

City of South Padre Island
Speed Hump Policy and Procedures
For Installation and Removal – effective May 15, 2013

1. General

Speed humps are effective and appropriate devices for safely reducing vehicle speeds on certain types of streets (when installed in accordance with the provisions of this policy). For speed hump installations to be effective, they should be selectively located in accordance with defined transportation engineering criteria for the purpose of reducing documented speeding problems. This policy provides for reasonable opportunities for residents and property owners most affected by a proposed speed hump to participate in the process that may lead to speed hump installation. It also allows the City and requesting property owners to share purchase and installation costs.

2. Definitions

- a. *Application* means the petition and supporting documents requesting speed humps.
- b. *Director* means the Public Works Director or the Director's designated representative.
- c. *Low and moderate density residential dwellings* means single-family, town houses, condominiums and multi-family dwellings.
- d. *Resident* means property owner of record or long-term rental occupant. Proof of rental agreement for occupancy of one (1) year or longer is required.
- e. *Notification area* means the area within 500 feet of the petition area. The measurement of 500 feet includes streets and alleys.
- f. *Speed hump* means a geometric design feature of a street consisting of a raised area in the street pavement surface extending transversely across the traveled portion of a street for the primary purpose of encouraging reduced speeds of vehicles traveling along that street.
- g. *Street/petition area* means the minimum length of the street segment for consideration is 600 feet (i.e., 300 feet on either side of the proposed speed hump located on the length of the block) whichever is greater.
- h. *Average Traffic Day* means an average summertime day beginning the Tuesday after Memorial Day through the Thursday prior to Labor Day, excluding Independence Day.
- i. *Average Traffic Volume* means the average 24 hour traffic determined by total volume counts conducted on seven (7) consecutive Average Traffic Days divided by seven (7).
- j. *Traffic Control Device* means any device specified in the current edition of the Texas Manual of Uniform Traffic Control Devices (Texas MUTCD) and includes but is not limited to traffic signals, stop signs and yield signs.
- k. *Transit Route* means any designated route for the Wave or route designated by the Point Isabel Independent School District.
- l. *Major Thoroughfares or Major Collectors* are defined as follows. Additional streets are considered added to this designation if signals are installed:
 - i. Padre Boulevard (On the Texas State Highway System)
 - ii. Gulf Boulevard
 - iii. Laguna Boulevard
 - iv. Morningside Drive between Gulf Boulevard and Laguna Boulevard (Signalized intersection and north terminus of Laguna Boulevard)
 - v. E. Sunset Street (North terminus of Gulf Boulevard)
 - vi. W. Palm Street (South terminus of Laguna Boulevard)
 - vii. Harbor Street (Signalized intersection)
 - viii. Amberjack Street (Signalized intersection)

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3. Eligibility Requirements

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

- a. *Petition.* A petition documenting that at least two-thirds of the addressed households in low and moderate density residential dwellings on the street support the installation and/or potential cost sharing described herein. A single signature for each street address will be accepted as demonstrating support for the proposed speed hump installation.
- b. *Street Address* means an individually addressed homeowner. Unit numbers for multiple unit dwellings are considered individual Street Addresses. As an example, a four-unit dwelling will have four (4) individual Street Addresses regardless of the number of residents within each dwelling.
- c. *Location of the street.* The land uses on the street where speed hump installation is proposed must consist primarily of low and moderate density residential dwellings. Public streets in zoning areas A, E, B and B-2 are preliminarily eligible for consideration pending final determination based on complete eligibility studies.
- d. *Operational characteristics of the street.* Only streets considered as residential collector and residential minor collector are eligible. In addition:
 - i. The street must be used to provide access to abutting low and moderate density residential properties (local residential street) and/or to collect traffic for such streets (residential minor collector).
 - ii. There must be no more than one traffic lane in each direction.
 - iii. Speed humps will only be located on a paved residential streets (alleys are not eligible).
 - iv. The existing speed limit must be 30 mph or less.
 - v. The 85th percentile speed must be more than five miles per hour above the posted speed limit.
 - vi. The street should have curb and gutter, but a street with a defined drainage swale on uncurbed streets may be considered provided that street drainage can be accommodated and that it will be possible to prevent vehicle run-arounds.
 - vii. Traffic volume must be at least 200 vehicles per day on an average traffic day.
 - viii. The street cannot be designated as a truck route.
 - ix. The street cannot be part of the designated Texas State Highway System.
- e. *Geometric characteristics of the street:*
 - i. The street must not have curves that would restrict visibility.
 - ii. The street straight-a-way length must be at least 600 feet.
 - iii. The paved width of the street must not exceed 37 feet. Width is measured to the paved edge on uncurbed streets or back of curb to back of curb on curbed streets.
 - iv. The street must have adequate sight distances to safely accommodate the traffic hump as determined by the Director.
 - (1) All traffic humps are to be marked as provided for in the Texas MUTCD supplemented with signage and markings as the Public Works Director deems appropriate.

