

Speed Hump Policy

Transportation Department



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Traffic Calming 101

Common Requests

- Speed Humps
- Speed Cushions
- Stop Signs
- Driver Speed Feedback Signs
- Striping

Speed Hump



Speed Cushions



History of Current Speed Hump Policy

December 1997 – Policy formally adopted, typically only properties adjacent to the street included in survey and along cul-de-sacs or looping streets intersecting the subject street

January 2000 – Policy revised to expand survey area and include three properties **or** a minimum of 300 feet on side streets

July 2012 – Transportation Advisory Board (TAB) rejected to reduce the level of neighborhood support to something less than 70% and to only include properties adjacent to the street

January 2013 – Policy revised to remove the "**or**" clause to ensure consistent application: properties within a minimum of 300 feet on side streets to be included in survey

June 2016 – TAB rejected request to expand neighborhood survey area to include everyone who potentially drives the subject street

Current Process

Speed Cushions

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood survey conducted
If speed and volume criteria have been met
At least 70% of affected owners must approve

Step 5: Public comment period

Step 6: Transportation Advisory Board (TAB) Approval

Step 7: Installation

Speed Humps

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood survey conducted
If speed and volume criteria have been met
At least 70% of affected owners must approve

Step 5: Installation

Proposed Process

No Change

New/Modified

Process Mirrored

Speed Cushions

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood Acceptance Survey (300')
If speed and volume criteria have been met
*At least **70% of affected owners** must approve*

Step 5: Neighborhood Denial Survey (600')
If 70% of affected owners approved
*Less than **70% of affected owners** are opposed*

Step 6: Public comment period

Step 7: Transportation Advisory Board (TAB) Approval

Installation

Speed Humps

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood Acceptance Survey (300')
If speed and volume criteria have been met
*At least **70% of affected owners** must approve*

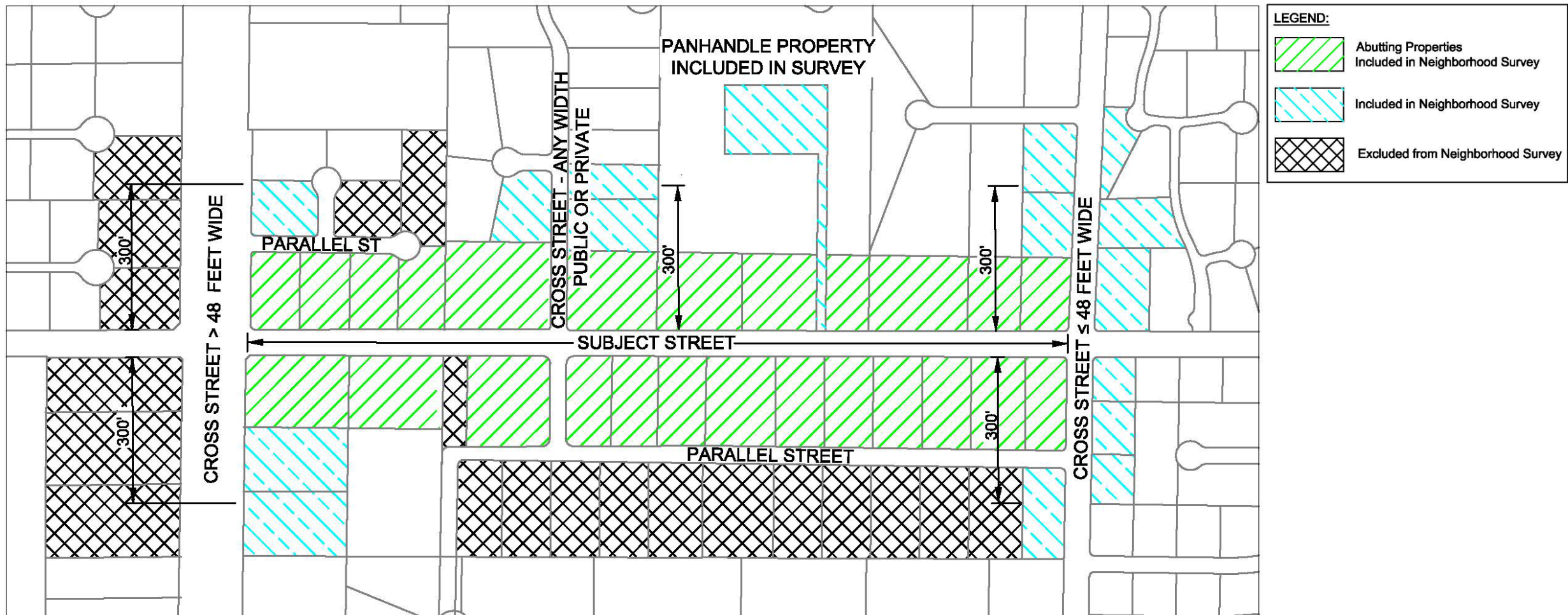
Step 5: Neighborhood Denial Survey (600')
If 70% of affected owners approved
*Less than **70% of affected owners** are opposed*

