



TRAFFIC SIGNAL TRANSITION COMMUNICATIONS PLAN



CITY TRAFFIC STANDARDS

The *Manual on Uniform Traffic Control Devices*, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.



SIGNAL REPLACEMENT



- Starting in 2000, staff began removing out-of-warrant signals across the City.
- Public Works routinely denies requests for out-of-warrant signals



A warrant describes a threshold that justifies a traffic control device or other improvement.

- Four and eight-hour vehicle counts
- Vehicle counts during peak hours
- Pedestrian volume
- Accident history
- School crossings
- Signal coordination
- Roadway network
- Intersection near grade crossing



EXISTING SIGNAL INFRASTRUCTURE



- Traffic signals - 604
 - Traffic signals evaluated - 245
 - **Out-of-warrant signals- 144**
 - Remaining intersections to evaluate - 350
- Staff will complete study of the remaining intersections in 18 months.



IDENTIFIED INTERSECTIONS - Phase 1



- Bennington and 12th Street
- Brooklyn and 18th Street
- Jackson and Spruce
- Monitor Place and 23rd Street/ Avenida Cesar Chavez
- Woodland and 18th Street
- Benton and 27th Street
- Brooklyn and 27th Street
- Cleveland and 27th Street
- Hardesty and 24th Street
- Jackson and 27th Street
- St. John and Belmont
- St. John and Van Brunt
- Benton and 39th Street
- Brush Creek and Gillham Road /Harrison
- Cleveland and 39th Street
- Indiana and 39th Street
- Meyer and Main
- Meyer and Oak
- 5100 block of Oak
- State Line and 63rd Terrace
- Wornall and 109th Street
- Benton and 35th Street



TRAFFIC SIGNAL UPDATE



Traffic Control followed routine policy in signal update

- Unwarranted signals identified through traffic and pedestrian counts
- Crews placed signs and set unwarranted signals to flash for two weeks
- Staff respond to citizen input where appropriate, adding additional signage where justified
- After two week period, signs will be turned off and bagged for removal



PUBLIC OUTREACH - STAGE 1



SIGNALS IDENTIFIED FOR REMOVAL

Direct outreach to key community groups

- Neighborhood associations
- Schools
- Care facilities
- Places of worship

Mailer sent to affected areas

- Brochure delivered to key community groups
- Postcard mailed to all residences within half-mile of signal.

Wide-ranging communications tools

- Press release to alert public of upcoming change
- Web page with information about signal removal



PUBLIC OUTREACH - STAGE 2



TRAFFIC SIGNALS SET TO FLASH FOR FOUR WEEKS

Immediate follow-up by City staff

- Traffic counters at intersections
- Follow up with key community groups to receive feedback
- Request for increased police enforcement where needed
- Signs alerting public posted in advance of removal

Press release distributed through City Communications

- Updates general timeline
- Reminder of traffic safety standards
- Direct citizens to website for further information





TRAFFIC SIGNALS REMOVED

High-level report to Council

- Provide overview of results
- Post traffic studies on website

Follow-up contact where appropriate

- Direct contact with schools and care facilities
- Staff follow-up with neighborhood association
- Council updates to public as appropriate

Identification of next set of signals for removal



