, and impacts it may have on the neighborhood and/or travel patterns during and after implementation.

The City shall provide an opportunity for the residents to share their initial feedback regarding the information that was shared about the measure.

Step 2: Implement temporary demonstration project

The City will install a temporary demonstration traffic calming project prior to installing any permanent measure. Doing so will allow the City to apply a lower impact design to test the approach and understand the potential impacts a permanent installation may have to the speed and/or volume. Temporary installation may include striping, placing removable bollards or flex posts, removable speed humps, or temporary signing.

Step 3: Complete follow-up engineering study

In most cases, after approximately three to six months following the installation of the temporary measure, the City will complete an engineering study to evaluate the effects of the project. Depending on the measure, the temporary measure may be in place for less than three months or more than six months before completing the study. Data such as vehicular speed and volume data will be collected and documented. If necessary, traffic diversion and impact to adjacent local or minor collector roadways may also be evaluated.

The data will be evaluated by City staff and shared with the City's Traffic Committee to determine if the concern is addressed and if the measure aligns with the neighborhood goals. The Traffic Committee will provide feedback regarding installing a potential permanent measure.

Step 4: Share findings and obtain feedback

The City will next post information to the City website, send out the information via mail, and/or conduct a public meeting to provide a summary of the engineering study and other observations made during the temporary demonstration project. If the City Traffic Committee supports the installation of a permanent measure, the City will provide the neighborhood and other potential impacted departments not represented on the Traffic Committee with relevant information about the permanent installation process and devices.

The residents and departments will be given an opportunity to discuss, ask questions of staff, and provide feedback to regarding their experience with the temporary installation. Feedback may be collected through an online form/survey, comment box or via mailers.

Step 5: Consider approval of permanent installation

Once the City has completed the follow-up engineering study, shared the information and next steps, and received public feedback regarding the temporary installation and potential permanent measure, the City will determine if the following criteria are all met:

- Engineering study demonstrates acceptable improvement
- City obtains at least 60% approval from affected dwelling units within the defined project limits to install the permanent measure. The City may conduct this polling process either by issuing ballots via mailers or online survey. Unreturned ballots or uncompleted surveys within the allocated time period will be counted as being opposed to the proposed action.

If the criteria are met, the City will complete the design, specifications, and estimate for installing a permanent measure. If the estimated costs exceed \$20,000, the City will bring the request to the City Council for approval. Once the City has completed the design process and/or received Council approval, the City shall notify the residents of the decision and next steps. The installation shall occur once resources and funding are secured and/or when any necessary planned roadway improvement project is up for construction. Moving forward the City shall maintain the traffic calming measure to ensure its desired effectiveness is sustained.

If the criteria are not met, the City will evaluate other measure(s) or modification(s) using the Traffic Calming Toolbox and complete Steps 1 through 5.

If the City does not consider any other measure(s) to be effective in addressing the concern, the City shall notify the residents of the decision to not move forward with a permanent measure. The City will remove the temporary measure and restore the roadway to its original state.

V. PROCEDURES FOR TRAFFIC CALMING DEVICE REMOVAL

There are two instances when a traffic calming device will be considered for removal:

- A. By a resident's request. When a resident requests that an existing traffic calming device be removed, these procedures are followed:
 - 1. The resident submits a request in writing to the City indicating their request and the reason for their request.
 - 2. The resident obtains support for removal by at least 35% or 15 dwelling units within the affected area, whichever is less. The City may assist with this effort; however it should be noted that City assistance may take at least 6 weeks.
 - 3. If support is obtained, the City will mail out a ballot to all in the area to allow the affected residents to vote on the removal. The notice will indicate, since the City paid to install the device(s), properties within the affected area will be assessed for the costs to remove the device(s) if the measures have been in place for 10 years or less. The City will consider covering costs for measures that have been installed for more than 10 years. A minimum of 60% of dwelling units must support removal for the City to consider removing traffic calming devices. Unreturned ballots or uncompleted surveys within the allocated time period will be counted as being opposed to removing the traffic calming device.
 - 4. If the required approval is achieved, the City Council may be advised to commence a special assessment procedure in accordance with Minnesota Statute 429, as determined by the City Engineer and the length of time the measures have been in place.
 - 5. If the required approval is not achieved, the City will notify residents that the traffic calming devices will remain in place.