Step 6: Public comment period

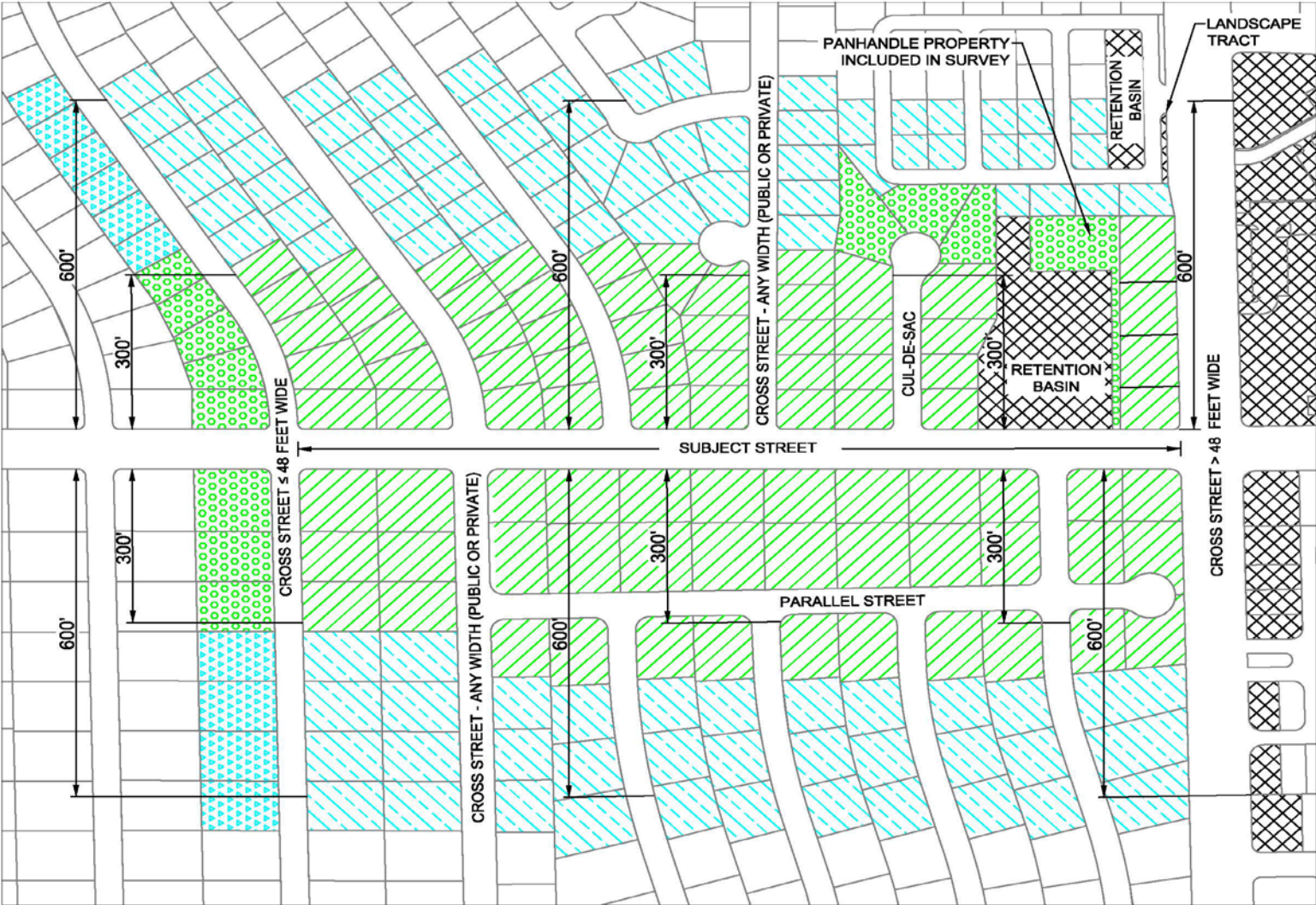
Step 7: Transportation Advisory Board (TAB) Approval

Installation




Current Neighborhood Survey Area



Proposed Neighborhood Survey Area



LEGEND:

-  Properties within 300' of Subject Street or Otherwise Deemed an Affected Property - Included in Neighborhood Acceptance Survey
-  Properties within 600' of Subject Street or Otherwise Deemed a Secondly Affected Property - Included in Neighborhood Denial Survey
-  Excluded from Neighborhood Surveys

Recommendation

Staff is seeking Council approval of the following modifications to the Speed Hump Policy:

- Increase survey area to include all properties within 300 feet of the subject street for speed humps and speed cushions
- Provide an appeal process in the form of a second neighborhood survey including all properties located over 300 and within 600 feet of the subject street
- Use the same process for speed humps and speed cushions

Discussion & Questions

