

RESOLUTION NO. 36-1999

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ABILENE, TEXAS,
ADOPTING A ROAD HUMP PROGRAM.

WHEREAS, road humps can be an effective and appropriate device for safely reducing vehicle speeds on certain types of streets; and

WHEREAS, in order for road hump installations to be effective, they should be located selectively in accordance with defined transportation engineering criteria for the purpose of mitigating documented speeding problems; and

WHEREAS, the attached road hump program promotes reasonable opportunities for residents and property owners most affected by proposed road humps to participate in the process that determines their installation; now therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ABILENE:

PART 1: The attached Road Hump Program is hereby adopted.

PART 2: This resolution will become effective immediately upon its passage.

ADOPTED this the 4th day of November, A.D., 1999.

ATTEST:



City Secretary



Mayor

APPROVED:


City Attorney

**CITY OF ABILENE
ROAD HUMP PROGRAM
10/27/99**

I. POLICY

A. GENERAL

Road humps can be an effective and appropriate device for safely reducing vehicle speeds on certain types of streets. In order for road hump installations 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 can also minimize driver frustration and encourage safe driving practices.

This policy provides reasonable opportunities for the installation of road humps on specified types of residential streets based upon the street conditions, technical criteria, and the degree of support from residents and property owners most affected by the road humps.

B. DEFINITIONS

The following definitions are applicable only for the context of this Road Hump Program:

APPLICANT is the designated representative for the residents requesting the installation of road humps.

LOW DENSITY RESIDENTIAL DWELLINGS include single-family houses, townhouses and duplexes.

NOTIFICATION AREA is the area in the vicinity of the proposed road humps that has the greatest likelihood of being impacted by the road humps. It includes the petition area, nearby streets which might experience an increase in traffic as a result of the proposed road humps, and residential property that the street serves as the most reasonable route to the nearest arterial or collector. This area will be determined by the staff.

PETITION AREA refers to the residential properties abutting the street segment on which road humps are proposed that must be petitioned. It is a 1,000 foot segment generally centered on the location of the humps, or the length of the

block, whichever is greater. If the 1,000 foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening arterial, traffic signal or offset intersection.

ROAD HUMPS is a roadway geometric design feature, consisting of a raised area in the roadway pavement surface extending transversely across the travel way; its primary purpose is to help reduce the speed of vehicles traveling along said roadway.

SPEEDS are 85th percentile speeds, i.e., the speed at or below which 85 percent of vehicles are traveling.

C. ELIGIBILITY REQUIREMENTS

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

1. Location Of The Street

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

2. Functional Characteristics

a. The street must be used to provide access to abutting low density residential properties (local residential streets) and/or to collect traffic for such streets (residential subcollector/collector). Road humps will not be installed on streets designated as arterials or collectors on the Thoroughfare Plan.

b. The street must not be an identified primary route for emergency vehicles. This refers to a route that is heavily used due to the proximity of the emergency vehicle facility as determined by the Police and Fire Departments and other emergency service providers.

c. The street must not be a public transit system bus route.

3. Operational Characteristics

a. The street must have no more than one moving lane of traffic in each direction.

b. Traffic volumes must be more than 500 vehicles per day but less than 4,000 vehicles per day.

- c. The street shall have a posted or prima facie speed limit of 30 mph or less as determined in accordance with state law.
- d. The speed of the traffic on the street must be greater than 5 mph above the legal speed limit.

4. Geometric Characteristics

- a. The street must have adequate sight distances to safely accommodate the hump as determined by the Traffic Engineer.
- b. The street must not have curves or grades that prevent safe placement of humps.
- c. The street must be paved and be at least 1,000 feet in length. If there are no curbs, a special design must be used to prevent vehicle run-arounds.
- d. The street must not be scheduled for pavement rehabilitation within the next three years.

5. Drainage Considerations

Streets are an integral part of the City's storm drainage system. Due to the potential impact of road humps on stormwater flow, the following criteria must be met.

- a. 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
- b. Road humps must not be detrimental to the conveyance of stormwater to a degree that poses a threat to health, safety, or property. To this end, all proposed road humps are subject to review and approval by the City Engineer.

6. Petition

A petition must be submitted which documents that a minimum of 70% of the residential dwellings in the petition area support the installation of road humps. A minimum of 50% of the residential dwellings in the petition area must authorize placement of the road humps in front of or adjacent to their property.

D. APPROVAL PROCESS

Requests for and approval of road hump installations will be in accordance with the procedures herein.

E. INSTALLATION AND MAINTENANCE

Road humps will be installed and maintained by the City.

F. ROAD HUMP LOCATION

Road humps will be located in accordance with the location standards herein.

G. DESIGN STANDARDS AND INSTALLATION PROCEDURES

The Director of Public Works shall maintain current design standards and installation procedures for road humps.

H. COST RESPONSIBILITY

The applicant is responsible for the cost of the road hump and its installation (including signs, pavement markings and, if necessary, special design features such as curbing or guard rail). The applicant is also responsible for the cost of notification.

Subject to the availability of budgeted funds, the City may assume responsibility for the cost of the road hump and its installation for street segments located in Community Development Block Grant designated areas.

I. ROAD HUMP REMOVAL AND ALTERATION

The process for road hump removal or alteration requested by residents is the same as the process for installation. The cost of such alteration or removal is the residents' responsibility. In case the City determines that an unforeseen problem exists due to the road hump, it may be redesigned or removed by the City. In such case, the City will bear the cost of road hump alteration or removal.

II. PROCEDURE

A. REQUEST

The initial request for the installation of road humps must originate from the residents living on the street.