- B. As part of a City-initiated street improvement project. When the City initiates a street improvement project that contains existing traffic calming measures, these procedures are followed:
 - 1. The City will poll the affected properties to determine if the neighborhood wishes for the traffic calming measures to remain or be reinstalled with the City project. A ballot will be mailed to the affected residents to vote on retaining or removing the devices. A minimum of 60% of dwelling units must support removal for the measures to be removed with the street improvement project. Unreturned ballots or uncompleted surveys within the allocated time period will be counted as being opposed to removing the traffic calming devices.
 - 2. If the required approval is achieved, the City will include the removal of the traffic calming measures/devices within its upcoming street improvement project at no additional cost to the adjacent residents.
 - 3. If the required approval is not achieved, the City will notify residents that the traffic calming devices will either remain in place or be reconstructed with the upcoming street improvement project at no additional cost to the adjacent residents.

VI. APPEALS

If, during any of the steps outlined above, the impacted resident believes the decision is not in the best interest of the defined project limits or the City as a whole, the resident may appeal a decision to the Engineering Department within 60 calendar days of being notified of the decision. The Engineering Department will include the appeal for discussion at the next Traffic Committee meeting for a final determination.

VII. RESPONSIBILITY

The Public Works Department, specifically the Engineering Division within the Public Works Department will be responsible for the administration and implementation of this policy with the assistance of the staff members that participate in the Traffic Committee (Engineering, Street Maintenance, Public Works, Planning, Police, Fire, Communications).

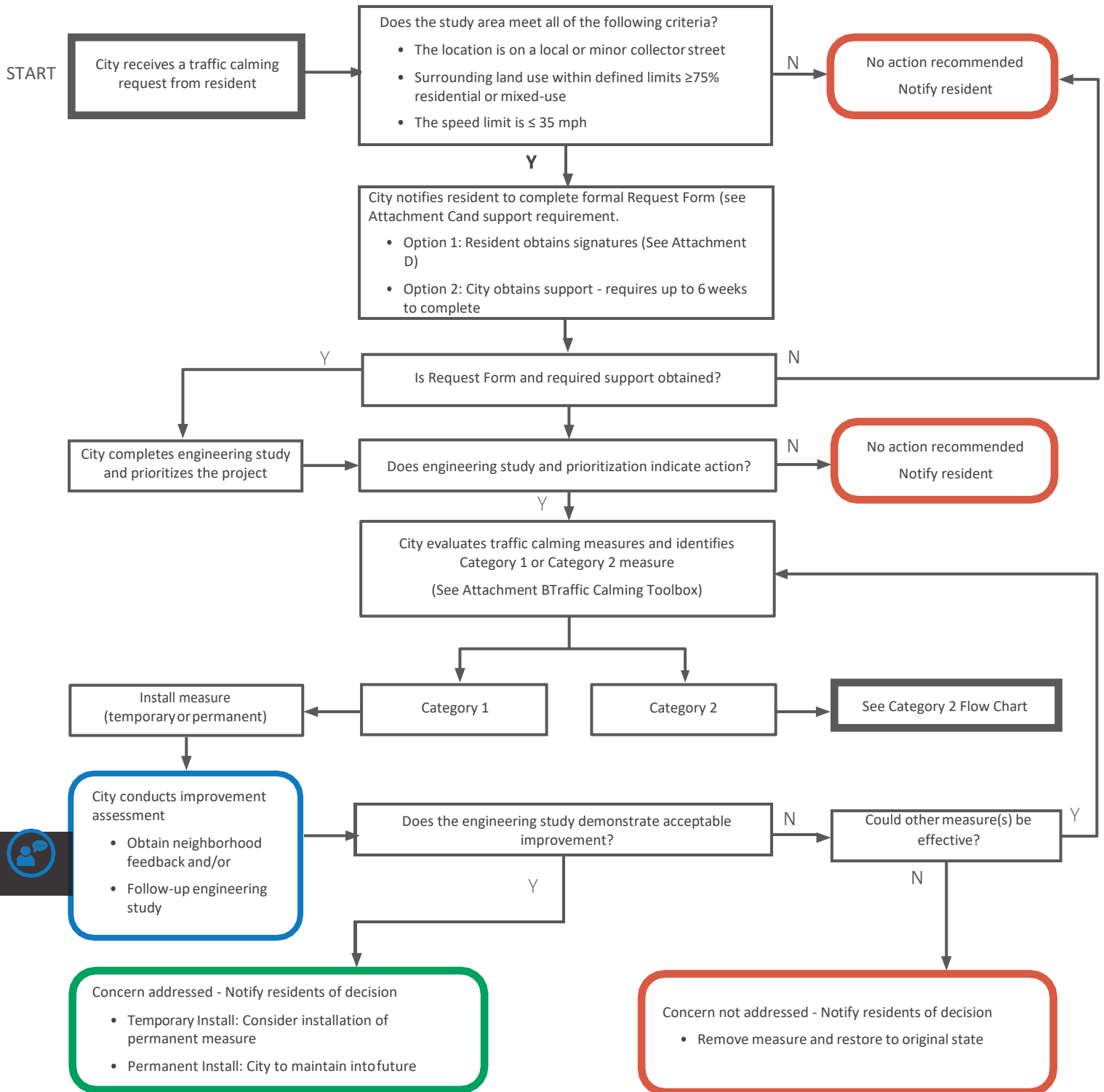
VIII. AUTHORITY

Administrative implementation of policy and powers reserved for the city under state law, Minnesota Administrative Rule, State-Aid Operations Chapter 8820.9936 and Minnesota Statute 429.

