

Chapter 10.29

AN ORDINANCE ESTABLISHING WARRANTS, PROCEDURES, AND STANDARDS FOR INSTALLATION, MODIFICATION, AND REMOVAL OF SPEED HUMPS AND SPEED BUMPS ON PUBLIC STREETS

10.29.010 PURPOSE AND INTENT

The purpose of this Ordinance is to:

- (a) Improve neighborhood safety and livability by managing vehicular speeds on appropriate public streets using engineered vertical deflection devices (speed humps/bumps);
- (b) Establish clear, objective warrants and processes for evaluating requests;
- (c) Ensure installations comply with accepted practices, do not impede emergency services or public transit, and consider ADA, drainage, and maintenance;
- (d) Provide consistent standards for design, placement, signing, marking, and evaluation.

10.29.020 DEFINITIONS

For purposes of this Ordinance:

- (a) "Speed hump" means a paved vertical deflection device typically 12–14 feet in travel length and 3–4 inches in height, designed to reduce 85th percentile speeds to approximately 15–25 mph.
- (b) "Speed bump" means a shorter vertical deflection device typically 1–3 feet in travel length and 2–4 inches in height, generally used in off-street parking areas and private drives; when on public streets, bumps are limited to very low-speed contexts.
- (c) "85th percentile speed" means the speed at or below which 85 percent of vehicles travel under free-flow conditions.
- (d) "Local street" means a public street primarily providing access to abutting properties.
- (e) "Collector street" means a public street that collects traffic from local streets and feeds to arterials.
- (f) "Arterial street" means a higher-order street designed to provide mobility; generally not eligible for vertical deflection.
- (g) "Qualified petition area" means the frontage or block segment proposed for treatment and any directly adjacent segments expected to be materially affected by deflection.

10.29.030 APPLICABILITY

- (a) Speed humps may be considered on local streets and, where appropriate, on low-volume collectors with posted speeds ≤ 25 mph.
- (b) Speed bumps are generally prohibited on public streets; they may be considered in special contexts with posted speeds ≤ 20 mph and where the Parking and Transportation Committee determines bumps are appropriate (e.g., short approaches to mid-block crossings).
- (c) Vertical deflection devices are prohibited on:
 - (1) Arterials unless the Parking and Transportation Committee approve and alternative mitigation is infeasible;
 - (2) Streets with posted speeds ≥ 25 mph;
 - (3) Streets with grades $> 8\%$ over the proposed device footprint or that grade within 100 feet;
 - (4) Locations within 200 feet of a signalized intersection;
 - (5) Locations that would create unsafe conditions due to curves, sight distance, or drainage constraints, as determined by the Parking and Transportation Committee.
- (6) May not be installed in months that may impact snow removal and shall be removed prior to the winter season as determined by the Public Works Director.

10.29.040 WARRANTS (MINIMUM THRESHOLDS)

A location is eligible for speed hump consideration only if ALL baseline criteria (A) are met and at least ONE primary warrant in (B) is satisfied. Secondary warrants (C) prioritize installations among eligible locations.

(A) Baseline Eligibility:

- (1) Street classification: local or low-volume collector.
- (2) Posted speed: ≤ 25 mph.
- (3) Continuous paved width: ≤ 40 feet (unless a lane-narrowing plan is included).
- (4) Block length between control points: ≥ 600 feet, measured center-to-center of stop control or speed-limiting features.
- (5) No exclusion per Section 3(c).

(B) Primary Warrants (any one of the following):

- (1) Speed: 85th percentile speed is ≥ 7 mph over posted limit, measured over at least 48 hours with automated counters during typical conditions; OR mean speed exceeds posted limit by ≥ 5 mph.
- (2) Safety: Three (3) or more correctable speed-related crashes within the most recent 36 months on the subject segment (excludes deer strikes and parking lot incidents).
- (3) Volume & Speed Combined: Average Daily Traffic (ADT) ≥ 200 and 85th percentile speed ≥ 5 mph over posted limit.

(4) Vulnerable Users: Documented pedestrian generators (school, park, trail crossing, senior housing) with mid-block crossing needs and observed speeding (≥ 5 mph over).

(C) Secondary Warrants/Priority Factors:

- (1) Presence of school zone or marked crossing.
- (2) Sidewalk gap with demonstrated pedestrian activity.
- (3) Crash severity weighting.
- (4) Proximity to park, play area, or senior facility.
- (5) Documented noncompliance after signage/education enforcement.

