



CITY OF McAllen

SPEED HUMP INSTALLATION POLICY

A. GENERAL

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 transportation engineering criteria for the purpose of improving documented speeding problems. Proper installation will also minimize driver frustration and encourage safe driving practices.

This policy 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. It also provides for a sharing of the speed hump installation cost between the City and the neighborhood under certain conditions.

B. DEFINITIONS

For the context of this policy only:

APPLICATIONS for speed humps include a City generated application form, the petition and a processing fee.

LOW DENSITY RESIDENTIAL DWELLINGS include single family houses, townhouses, duplexes, triplexes and quadplexes;

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 ENGINEERING SPEED STUDY will include the operational characteristics, and geometric characteristics of a typical day for 24hrs.

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

TYPICAL DAY is defined as Tuesday, Wednesday, or Thursday

SPEED CRITERIA is the speed that is 5 mph or greater over the legal speed limit (30mph);

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. **Petition.** A petition that documents that a minimum of two-thirds of the households in low-density residential dwellings 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 petition that documents that a minimum of two-thirds of the household along the total affected area are in favor of the speed hump. Petitions will be made available to requestors. Requester will be responsible for distribution and collection of all petitions.
2. **Location of the Street.** The lane uses of the properties abutting the street where the speed hump is proposed must be composed primarily of low-density residential dwelling.
3. **Operational Characteristics of the Street.**
 - A. The street must be used to provide access to abutting low-density residential properties (local residential street).
 - B. There must be no more than one moving lane of traffic in each direction.
 - C. Traffic volumes must be more than 300 vehicles per day.
 - D. Vehicle speeds must meet the Speed Criteria.
 - E. The street must have a speed limit of 30 mph as determined in accordance with State Law.
 - F. City Fire Chief or designee must approve speed hump location
 - G. The street must not be any of the Major Roadways shown on the **Thoroughfare Plan** as shown in "FORESIGHT McALLEN" Growth Management Guide For The 21st Century (Dated February 1998). The major roadways listed in the **Thoroughfare Plan** as a collector and greater and/or any other roadway classified by the City of McAllen and/or TXDOT as a collector and/or greater.
 - H. Paved traveled ways that do not function as a street such as alleys, 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.

4. Geometric Characteristics of the Street.

- A. The street must have adequate sight distances to accommodate safely the hump as determined by the Department of Traffic Operations.
- B. 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.
- C. The street shall be paved. If there are no curbs, a special design must be used to prevent vehicle run-around.
- D. The street shall have a minimum width of 30' and a maximum width of 44'.
- E. The street must have a history that shows the need for traffic calming. New Subdivision Developments should consider traffic calming methods other than speed hump and should consider speed humps only as a last resort.
- F. Private property in the City Limits is not governed or controlled by this Speed Hump Installation Policy.
- G. In the case of areas with grid networks a comprehensive study of all affected roadways will need to be assessed.
- H. Speed humps are designed to attract the attention of the driver. Therefore, the installation of a speed hump within the limits of a school zone or in areas where pedestrians frequently cross a traveled way increases the chance of pedestrian vehicle conflict. Speed humps shall not be installed in such areas.

D. COST RESPONSIBILITY

- 1. Requestor will be responsible for a processing fee as determined by annual service contract and is quantified by individual street segments. If it is so desired by the requestor to study the subject street on a non-typical day the requestor will be responsible for additional processing fees. City also reserves the right to conduct an independent study to verify results. The City Engineer or designee will make the final determination of study results.
- 2. The cost for the speed hump installation (including signs, pavement markings and, if necessary, special design features such as bollards, curbing or guardrail) may be shared between the City and residents according to how much the measured speed on the street exceeds the Speed Criteria as defined in this section. This cost sharing is defined as follows:

COST SHARING TABLE

85 TH PERCENTILE SPEED	RESIDENTS' COST SHARE FOR CONSTRUCTION
35-36 mph	100%
37-38 mph	67%
39-40 mph	33%
>40 mph	0%

3. Allocation of the City's contribution will be made upon a first come first serve basis and constrained by annual funding.
4. The term "resident," when used in cost sharing does not necessarily refer to the petitioners. It is used to define the share of the cost that is not the responsibility of the City and could be paid by one or more of the residents or from other private sources. Notwithstanding the provisions of the foregoing cost-sharing table, residents may be able to expedite hump installation by voluntarily paying the full installation cost.

E. SPEED HUMP REMOVAL AND ALTERATION

The process for speed hump removal or alteration by residents will require a petition that documents that a minimum of two-thirds of adjacent property owners on the street support its removal. There is not City participation in cost sharing for the removal of the speed hump. Director of Traffic Operations 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 Traffic Operations Department
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 Traffic Safety Department shall prepare and maintain current design standards and installation procedures for speed humps in accordance with this policy.

PROCEDURES FOR SPEED HUMP INSTALLATION

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

**Speed Hump Program
Traffic Operations Department
P.O. Box 220
McAllen, TX 78505-0220**

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.
 - B. The decision may be appealed in writing to the Director of Traffic Operations within 15 days of the notification date. The Director 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, the approximate speed hump location range. The applicant(s) will be instructed to submit a petition indicating that a minimum of two-thirds of the low density dwelling households on the street support the installation of speed humps as provided in the speed hump policy. Only petition forms supplied by the Traffic Operations Department or exact duplicates may be used for this purpose.
3. After verification of the petitions, the Department 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 street eligible for speed hump installation.

The Traffic Operations Department will make a determination of the total installation cost and the cost sharing responsibility of the residents, if applicable, according to the speed hump policy.

4. Depending on the method used to pay for cost of speed humps section C.1 will apply.
 - A. Once a street is placed on the list of streets approved for speed hump installation, the City will submit a statement to the representative of the residents for the cost of the speed hump installation. Upon receipt of payment of the cost, the humps will be installed as scheduling permits.
 - B. If full payment has not been received within one year from the statement date, the street will removed from the list of street approved for speed hump installation and all monies received for construction, if any, will be returned to the payer.

- C. When the City Commission has approved a budget amount for speed hump installation, the Traffic Department will determine which installations, based on the calculated rating, 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 coming fiscal year.
- D. Installations not included in the group to be funded can be approved if their full installation cost (including the City's share) is voluntarily paid, as provided in Section 5A.