IX. ATTACHMENTS

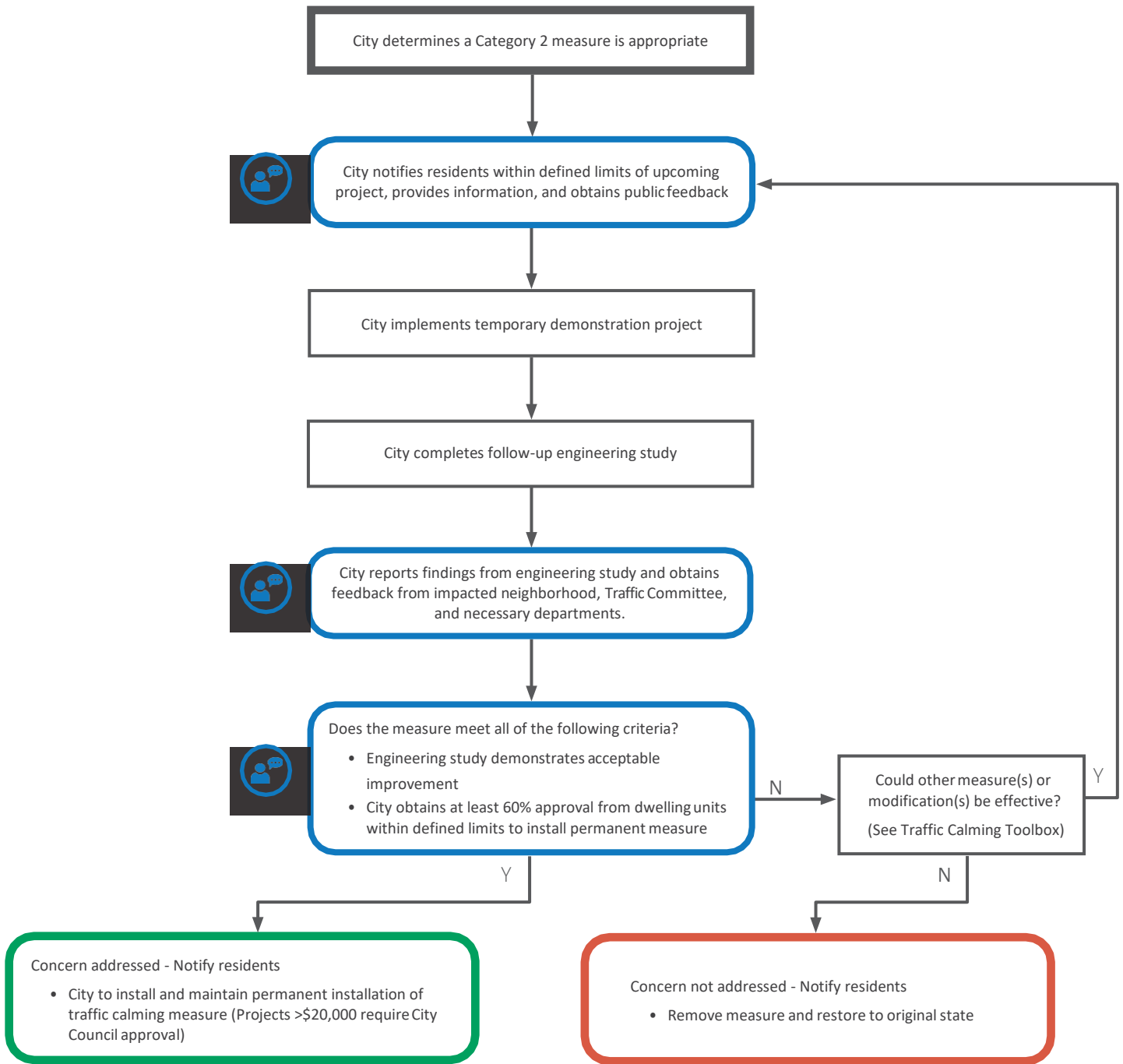
- Attachment A Process Flow Chart
- Attachment B Traffic Calming Toolbox
- Attachment C Traffic Calming Request Form template
- Attachment D Traffic Calming Petition Form

