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To: City Council

From: Dr. Marc-Antonie Cooper, City Manager

Date: 01/31/2022

RE: *Speed Calming devices/Speed Limit alteration*

For adding SPEED CALMING devices such as speed cushions, speed bumps, tabletops or stop signs, the city would conduct the same study and follow the same steps as they would for a speed limit reduction as listed above. I can find no State Law that prohibits adding SPEED CALMING devices to City Street that is not part the State Highway system.

The City Ordinance 10-2-40 and 10-2-41 outline what is considered as a city street.

- A) City Steet---Primarily used for direct access to residential property:
- B) Those streets where the adjacent land use is deemed residential in nature:
- C) Those streets where the speed limit is 25 mph or 30 mph.: and
- D) Those streets with and average daily traffic count is between 400 to 4000 vehicles per day. Volumes above 4000 vehicles per day would be considered a major road.

Any City Street with a speed limit over 30 mph or a traffic count over 4000 vehicles per day would not qualify for a speed calming device. Before a speed clamming device could be installed the speed limit would have to be reduced to 30 mph to bring it within the guideline of the City Ordinance.

For reducing the SPEED LIMIT on City streets will fall into one of two categories. The category will depend on if the city street is approved for the use of speed detection equipment. (i.e., Laser or Radar)

If the city street is NOT approved for the use of speed detection, the following steps can be taken to add a speed calming device or for reducing the speed limit:

- 1.) A request/application is made by a neighborhood, homeowners' group, or associations.
- 2.) Public Works will review the application to ensure it meets the definition of City Street.

City Street---Primarily used for direct access to residential property:

- A) Those streets where the adjacent land use is deemed residential in nature:
 - B) Those streets where the speed limit is 25 mph or 30 mph.: and
 - C) Those streets with an average daily traffic count is between 400 to 4000 vehicles per day. Volumes above 4000 vehicles per day would be considered a major road.
- 3.) Public Works would conduct a traffic study of the street which would include the average daily traffic, average speeds of vehicles and the identification of any hazards found.
 - 4.) Findings would be presented to the City for final approval

If the city street is approved for the use of speed detection equipment, additional steps must be taken.

- 1) An engineering and traffic study must be completed by an independent third-party organization. (The study cannot be completed by the city.)
- 2) The 85th percentile must be determined. (85th percentile is the speed at which 85 percent of the vehicles travel at)
- 3) The pace speed must be determined. (Pace speed is the 10 mph range most vehicles travel on the street.
- 4) Street geometrics will be noted. (Width, clearance, sight distance, sidewalks, shoulders. Etc.)
- 5) 12-month accident study will be completed.
- 6) Test drive to confirm the conditions found.