

1 **Section 6. Decision by the Board.**

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3 The Board may not vacate a road unless the road viewers have recommended it be vacated. After
4 providing those whose property abuts or adjoins the road an opportunity to be heard on the matter,
5 the Board may, but is not required to, vacate a road for which the road viewers' recommend
6 vacation.

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8 **Section 7. Documentation of Vacation.**

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10 In the event the Board decides to vacate the road, the Board shall execute a document in recordable
11 form, evidencing the vacation. Such document shall be submitted to the Board with any road
12 viewers' report recommending vacation, in case the Board wishes to vacate. Such document shall be
13 filed of record with the Office of the County Clerk of the County.

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15 **Section 8. County Line Roads.**

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17 If such road runs on the county line with another county, the county commissioners of the other
18 county interested shall also appoint viewers and the other county's concurrence with the decision to
19 vacate shall be necessary to vacate the road.

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21 **ARTICLE 7**

22 **SPEED HUMP REQUIREMENTS FOR LOCAL AND MAJOR LOCAL STREETS**

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24 **Section 1. Purpose.**

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26 Reducing excessive speeds on residential streets is an important objective in ensuring the safety of
27 pedestrians, cyclists, animals, and vehicles in neighborhoods, and in creating calmer and more
28 livable environment. Methods for discouraging speeding include enforcement, education, and
29 engineering efforts. While police enforcement remains the most effective means of dealing with
30 speeding, limited resources prevent officers from covering the entire problem locations at all times.
31 In response to this concern, County has developed this policy which addresses engineering efforts,
32 specifically the use of speed humps, as a "traffic calming" technique for retrofit use in existing
33 neighborhoods. Many drivers ignore statutory and posted speed limits and, if the design of the road
34 will allow them to do so, will drive at speeds exceeding those which suit the conditions prevailing in
35 residential areas. Various physical devices have been developed to discourage this behavior; one of
36 these devices is the speed hump.

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38 **Section 2. Definition of Speed Humps.**

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40 2.1 Speed humps are generally 3-inch high, flat topped or cylindrical raised sections of
41 pavement, typically 12 to 22 feet in length in the direction of travel. The ends of a speed
42 hump are tapered to be flush with the street at the curb and gutter to allow water to drain.
43 Speed humps are spaced roughly 250 to 750 feet apart, and have been proven to work by
44 creating a vertical displacement of the vehicles traversing them. It should be noted that speed
45 humps are not the typical speed "bump" frequently seen in parking lots.

2.2 Installation of speed humps must strictly adhere to approved designs. Typical flat-top profile speeds hump design are shown in Figure 1. Flat-top speed humps have been used successfully to diminish speeds on roads with high volumes. A typical cylindrical or "Watt's Profile" speed hump design is shown in Figure 2. Watt's Profile speed humps are generally limited for use on roadways with volumes no greater than 3,000 vehicles per day (vpd). In addition, advance warning signs must always be used conjunction with speed humps; appropriate signing for flat-top speed humps is shown in Figure 1, vehicle the typical signing for the Watt's Profile humps is shown Figure 2.

Section 3. Engineering Criteria.

3.1 Alternative traffic management strategies should always be pursued before the decision is made to install speed humps. These strategies include:

- A. Reviewing, establishing, and/or revising and enforcing general laws and ordinances pertaining to speed limits and other traffic control management items.
- B. Educating residents and neighborhood groups so they can better understand causes of traffic problems, potential solutions to these problems, and the advantages and disadvantages of implementing different solutions.
- C. Installing specific regulatory, warning, and guide message signs or other traffic control devices.

3.2 Speed humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when all of these other speed control alternatives have been investigated and determined to be ineffective. In order for speed hump installations to be effective, they should be located selectively in accordance with defined transportation engineering criteria. Proper installation will also minimize driver frustrations and encourage safe driving practices.

3.3 If a location fails to meet any of the following criteria, the placement of speed humps should not be recommended.

3.4 Operation Criteria

- A. The functional classification of the roadway is a local or major local street.
- B. Average weekly daily traffic (AWDT) volumes on the roadway segment are less than 3,000 vpd.
- C. The posted speed limit of the roadway segment is 30 miles per hour (mph) or less.
- D. The 85th percentile speed measured on the roadway segment exceeds the posted speed limit by 10 mph or more. This criterion may be waived from dead-end streets.
- E. The roadway segment is fronted by primarily (more than 50 percent) residential land uses.

3.5 Geometric Criteria

- A. The roadway has a vertical grade of 8 percent or less.
- B. The roadway segment is paved.
- C. The roadway segment has only one moving lane of traffic in each direction.
- D. The section length is greater than or equal to 2 blocks or 12000 feet.
- E. The width of the street is greater than 18 feet.

3.6 General Conditions

The following general conditions should also be considered when locating speed humps:

- Motorists should have adequate sight distance to react to speed humps.
- Speed humps should not be placed over manholes, gate valves, utility vault accesses or other similar features.
- If a drainage inlet is near where a speed hump would be placed according to the general spacing criteria, an attempt should be made to locate the hump just downstream of the inlet.
- Speed humps should be placed to take advantage of existing street lighting.
- Speed humps should not be placed in front of driveways.
- Speed humps should be placed at property lines, if possible, rather than directly in front of a residence.
- Speed humps are placed perpendicular to the direction of travel.
- Speed humps should not be placed within an intersection.
- Speed humps should not be placed within a horizontal curve.
- When curbs are not present, alternate means should be provided to discourage motorists from driving around the speed hump (Figure 3).
- Speed humps should follow the corresponding roadway cross-slope.