Submitted by Jen Desrude, City Engineer Date: October 5, 2021
Review by Ryan Peterson, Public Works Director Date: October 5, 2021



Public Engagement Step

CONTINUED FROM ABOVE



Public Engagement Step

CITY POLICY 5.045

ATTACHMENT B – TRAFFIC CALMING TOOLBOX

This toolbox is provided as a quick reference guide to traffic calming device options. Information was obtained primarily from the [FHWA ePrimer](#) online resource. Links to the resource pages are provided for each measure when applicable. The links should be referenced to determine the most appropriate measure for each study.

For most measures, the FHWA ePrimer includes the following information:

- Description and general purpose
- Appropriate application
- Effects and issues
- Design considerations

Category 1 – Base Measures

Measure	Description	Cost	Vehicular Volume	External Resource
Education	Education campaigns can help remind speeding drivers or non-local traffic the effects of their actions. The education elements may include reminders of speeding fines, school zones, nearby pedestrian/bicycle generators, and safety tips.	\$	All	MnDOT Traffic Safety Fundamentals Handbook
Speed Trailer/Speed Display Sign	<p>A speed trailer is a dynamic message sign intended for temporary usage to remind drivers of their speeds.</p> <p>A speed display sign provides the same information but is mounted permanently to a regulator speed limit sign and requires a solar or hard-wire power source.</p> <p>Effective at temporarily reducing speeds but may not receive long-term compliance unless paired with period enforcement.</p>	\$ - \$\$	All	MnDOT Traffic Safety Fundamentals Handbook
On-Street Parking	A variety of on-street parking options can be used to narrow the travel lane width. This strategy is most effective when on-street parking activity is relatively high and consistent.	\$	All	FHWA ePrimer
Transverse Pavement Markings	Adding or revising pavement markings such as edge lines and centerlines may add clarity to the roadway conditions, such as defining the lane widths.	\$	All	MnDOT Traffic Safety Fundamentals Handbook
Traffic Signage	Installing traffic signs may improve driver awareness of specific conditions such as sharp curves, turn restrictions, school zones, and turn restrictions. Restricting turns with signage may mitigate cut-through traffic or redirect traffic to other streets.	\$	All	Pennsylvania DOT's Traffic Calming Handbook

Category 2 – Physical Measures

Measure	Description	Cost	Vehicular Volume	External Resource
Lateral Shift	A realignment of a generally straight roadway section that forces traffic to shift in one direction.	\$\$	All	FHWA ePrimer
Chicane	Alternating curves or lane shifts to create a curvilinear path to force traffic to shift within a straight roadway section.	\$\$	>3,500 AADT	FHWA ePrimer
Realigned Intersection	A reconfiguration of a perpendicular intersection to include skewed approaches or travel paths to encourage slower speeds through a straight approach.	\$\$	All	FHWA ePrimer
Traffic Circle	A raised island placed in the center of an unsignalized intersection to encourage slower speeds entering the intersection and looks to reduce the number of angle or turning collision crashes.	\$\$	<3,500 vpd per leg	FHWA ePrimer
Mini-Roundabout	Using modern roundabout design principles, a mini-roundabout is a raised, traversable island placed at an unsignalized intersection to encourage slower speeds entering the intersection and looks to reduce the number of angle or turning collision crashes. Designs include splitter islands to direct traffic from all directions.	\$\$\$	<1,600 vph from all approaches	FHWA ePrimer FHWA Mini-Roundabout Brochure
Speed Hump	An elongated mound in the roadway pavement surface that extends across the travel lanes perpendicular to the direction of travel.	\$	<1,500 ¹ AADT	FHWA ePrimer
Speed Cushion	The primary difference between a speed hump and a speed cushion is that a speed cushion includes gaps/cut-outs between the raised areas to help emergency vehicles/buses travel along the roadway without vertical deflection.	\$	<1,500 ¹ AADT	FHWA ePrimer
Speed Table	Similar to a speed hump, a speed table elongates the top to provide a flat surface to accommodate the entire wheelbase of most passenger vehicles.	\$\$	<1,500 ¹ AADT	FHWA ePrimer
Raised Crosswalk	A raised crosswalk is a variant of a speed table when signed and striped as a pedestrian crossing.	\$\$	<9,000 AADT	FHWA ePrimer Minnesota's Best Practices for Pedestrian & Bicycle Safety
Raised Intersection	A flat, raised area within the entire area of an intersection with ramps on all approaches. The raised area can include the crosswalks.	\$\$\$	<4,000 vpd per leg	FHWA ePrimer
Corner Extension	Also known as bulbouts or bump-outs, a corner extension is a horizontal extension of the sidewalk at an intersection into the street to narrow the roadway width.	\$\$-\$\$\$	All	FHWA ePrimer
Choker	A choker is a curb extension located midblock between intersections. Chokers can be used	\$\$-\$\$\$	All	FHWA ePrimer

