



# **SPEED HUMP INSTALLATION POLICY**

## **❖ GENERAL**

Speed humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when installed in accordance with the provisions of this policy.

In order for speed hump installation to be effective, they should be located selectively in accordance with defined transportation engineering criteria for the purpose of mitigating documented speeding problems. Proper installation will also minimize driver frustration and encourage safe driving practices.

This policy promotes reasonable opportunities for residents and property owners most affected by a proposed speed hump to participate together in the decision-making process. It also provides for a sharing of the speed hump installation cost between the City and the neighborhood under certain conditions.

## **❖ DEFINITIONS**

The definitions are for the context of this policy only.

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) AREA** is an area defined by the Texas Department of Housing and Community Affairs (TDHCA) targeted to support infrastructure improvements in low-income areas.

**SPEED HUMP** is a geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface extending transversely across the travel way, whose primary purpose is to reduce speed of vehicles traveling along that roadway. The type of Speed Hump allowed or installed by the City may vary and is dependent on the location and the traffic data gathered for the location.

**SPEED** refers to the 85<sup>th</sup> percentile speed.

**STREET** refers to the minimum street length that must be petitioned for the installation of speed humps. It is a 500-foot segment generally centered on the location of the humps, or the length of the block, whichever is greater. If the 500-foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening thoroughfare, traffic signal or offset intersection.

## **❖ ELIGIBILITY REQUIREMENTS**

All of the following criteria must be satisfied for a street to be considered eligible for the installation of speed humps.

### **1. Petition**

A petition must be submitted which documents that a minimum of three-fourths (75%) of the affected residential dwellings support the installation of the speed hump. An affected residential dwelling is one that the primary route of access is by driving over a speed hump.



## **2. Location of The Street**

The adjacent land use along the street where the speed hump is proposed must be composed primarily of low-density residential dwellings.

## **3. Operational Characteristics of The Street**

- a. The street must be used to provide access to abutting low- or medium-density residential properties (local residential streets)
- b. There must be no more than one lane of moving traffic in each direction
- c. Traffic volumes must be more than 500 vehicles per day but less than 2000.
- d. 85<sup>th</sup> percentile speed of vehicles must exceed 7 miles per hour over the Speed Limit as posted.
- e. The street must not be an arterial or a collector street identified in the City's Transportation Plan, which will be typically used as primary emergency services routes for the swift access of emergency vehicles to other portions of town. Also, final determination of emergency service routes is determined by the Police and Fire Chiefs.
- f. The street must have a speed limit of no more than 30 mph as determined in accordance with State Law and City Ordinance.

## **4. Geometric Characteristics of The Street**

- a. The street must have adequate sight distances to safely accommodate the speed hump as determined by the City Engineer.
- b. The street must not have curves or grades that prevent safe placement of speed humps. Speed humps may not be located on streets that have a vertical grade greater than 5% or on their immediate approaches.
- c. The street must be paved and be at least 1000 feet in length. If there are no curbs, a special design must be used to prevent vehicle run-arounds.
- d. The elevation of property adjacent to a hump location must be above the top of curb to minimize potential flooding due to the presence of the hump in the roadway.
- e. The street must not be scheduled for resurfacing within the next two years.

## **5. Drainage Considerations**

Streets are an integral part of the City's Storm Drainage System. Streets convey storm waters not contained in underground pipes, channels, swales, etc. Prior to installation of a speed hump, the City Engineer shall determine that the speed



hump placement will not be detrimental to the conveyance of storm runoff or cause flooding of adjacent property.

❖ **SPEED HUMP REMOVAL AND ALTERATION**

The process for speed hump removal or alterations is the same as the process for installation.

❖ **SPEED HUMP LOCATION**

A speed hump will not be located in front of a property if the occupant objects to its placement or, in the case of a property containing multiple dwellings, if a majority of the households on the property object to its placement.

❖ **DESIGN STANDARDS AND PROCEDURES**

The City Engineer shall prepare and maintain current design standards and installation procedures for speed humps in accordance with this policy.