3.7 Neighborhood Support

- A. Property owners on the roadway segment must be in concurrence with the placement of the speed hump(s) and will be allowed one vote of record. Concurrence will be indicated by the signing of a petition to the County designee. The formula for calculating the percentage required for petition acceptance is: *Percent of Lot Owners Supporting the Placement of Speed Humps in the Petition Area = 75 - (.25 (Percent Absentee Lot Owners in Petition Area))*. The petition will clearly state that those signing the petition would accept all warning signs and restricted parking associated with the placement of the speed hump(s).
- B. Prior notification and written comments must also be obtained from local fire, rescue, and police departments, as well as from transit providers and the transportation provider for the local public schools.

3.8 Prioritization and Implementation

- A. The County will prioritize pending projects on a fiscal year basis by assigning points to each project. Projects will be scheduled for detailed design and implementation

based on their point scores and the capital improvement funds available for the fiscal year. Points will be assigned as follows:

1. *Speed*: 2 points will be assigned for every 1 mph that the 85th percentile speed is above the speed limit for the roadway.
 2. *Pedestrian activity and facilities*: 10 points will be assigned if the street has no sidewalks; 5 points will be assigned if the street has sidewalks on only one side or has discontinuous sidewalks. In addition, 10 points will be assigned for each pedestrian generator along the roadway section, for instance, a school playground, or park, and 5 points will be assigned if the street is designated as an on-road bike route.
 3. *Street width*: 5 points will be assigned if the combination of street width and parking characteristic results in areas of single land, alternating flow.
- B. The street yielding the highest numerical point score will be considered to have the highest priority. The street with the earliest application date will have the highest priority among streets with the same point score.
- C. When a budgeted amount for speed humps has been approved, the County will, starting at the top of the ranking list and proceeding in descending order, determine which installations will be funded from the budgeted amount. Representatives of the applicants for all approved speed hump installations will be notified of which requests have been funded for the upcoming fiscal year.
- D. As funding allows, preference shall be given to those roads qualifying for speed humps for which other improvements are already planned to be constructed.

3.9 Exceptions

On roadways which are classified as collectors, an exception may be granted to allow for speed humps if the traffic volume on the roadway is less than 3,000 vpd. The procedure for installation shall remain the same as outlined in this policy. Each case will be reviewed individually and a determination will be made based on consideration of adjacent land uses, function in the transportation system, and safety. In all cases, should speed humps be installed, the speed humps will be removed when the roadway volume exceeds 3,000 vpd.

Section 4. Speed Hump Request and Installation Procedure.

- 4.1 The initial request for the installation of speed humps must originate from an owner of property on the candidate street. A request in writing from the owner or his or her representative must be forwarded to the County.
- 4.2 A preliminary determination of eligibility based on available traffic data will be made in a timely manner. Eligibility will be determined using the preliminary evaluation form shown as Exhibit 1.
 - A. If the roadway segment is determined not be eligible, the applicant(s) will be notified in writing, with the reason(s) for rejection being given.
 - B. If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and County staff to define the petition area and the

approximate speed hump location range. The applicant(s) will then be instructed to submit a petition indicating that a minimum percentage of the property owners in the petition area (per formula on page 5) support the installation of speed humps as provided in the speed hump policy. Only petition forms supplied by the County or exact duplicates may be used for this purpose.

4.3 After verification of the petitions, the County will conduct the necessary transportation engineering studies and solicit comments and recommendations from other agencies. A determination of the street's eligibility for speed hump installation will then be made in a timely manner, based on all of the criteria of the speed hump policy as shown in the detailed engineering evaluation form.

4.4 The County will annually prioritize pending projects on a fiscal year basis by assigning points to each project. Projects will be scheduled for detailed design and implementation based on their point scores and the capital improvements funds available for the fiscal year.

A. The street yielding the highest numerical point score will be considered to have the highest priority. The street with the earliest application date will have the highest priority among streets with the same point score.

B. When a budgeted amount for speed humps has been approved, the County will, starting at the top of the ranking list and proceeding in descending order, determine which installations will be funded from the budgeted amount. Representatives of the applicants for all approved speed hump installations will be notified of which requests have been funded for the upcoming fiscal year.

4.5 The process for speed hump removal or alteration by residents is the same as the process for installation.

4.6 The County reserves the right to install, remove, or alter any speed hump for the health, welfare, and safety of the public.

4.7 Speed humps recommended as part of a system level analysis to address traffic flow and control for a particular area of the County will not be subject to the provisions of this policy.

ARTICLE 8 MISCELLANEOUS PROVISIONS

Section 1. Injunctive Relief. In the event a street or road is, or is proposed to be, located, constructed, maintained, repaired, altered, or used, or any land is, or is proposed to be used, in violation of this Ordinance, the governing body of the County or a person whose interest in real property in the County is or may be affected by the violation may, in addition to other remedies provided by law, institute a civil action to abate or for injunction, mandamus abatement, or other appropriate proceedings to prevent, temporarily or permanently enjoin, abate, or remove the unlawful location, construction, maintenance, repair, alteration or use.