	to slow down two-way traffic or force two-way traffic to take turns going through the pinch point if the design narrows the roadway to the width of one lane.			
Median Island	A raised island located along the centerline of the roadway to specifically narrow the travel lanes at that location.	\$-\$-\$-\$	All	FHWA ePrimer
Road Diet	A conversion of a 4-lane undivided roadway to include fewer or narrower lanes for vehicular traffic. Typically, a road diet converts a four-lane roadway to a three-lane section that includes two through lanes and one center two-way left-turn lane. The additional width can be used for a variety of features such as bike lanes, sidewalks, or on-street parking.	\$-\$-\$	<20,000 AADT	FHWA ePrimer Minnesota's Best Practices for Pedestrian & Bicycle Safety
Diagonal Diverter	A physical barrier installed diagonally across a four-legged intersection to restrict traffic to prevent through traffic movements.	\$-\$-\$	<3,500 AADT	FHWA ePrimer
Full Closure	A physical barrier installed across a street to close the street to through traffic movements. A full closure can be implemented at an intersection or at a midblock.	\$-\$-\$-\$	<4,000 AADT	FHWA ePrimer
Half Closure	A physical barrier that creates a one-way street for a short distance on a two-way street. The barrier restricts movements to or from one leg of an intersection.	\$-\$-\$-\$	<3,500 AADT	FHWA ePrimer
Median Barrier/Forced Turn Island	A median barrier is a raised island installed along the centerline of the roadway through an intersection that restricts turning movements and/or through traffic. A forced turn island is a raised traffic island installed on the approach of an intersection to force traffic from that approach to turn right and eliminates left and through movements.	\$-\$-\$-\$	<4,000 ¹ AADT	FHWA ePrimer

¹ City-specific AADT threshold

Average Costs

- \$ Low Cost (<\$6,000)
- \$-\$ Medium Cost (\$6,000 to \$15,000)
- \$-\$-\$ High Cost (>\$15,000)



Attachment C: Traffic Calming Request Form

Please provide information for the point of contact for this petition.

Name (print): _____

Signature: _____ Date: _____

Address: _____

Phone Number: _____

Email Address: _____

The location of the concern is located on _____ between the intersections of _____ and _____.

The concern is primarily related to:

- Speed Auto Volume Safety

The concern is most prevalent during the following days and times (check all that apply):

- Weekdays Weekends
- Morning (6am to 9am) Mid-day (9am to noon)
- Afternoon (noon to 3pm) Evening (3pm to 9pm)
- Nighttime/Overnight (9pm to 6am)

Brief description of the concern:

Return the completed request form to:
City of Burnsville Engineering Department



Attachment D: Traffic Calming Petition Form

Please provide information for the point of contact for this petition.

Name (print): _____

Signature: _____ Date: _____

Address: _____

Phone Number: _____

Email Address: _____

This point of contact has chosen to be responsible for providing information to the impacted residents within the project’s defined limits and obtaining the required support to move forward with the Traffic Calming Policy process. The defined limits were determined by the City and communicated with the point of contact.

The petition must receive support from at least 35% or 15 dwelling units within the defined limits. Only one signature per dwelling unit shall be permitted and accepted. A dwelling unit is a building or part of a building that is used as a single residence (i.e. one apartment unit is considered one dwelling unit). The completed petition shall be submitted to the City for evaluation and verification of signatures. The City will communicate the evaluation process and findings with the Point of Contact.



Traffic Calming Petition Form

By signing the Petition, you are agreeing to the abovementioned concern and to the evaluation process and policy outlined in the City of Burnsville’s Traffic Calming Policy. To continue with the procedure, the petition must receive support at least 35% or 15 dwelling units within the defined limits, as determined by the City. Only one signature per dwelling unit shall be permitted and accepted. A dwelling unit is a building or part of a building that is used as a single residence (i.e. one apartment unit is considered one dwelling unit). The City will communicate the evaluation process and findings with the Petition’s Point of Contact, who is then responsible to communicate information to the signees.

Name (Print)	Signature	Date	Address	Phone Number	Email
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Please request additional petition forms if additional signature lines are needed.

Return the completed petition to:

City of Burnsville Engineering Department