10.29.050 REQUESTS AND PETITIONS

(a) Residents, neighborhood associations, schools, or City departments may submit written requests to the Parking and Transportation Committee.

(b) For petition-initiated requests, signatures from at least 60% of addresses fronting the qualified petition area are required for a location to proceed to study. The Parking and Transportation Committee may waive or adjust the threshold for safety-driven City-initiated studies.

(c) The petition shall describe the problem, desired location(s), and contact persons.

10.29.060 STUDY AND EVALUATION

(a) Upon receipt of a complete request or qualified petition, the Parking and Transportation Director shall conduct a traffic study including, as applicable:

- (1) Speed measurements (85th percentile, mean speed);
- (2) ADT and peak-hour volume;
- (3) Crash history (36 months);
- (4) Drainage, pavement condition, utilities;
- (5) Emergency response routing/impacts and trolley operations (if applicable);
- (6) Pedestrian/bicycle activity and crossing needs;
- (7) Alternative measures (signing, striping, enforcement).

(b) The Parking and Transportation Director shall issue a written determination citing warrants met/not met, proposed device type and quantity after a decision is made by the Parking and Transportation Committee.

10.29.070 DESIGN AND PLACEMENT STANDARDS

(a) Devices shall conform to generally accepted guidance such as ITE Traffic Control Devices Handbook and FHWA/ITE Neighborhood Traffic Calming references and the Manual on Uniform Traffic Control Devices (MUTCD) for signing and marking.

(b) Speed Humps (default):

(1) Profile: parabolic or sinusoidal; 12–14 ft length; 3–3.5 in height.

(2) Spacing: 260–500 ft between devices along a corridor, coordinated with control points and driveways.

(3) Lateral placement: full roadway width; consider split humps where center turn lanes exist.

(4) Signage and markings: advance warning (W17-1 or successor), object markers, pavement markings per MUTCD; install advisory speed plaques as determined by study.

(c) Speed Bumps (limited use per Section 3(b)):

(1) Profile: 1–3 ft length; 2–3 in height; apply only where 10–20 mph operating speed is desired and geometry supports very low speed (e.g., near mid-block crossings).

(2) Spacing: 200–300 ft if used in series.

(d) Placement limitations:

(1) ≥ 250 ft from signalized intersections and ≥ 150 ft from stop-controlled intersections; ≥ 150 ft from sharp curves.

(2) Avoid locations near drainage inlets where ponding may occur.

(3) Maintain minimum 50 ft clearance from major driveways and fire hydrants.

(4) Provide detectable warnings and maintain ADA-compliant paths at crossings.

(e) Materials: asphalt or preformed rubber/composite devices rated for snowplow service; installation per manufacturer and City standards.

10.29.080 EMERGENCY SERVICES AND TRANSIT COORDINATION

(a) The Parking and Transportation Committee may consult Fire and Police regarding proposed installations and consider routing, response times, and alternative mitigation.

(b) Where fixed-route trolley service operates, the Parking and Transportation Director should be consulted; avoid devices along routes unless coordinated.

10.29.090 PUBLIC NOTICE AND FEEDBACK

- (a) Prior to installation, the City shall notify affected properties within 300 ft of the proposed device(s) and post notice on the City website.
- (b) The Parking and Transportation Director may conduct a neighborhood meeting and accept written comments for 14 calendar days prior to installation.

10.29.100 PILOTING, MONITORING, AND REMOVAL

- (a) New corridors may be designated as pilot installations subject to post-installation monitoring (speed, volume, crash review, resident feedback).
- (b) If adverse impacts occur (e.g., diversion causing safety concerns, significant emergency response delays), the Parking and Transportation Committee may recommend modification or removal.
- (c) Removal requires
 - 1) Parking and Transportation Committee determination or
 - 2) petition with signatures from $\geq 60\%$ of addresses originally affected, plus Parking and Transportation Committee approval.
- (d) Seasonal removal as determined by the Public Works Director.

10.29.110 AUTHORITY; ADMINISTRATION

- (a) The Parking and Transportation Committee is authorized to administer this Ordinance, conduct studies, approve or deny requests, and adopt technical standards consistent with this Ordinance.
- (b) Appeals of determinations may be filed to the City Commission within 30 days; Commission may affirm, modify, or remand.

10.29.120 SEVERABILITY

If any provision of this Ordinance is held invalid, the remainder shall not be affected.