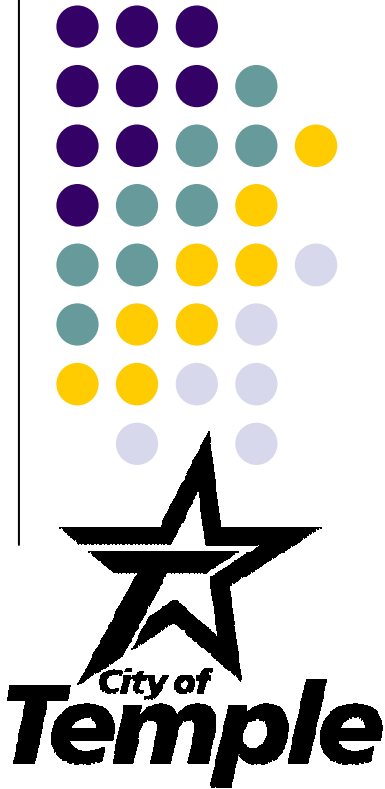


City of Temple Speed Hump Policy

Council Workshop
October 16, 2008

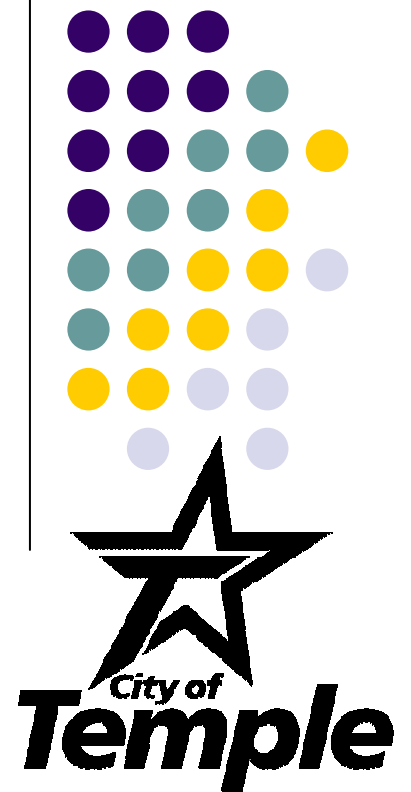


Background



- History
 - Council adopted a Resolution in 2000 establishing a policy for speed humps
 - Council adopted a Resolution in 2002 approving revisions to the policy (changes included an update of installation cost amounts and cost responsibilities of speed humps financed by a neighborhood)
- Purpose
 - The purpose of the policy is to provide a procedure for the consideration, evaluation, and implementation of resident requests for Speed Humps

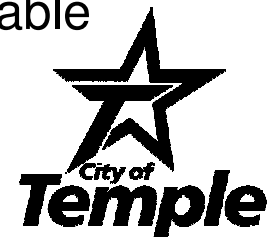
Overview of Policy



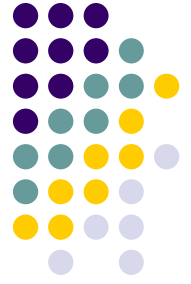
Eligibility Requirements



- In order to be eligible for speed humps a street must:
 - Be classified as a collector or local street
 - Have a maximum of two (2) traveling lanes (one in each direction)
 - Have a maximum of 4,000 vehicles per day traffic volume
 - Have a maximum of 30 mph speed limit
 - Not have a grade that is considered too steep
 - Not have curves or obstacles that would create unsafe conditions
 - Not have capital improvements planned within one (1) year of request
 - Not be designated as a through truck route (unless an acceptable alternate route can be identified)



Eligibility Requirements



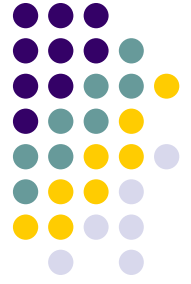
- Installation of speed humps:
 - Will not adversely affect travel or safety of pedestrians, bicyclists, or physically impaired persons
 - Will not adversely affect street drainage
- Priority for installation of speed humps:
 - Will be given to streets that do not provide direct access to schools or other community facilities

Application Procedure for Resident-Initiated Review



- Initiation
 - Requests for speed humps must be in writing
 - Written request must include signatures from at least five (5) residential units (limit one signature per unit) which face the street where the speed hump installation is requested
 - Requests for speed humps may also be initiated at the direction of the City Council

Application Procedure (con't)



