

*Traffic Engineering  
Department of Public Works  
City of Battle Creek, Michigan*

**Subject:** WARRANT #5

**Purpose:** Warrants and procedures for installing traffic calming devices.

**Notes:** This will promote a uniform system for installing traffic calming devices.

**GENERAL:** Traffic calming devices are intended to reduce traffic speeds and/or volumes. These devices include but are not limited to speed humps, chokers, chicanes, and diverters. Roundabouts can be used as traffic calming devices but also have other uses, and are only governed by this policy if intended solely to reduce traffic speeds and/or volumes. Traffic calming devices should be used only when other less severe measures to reduce traffic speeds and/or volumes have not been effective.

These devices will be installed only under the following conditions:

1. Traffic Engineering will only consider installing traffic calming devices after the appropriate Neighborhood Planning Council requests their consideration and Traffic Engineering completes a traffic study that justifies their use.
2. The road is not a Michigan Trunk Line highway, such as I-94BL, M-37, M-66, M-89, or M-96.
3. The road is not on a "Primary Response Route" as designated by the Battle Creek Fire Department unless the Fire Department consents to the specific device design and location.
4. The road is not on a Battle Creek Transit bus route.
5. The Federal Highway Administration has classified the road on the National Functional Classification system (<http://www.mcgi.state.mi.us/nfc/>) as a Major Collector, Minor Collector, or Local road.
6. Installation cannot interfere with drainage or driveway access. The installation of speed humps and similar devices must also satisfy "Guidelines for the Design and Application of Speed Humps and Speed Tables", 2011 edition, by the Institute of Transportation Engineers.
7. Warning signs and/or pavement markings shall be provided according to the standards in the Michigan Manual on Uniform Traffic Control Devices.
8. For devices intended to reduce traffic speeds, such devices will be installed only after a "before" speed study is conducted on the route, and the measured 85th percentile speed is found to be at least 7 MPH over the speed limit.
9. For devices intended to reduce traffic volumes, such devices will be installed only after a traffic engineering study demonstrates the need for such devices. As some of these devices involve street closures or issuing traffic control orders, such installations are also subject to the requirements of various City ordinances.
10. For devices intended to reduce traffic speeds, at least 70% of those responding to a survey of the residents on the road, conducted by the Department of Public Works, must indicate support. If the road in question has other intersecting roads with no other means of egress (such as cul-de-sacs or dead end roads) those residents will be included and counted in the survey.
11. When roads are resurfaced or reconstructed, the reinstallation of traffic calming devices may not be automatic. The justification for such devices may be reevaluated before reinstallation.
12. Notwithstanding the above requirements, temporary traffic calming devices may be installed on an experimental or demonstration basis at any location where authorized by the Traffic Engineering Manager.
13. The Traffic Engineering Manager selects the devices' design and location.

*Feb 20, 2020*  
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Date

*J. Pickman*  
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Traffic Engineering Manager