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4. Spacing and Location

- a. Speed humps will usually be placed between two hundred (200) and six hundred (600) feet apart at the discretion of the Director. Other spacing may be used based upon engineering judgment.
- b. A speed hump shall not be located within 200 feet of a traffic control device or within 50 feet of any intersection.
- c. There cannot be speed humps where written objections have been made by the Police Department, Fire Department or Emergency Medical Service or the Point Isabel Independent School District Transportation Department.
- d. A speed hump will not be located in front of a driveway or within an intersection.

5. Prioritization

- a. Speed hump installation applications will be accepted between March 1 and April 30 of each year and evaluated prior to development of the City Capital Improvement Program budget for incorporation in the following year’s Capital Improvement projects list.
- b. Speed hump requests will be prioritized annually on a City-wide basis. This ensures proper stewardship of City resources and taxpayer dollars. Prioritization will be based on a point system using existing speeds, traffic volumes, number of speed related accidents and resident support.
- c. Accident Criteria must include causative factors that have a strong likelihood of mitigation by the installation of speed humps.

Number of Accidents in the Previous 3 Years	Points Assigned
Less than 1	0
2	1
3	2
4	3
5	4
More than 5	5

- c. Speed Criteria includes the percentage of vehicles traveling greater than 6 mph over the posted speed limit.

% of Vehicles Traveling over 6 mph Over the Posted Speed Limit	Points Assigned
0	0
1-5	1
6-10	2
11-15	3
16-20	4
More than 20	5

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- d. Traffic Volume Criteria includes traffic counted for three consecutive average traffic days as previously defined

Traffic Volume	Points Assigned
Less than 200	0
201-250	1
251-300	2
351-350	3
351-400	4
More than 400	5

6. Cost Responsibility

- a. An annual budget will be established for the City share of construction funding for the speed hump program. Projects will be scheduled for construction by priority ranking as funding permits within the established budget.
- b. As speed humps are not an ordinary street projects and are not permitted on all streets within the City, the properties adjoining the street or within a subdivision must bear an equitable share of the total project costs. These costs included, but are not limited to, the purchase, delivery, installation of the speed humps, any pavement markings and required signage as recommended in the Texas MUTCD. Cost sharing is as follows:

85 th Percentile Speed	Resident's Cost Share
36 mph	50%
37 mph	40%
38 mph	30%
39 mph	20%
40 mph	10%
Greater than 40 mph	0%

- c. Resident's cost share must be received prior to installation.

7. Procedures for Requesting Speed Hump Installation

- a. The initial request for the installation of speed humps must originate from one or more residents living on the street proposed for speed hump installation. A request in writing from a resident or a representative (such as a home owner's association) must be addressed to:

Speed Hump Program, Attn: Public Works Director

City of South Padre Island

4601 Padre Boulevard

South Padre Island, Texas 78597

- b. A preliminary determination of eligibility based on traffic data and criteria listed above in "Operational Characteristics of the Street" will be made.
- c. If the street is determined to be ineligible based on the eligibility requirements specified herein, the applicant(s) will be notified in writing and given the reason for the determination.

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- d. The decision of ineligibility may be appealed to the City Manager within 15 days of notification above. The City Manager will review the determination and respond to the applicant(s) within 30 days of the appeal. The decision of the City Manager is final.
- e. If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and the City to define the petition area and the approximate speed hump locations. The applicant(s) will then submit a formal petition on forms provided by the City indicating that a minimum of two-thirds of the low and moderate density dwelling property owners on the street support the installation and cost sharing of speed humps. Only petition forms provided by the City or exact duplicates may be used.
- f. After verification of the petition, the Public Works Department will conduct the necessary transportation engineering studies and solicit comments and recommendation from other agencies.
- g. Transportation engineering studies, including speed studies, accident data collection and traffic volume studies will be conducted during summer months beginning no sooner than the Tuesday after Memorial Day and concluding by the Thursday prior to Labor Day.
- h. Transportation studies shall be conducted for seven consecutive days and averaged to determine average daily traffic for the purposes of determination of eligibility.
- i. If the street is determined to be ineligible for speed hump installation, the applicant(s) will be notified in writing stating the reasons for the determination. This decision may be appealed in the same manner described herein.
- j. If the street is determined to be eligible, the Public Works Department will make a determination of the total installation cost and the City and residents' costs.
- k. Once eligible for speed hump installation, property owners within the notification area will be notified of the proposed speed hump installation.
- l. Upon receipt of property owners' cost share, the speed hump(s) will be installed within 45 days. If total payment of the residents' share has not been received within one year from the date of the City invoice, the speed hump project for that street will be cancelled. In that event, all monies received from residents, if any, will be returned to the payer.