- Study
 - Following receipt of request, Staff conduct a study to determine the proposed street's eligibility.
 - Elements of the study include:
 - Street Classification
 - Traffic Volumes (average weekday)
 - Traffic Speed (average weekday)
 - Posted Speed Limit
 - Physical Data (# of lanes, widths, drainage, horizontal & vertical alignment)
 - Accident Data
 - Location of schools & community facilities
 - Routes of emergency vehicles
 - Routes of school buses
 - Through truck routes



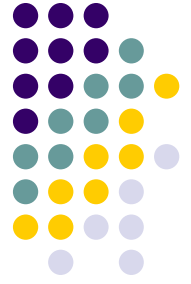
Application Procedure (con't)

- A rating system, based on the eligibility criteria, is used to determine the eligibility of a street for speed humps

CRITERIA	QUANTITY	POINTS ASSIGNED
Accident History (total # reported in a 3 yr period)	< 3	1
	3 or more	2
Speed Criteria (85 th percentile speed)	< 25	0
	25-30	1
	31-32	4
	33-34	6
	35-36	8
	37-38	10
	39-40	12
	41-42	14
43-45	16	
Sidewalks on Proposed Street	0	1

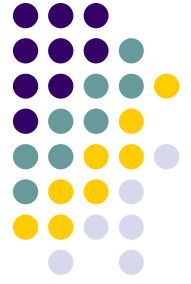
CRITERIA	QUANTITY	POINTS ASSIGNED
Traffic Volume Criteria (vehicles per day)	< 300	0
	300-500	1
	501-1000	2
	1001-1500	3
	1501-2000	4
	2001-3000	5
3001-4000	6	
Schools (located on street)	1 or more	3
Marked Crosswalks (located on street)	1 or more	3
Pedestrian Generator (located on street)	1	1
	2 or more	2

Application Procedure (con't)

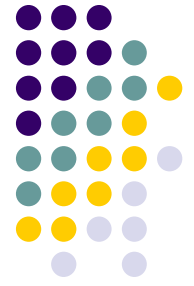


- Generally a street is eligible for speed humps if it accumulates:
 - Seven (7) total points
 - or-
 - Four (4) points using speed and volume criteria
- A street that does not meet these technical guidelines will not be considered for speed hump installation and the applicant will be notified of such.

Application Procedure (con't)



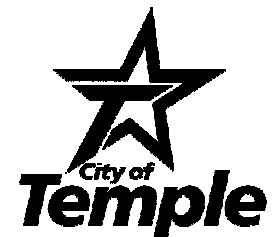
- Evidence of Support- *Policy*
 - Once the technical criteria has been met and the street is determined eligible for speed humps:
 - The applicant has sixty (60) days to submit an application containing supporting signatures from at least two-thirds (2/3) of the households living within 600 feet of a proposed speed hump
 - The proposed street will be placed on a list of streets eligible for speed hump installation
 - Installation is subject to:
 - Availability of funds
 - Contractor work schedules
 - Weather conditions

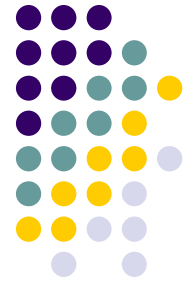


Application Procedure (con't)

- Evidence of Support- *Current Practice*
 - Once the technical criteria has been met & the street is determined eligible for speed humps the practice has been:
 - Resident submits a petition with required number of signatures
-or-
 - Street Department personnel conduct a door-to-door survey along the proposed street to determine if households agree or disagree with installation of speed humps

City of Temple Street Services Speed Hump Census		
Address	Yes	No
4513	X	
4416	X	
4412		X
4408	X	
4404		X

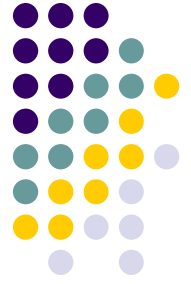




Other Guidelines & Procedures

- The policy also provides guidelines for:
 - Appeal procedure
 - Within 14 days of initial decision
 - One-year safety evaluation (including traffic volumes, speeds, accidents, and drainage) and process for modification or removal if deemed necessary
 - Design standards and location procedures
 - Includes design standards;
 - Speed hump spacing standards;
 - Speed hump location restrictions (not located in front of driveways, adjacent to fire hydrants, near drainage inlets, in curves, etc)

Other Guidelines & Procedures



- Cost Responsibility
 - City responsible for costs
 - Neighborhood groups have option of paying for installation at \$1,500 per speed hump
- Criteria and process for citizen-initiated speed hump removal
 - Two-thirds (2/3) of the property owners within 600 feet of the speed hump must agree
 - Speed hump must have been in place for at least one year to allow adequate review time before considered for removal

Current Inventory

