



CITY OF LEON VALLEY SPEED HUMP INSTALLATION POLICY

A. GENERAL

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street. This policy also promotes reasonable opportunities for residents and property owners most affected by a proposed speed hump to participate together in the process that leads to its installation.

Speed humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when installed in accordance with the provisions of this policy.

In order for speed hump installations to be effective, they should be located selectively in accordance with defined engineering criteria for the purpose of improving documented speeding problems. Proper installation will also minimize driver frustration and encourage safe driving practices.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service consequences, and create a diversion of large amounts of through traffic onto local residential streets, which were not intended for that purpose. Therefore, speed humps will not be considered for streets that are classified as collector streets or higher in the City. These streets include:

- Bandera Rd.
- Huebner Rd. – East of Timberhill
- Evers Rd.
- Poss Rd. – West of Evers Rd.
- Grissom Rd.
- Eckhert Rd.
- Wurzbach Rd.
- Seneca – Bandera Rd. to Evers Rd.

B. DEFINITIONS

Collector Street – is a low-to-moderate capacity road which serves to move traffic from local streets to arterial roads.

Speed Hump - is a geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface extending transversely across the traveled way, whose primary purpose is to reduce the speed of vehicles traveling along that roadway.

Traffic Speed Study - will include the operational characteristics, and geometric characteristics of a typical day for 24hrs.

Typical Day - is defined as a weekday.

Speed Criteria - is the speed that is 5 mph or greater over the legal speed limit (30 mph).

Street - refers to the street length that must be petitioned. It is a 1000-foot segment generally centered on the proposed location of the humps, or the length of the block, whichever is greater. If the 1000-foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening thoroughfare, traffic signal or offset intersection.

C. ELIGIBILITY REQUIREMENTS

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

1. Signature Form. A form that documents a minimum of ninety percent of the property owner's signatures on the street that support its installation. In instances where speed humps will affect other roadways i.e. (grid network), the requestor will be required to obtain a signature form that documents that a minimum of two-thirds of the property owners, along the total affected area are in favor of the speed hump. Signature Forms will be made available to requestors. Requester will be responsible for distribution and collection of all signatures (see Appendix II).
2. Location of the Street. The land uses of the properties abutting the street where the speed hump is proposed must be composed primarily of single-family residential dwellings.
3. Operational Characteristics of the Street.
 - a. The street must be used to provide access to collector street (or higher) as indicated above.
 - b. There must be no more than one moving lane of traffic in each direction.
 - c. Traffic volumes must be more than 400 vehicles per day.

- d. The street must have a speed limit of 30 mph or less as determined in accordance with State Law.
- e. City Engineer, City Fire Chief, and City Police Chief must approve all speed humps and its locations.
- f. Paved traveled ways that do not function as a street such as alleys, utility/access easements, parking lot circulation routes, and commercial service drives are not eligible for the installation of speed humps, regardless of any identification signs, due to their operational characteristics.
- g. The street must be a primary bi-pass roadway that is connecting two collector/primary streets.

D. Geometric Characteristics of the Street.

1. The street must have adequate sight distances to safely accommodate the speed hump as determined by the Department of Public Works.
2. The street must not have curves or grades that prevent safe placement of the humps. Humps may be located on streets that contain curves and/or grades, but the hump itself should not be located within a significant horizontal curve, on a vertical grade greater than eight percent.
3. The street shall be paved. If there are no curbs, a special design must be used to prevent vehicle run-around.
4. Private property in the City Limits is not governed or controlled by this Speed Hump Installation Policy.
5. In the case of areas with grid networks a comprehensive study of all affected roadways will need to be assessed.

E. SPEED HUMP REMOVAL AND ALTERATION

The process for speed hump removal or alteration by residents will require a signature form that documents that a minimum of ninety percent of adjacent property owners on the street support its removal. The City Manager has the right to remove a speed hump if it is deemed necessary.

F. SPEED HUMP LOCATION

1. A speed hump must not be located in front of a property if the property owner objects to its placement.
2. The exact speed hump location shall be determined by the City Engineer.

3. The speed hump shall be located a minimum of 250' from the nearest intersecting street and at the property line.
4. The speed hump shall not be located or constructed such that it interferes with the proper drainage of the street.
5. Speed hump should not be located within 10' from the nearest driveway.

G. DESIGN STANDARDS AND PROCEDURES

The City Engineer shall prepare and maintain current design standards and installation procedures for speed humps in accordance with this policy.

H. PROCEDURES FOR SPEED HUMP INSTALLATION

1. The initial request for the installation of speed humps must originate from the property owners living on the street. A request in writing from the property owner or his representative must be forwarded to the following address:

Speed Hump Program
Department of Public Works
6400 El Verde Rd. Leon Valley, TX 78238

To be considered a representative of the owner, an Owner's Authorization Letter must be submitted with the Signature Form.