8. Speed Hump Removal

- a. The process for speed hump removal or alteration is the same as the process for installation. Cost participation by residents shall be required.
- b. No requests for removal shall be considered within one year of the initial installation of the speed hump.
- c. If deterioration of the speed hump occurs and replacement is necessary, the location will be re-evaluated using the criteria for eligibility before replacement is authorized.

City of South Padre Island
Speed Hump Program
4601 Padre Boulevard
South Padre Island, TX 78597
Attn: Public Works Director

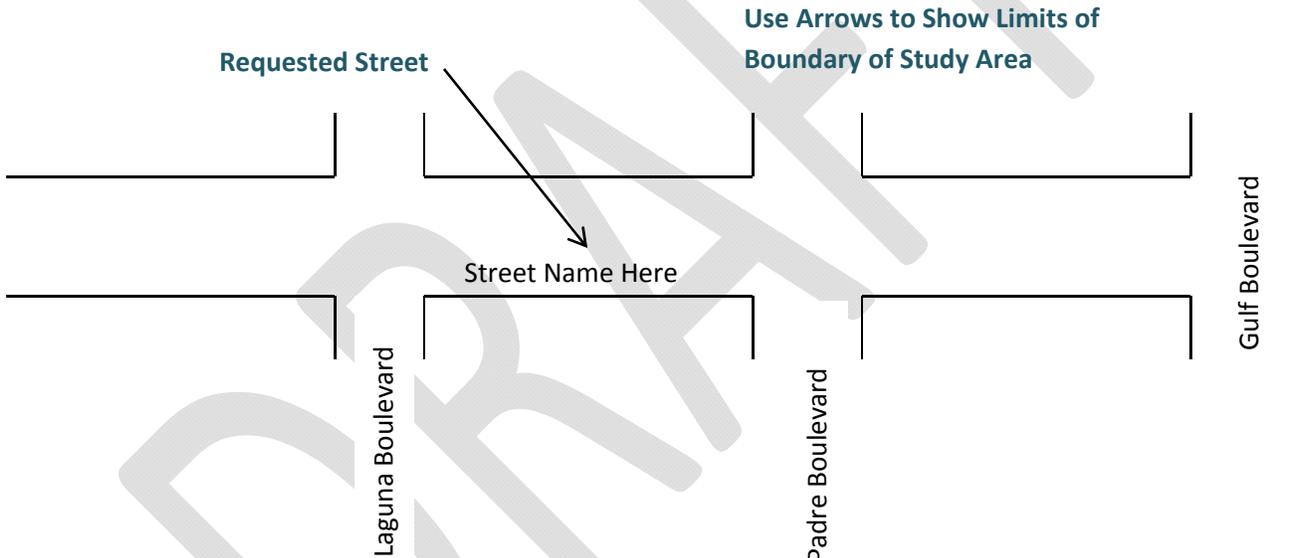


Request for Speed Hump Study

The following is a request for a speed hump study. Please submit this form as a formal request. Each request must contain the completed information as indicated in both Part A and Part B. The request will be processed according to procedures in the City's Speed Hump Policies and Procedures.

Part A. Street Study Information

Each request must provide the name of the street on which a study is requested and the boundaries of the street segment. Traffic studies will be conducted only within the boundaries indicated. Please use streets for boundary limits, not block ranges.



Part B. Contact Person Information

Each request must provide a contact person who lives on the requested street within the study area and will receive all correspondence related to the request. The contact person will be responsible for gathering evidence of support when requested.

Name: _____

Address: _____

Phone #: _____

I agree to be the contact person for the above request. I understand that a request may not automatically be withdrawn for consideration once a traffic study determines the street to be eligible for speed humps.

Signature of Applicant: _____ **Date:** _____