The request must be in writing and include the name, address, phone number, and signature of at least five (5) residents (one per residence) along the street segment upon which road hump installation is requested. The request must also designate a representative (hereinafter referred to as the applicant). The request must be submitted to the following address:

Traffic Engineering Division
City of Abilene
P. O. Box 60
Abilene, Texas 79604

B. DETERMINATION OF ELIGIBILITY

The Traffic Engineering Division will conduct the necessary transportation engineering studies and solicit comments and recommendations of other agencies to determine the street's eligibility for road hump installation. This determination of eligibility will be made in a timely manner.

1. If the street is determined not to be eligible the applicant will be notified in writing giving the reason.
2. The determination of ineligibility may be appealed to the Director of Public Works. The appeal must be made in writing by the applicant within 15 days of the notification date. The Director will review the determination and respond to the applicant within 30 days of the appeal.
3. If the street is determined to be eligible for consideration, the process will move to the petition phase.

C. PETITION OF SUPPORT

The petition phase includes the following steps:

1. A meeting will be arranged between the applicant and staff to define the approximate road hump location range and the petition area.

2. The applicant must submit a petition of support for the installation of road humps as provided in the road hump policy. Only petition forms supplied by the City of Abilene or exact duplicates may be used for this purpose.
3. The applicant is required to contact the owner or occupant of every residential dwelling on the abutting properties in the petition area. If a resident is against the road humps, the word "OPPOSED" will be noted on the petition signature space. If the applicant is unable to contact a resident, "NO CONTACT" will be noted on the petition signature space with the days and times that contact was attempted. The applicant must make at least two attempts on separate days to contact a resident.
4. The petition must be completed and returned within 90 days. If it is not, then a new petition will be required.

D. INPUT FROM IMPACTED AREA

1. After verification of the petition, the staff will prepare a project scope to include the location of proposed road humps. Based upon the project scope, the staff will also determine the notification area and the notification fee. This fee will consist of \$25.00 plus \$.50 per address in the notification area.
2. The City will submit to the applicant a statement for the notification fee. Once the applicant has paid the notification fee, the City will send notices to owners of real property within the notification area. The notice will include a return form to indicate support of or objection to the proposed installation.
3. If owners of 20 percent or more of the real property within the notification area object to the proposed road humps within 30 days of the notice, then no further action will be taken on the road hump installation unless the applicant requests a public hearing before the City Council. The request for a public hearing must be accompanied by payment of a second notification fee. Notification of the hearing will include the owners of real property within the notification area.
4. If objections from less than 20 percent of the real property within the notification area are received or the City Council approves the installation after a public hearing, then the street will be placed on a list of streets approved for road hump installation.

E. INSTALLATION OF ROAD HUMPS

1. Once a street is placed on the list of streets approved for road hump installation, the City will submit to the applicant a statement for the road hump installation fee. The minimum road hump installation fee will be \$1,500.00 per hump. Additional cost may be incurred due to the specific characteristics at the hump location.
2. After receipt of full payment of the installation fee from the applicant, the humps will be installed as scheduling permits.
3. Full payment of the installation fee must be received within one year from the statement date. If it is not, the street will be removed from the list of streets approved for road hump installation and all monies received, if any, returned to the payor. Further consideration of road humps for the street will require reapplication.
4. Annually during the budget process, the City will consider funding of the installation costs for eligible streets on the list of streets approved for road hump installation that are located in Community Development Block Grant designated areas.

III. DESIGN AND LOCATION STANDARDS

A. Road Hump Design Standards

The two approved designs of road humps are: 1) parabolic humps – 12 feet in travel length with a maximum height of three (3) to four (4) inches, and 2) flat-topped humps – 22 feet in travel length having a 10-foot long and three (3) to four (4) inch high plateau with six (6) foot long parabolic approaches.

B. Signs and Markings

Each road hump will be identified with signs and pavement markings based upon traffic engineering principles and the Texas Manual on Uniform Traffic Control Devices. These include pavement markings on each hump, warning signs at each hump, and warning signs for each street segment with humps. In addition, the City may restrict parking within 50 feet of the road hump (on the approach sides) if deemed necessary.

C. Road Hump Spacing

The City will determine the final location of all road humps in accordance with these guidelines and traffic engineering principles. In general, road humps should be placed between 200 to 600 feet apart. Other spacing may be used based on engineering judgment and the following guidelines:

1. On short blocks (300 ft. to 500 ft.), a single road hump installed mid-block is usually sufficient.
2. On blocks of moderate lengths (500 ft. to 1000 ft.), two road humps may be more appropriate.
3. On very long blocks (1000 ft. to 1600 ft.), three or more road humps may be needed.
4. On lengthy, continuous street segments or for a series of blocks, road humps may be installed 200 ft. to 600 ft. apart.

D. Road Hump Location Restrictions

Some restrictions on road hump location include:

1. Road humps will not be installed in front of driveways.

2. Road humps will not be installed over, or contain, manholes or monitoring wells, water valves.
3. Road humps will not be located adjacent to fire hydrants.
4. Road humps located near drainage inlets will be installed so as not to hinder drainage.
5. Road humps will not be located on a vertical grade greater than 5%.
6. Road humps will not be located in horizontal or vertical curves nor on approaches to these curves where visibility of the road hump is limited.
7. Road humps will not be installed within 500 feet of a traffic signal, within 200 feet of a stop sign or yield sign, or within 100 feet of an uncontrolled intersection.
8. A road 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 low density multiple dwellings, if a majority of the households on the property object to its placement.