2. A determination of eligibility based on a traffic engineering study conducted at the subject site will be made in a timely manner.
 - a. If the street is determined not to be eligible, the applicant(s) will be given written notification of that determination and its reasons within 30 days. An exception to the policy may be considered at this time and may only be granted for traffic count (Operational Characteristic C, listed above); no exceptions for locations not approved by the City Engineer, Fire Chief, and Police Chief, or the location is not determined to be a collector street or a bypass roadway.
 - b. The decision may be appealed in writing to the City Manager within 15 days of the notification date. The City Manager will review the determination and respond to the applicant(s) within 30 days of the appeal request.
 - c. If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and staff to define the petition area and the approximate speed hump location range. The applicant(s) will be instructed to submit a Signature Form indicating that a minimum of ninety percent of the low-density dwelling property owners on the street support the installation of speed

lumps as provided in the speed hump policy. Only Signature Forms supplied by the City or exact duplicates may be used for this purpose.

3. After verification of the Signature Forms, the Department of Public Works will conduct the necessary traffic engineering studies and solicit comments and recommendations of other agencies. A determination of the street's eligibility for speed hump installation will be made in a timely manner, based on the speed hump policy.

a. If the street is determined not to be eligible for speed hump installation, the applicant(s) will be notified in writing giving the reason.

b. The decision may be appealed in the same manner as in Section 2.

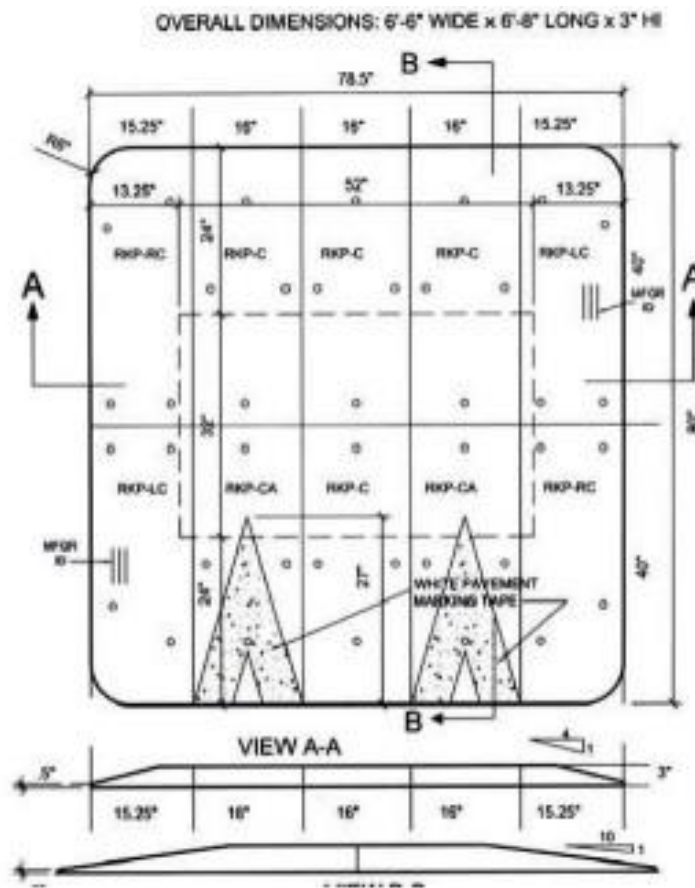
c. If the street is determined to be eligible; the street will be placed on a list of streets eligible for speed hump installation.

4. Based on July 2022 estimates, the cost to install speed cushions and signage is approximately \$6,000 per site.

5. If funding is not available through regular city resources, residents may assess themselves the fee in order to expedite the installation of speed humps.

APPENDIX I

Vehicle	Average Track width (Center to center)
Typical vehicle	4 ft. 2 inches – 4 ft. 11 inches
Large vehicle	5 ft. 9 inches
Typical Fire Engine	6 ft. 5 inches
Typical Aerial Ladder Truck	6 ft. 8 inches
Typical VIA bus	6 ft. 3 inches



Example of Acceptable Design

APPENDIX II

Speed Hump Signature Form

The undersigned property owners do hereby declare our desire to have speed humps installed on _____ street.

- 1. We understand that a traffic study will be performed that may indicate the street does not warrant speed humps.
- 2. We understand that once installed, a minimum of 90% of the property owners long this street must sign a separate Signature Form to have the speed humps removed.
- 3. We further understand that speed humps may not have the desired effect in slowing or deterring the traffic on this street and that the installation of speed humps may result in increased noise pollution.

Name	Address	Signature

If additional signatures are required, please reproduce this page.