

R2023-45

**A RESOLUTION APPROVING A SPEED HUMP POLICY.**

**WHEREAS**, there have been requests for speed humps in neighborhoods; and

**WHEREAS**, a policy has been developed to clarify the steps to install and remove speed humps.


**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELTON, MISSOURI, AS FOLLOWS:**

**SECTION 1.** That this resolution approving the Speed Hump Policy is hereby approved for purposes described above.


**SECTION 2.** That this resolution shall be in full force and effect from and after its passage and approval.

Duly read and passed this 25<sup>th</sup> day of April, 2023.



  
\_\_\_\_\_  
Mayor Norman K. Larkey, Sr.

ATTEST:

  
\_\_\_\_\_  
Andrea Cunningham, City Clerk  
of the City of Belton, Missouri

STATE OF MISSOURI)  
COUNTY OF CASS )SS  
CITY OF BELTON )

I, Andrea Cunningham, City Clerk, do hereby certify that I have been duly appointed City Clerk of the City of Belton, Missouri, and that the foregoing Resolution was introduced at a meeting of the City Council held on the 25<sup>th</sup> day of April, 2023, and adopted at a meeting of the City Council held the 25<sup>th</sup> day of April, 2023 by the following vote, to-wit:

AYES: 8

COUNCILMEMBER:

Mayor Larkey, Pryan, Gough, Lawson, Kraft,  
Richardson, Powell, White

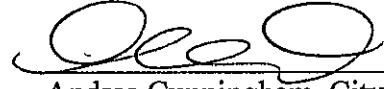
NOES: 1

COUNCILMEMBER:

Clark

ABSENT: 0

COUNCILMEMBER:

A handwritten signature in black ink, appearing to read 'Andrea Cunningham', written over a horizontal line.

Andrea Cunningham, City Clerk  
of the City of Belton, Missouri

## **Speed Hump Policy**

### **Process for Placement and Installation of Speed Hump(s)**

1. A resident must submit to the City Engineer a request for a speed hump.
2. A traffic study will be completed based on the following criteria:

#### **Criteria for Consideration of Placement of Speed Hump(s)**

**A. Criteria to be met for the selection of street segment to reduce speeds:**

1. The street must be classified as a local facility or residential collector with curb and gutter where 67 percent of the properties with frontage on the street must be in residential zoning.
2. The posted speed limit must be no more than 30 mph and the 85<sup>th</sup> percentile speed observed is at least 7 mph over the speed limit.
3. All other efforts have failed to lower speeds.

**B. Criteria to be met for the selection of street segment to reduce the volume of cut through traffic:**

1. The street must be classified as a local street or residential collector.
2. The typical weekday 24-hour traffic volume must exceed 500 vehicles per day for local streets and 1,500 vehicles per day for residential collectors. Alternative actions should be considered when traffic volumes on the study street exceed 5,000 vehicles per day.
3. Other arterial and collector facilities are available to accommodate diverted traffic.

**C. Criteria to be met for the selection of street segment to reduce through truck traffic:**

1. The street must be classified as a local street or residential collector.
  2. At least 4 percent of the traffic volume on the roadway section should be composed of trucks.
  3. The street segment under consideration must be at least two blocks in length.
  4. Other arterial and collector facilities are available to accommodate diverted truck traffic.
3. A petition signed by at least 75 percent\* of the property owners in the area of influence of the speed hump as determined by the City Engineer shall be collected by the requesting resident.
  4. The petition will be verified, and the City Engineer will submit to City Council for approval.
  5. Speed hump will be installed once approved by the City Council.

### **Process for Removal of Speed Hump(s)**

Once devices have been in place for at least one year, a survey (petition) requesting removal may be conducted and submitted to the City Engineer. All affected properties that were previously identified in the neighborhood survey process shall be involved in the removal process as well. A petition signed by 75%\* of property owners in the originally defined petition area and all the property owners directly affected is required. Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the removal of the devices. Once the survey has been verified, the cost of the removal of the devices will be the responsibility of the residents signing the petition. Devices removed from a location under this process cannot be reconsidered for re-installation.

\*The policy was amended by the City Council from 67% to 75% on April 25, 2023, R2023-45