

GUIDELINES FOR INTALLATION OF SPEED HUMPS IN EXISTING NEIGHBORHOODS

1. Request for Speed Hump

If a resident of a neighborhood desires a speed hump on a residential street, he/she shall do the following:

(a) Obtain the written approval of the neighborhood civic association, Board of Directors of the homeowner's association, or, in a residential area with no association (civic or homeowner's), by a petition of 51% of the front footage of property owners along the street between traffic control devices. The request should clearly designate the streets for speed humps and a detailed description of the perceived problem. The request for approval should contain both a statement that residents along the street have been contacted and a description of their comments.

(b) Provide to the City Traffic Engineer:

- (1) A written request for the speed hump(s).
- (2) Comments of the residents along the street.
- (3) The written approval of the Board of Directors of the homeowner's association, or civic association.
- (4) A petition from 51% of the homes where an association does not exist.

(c) Private Street Speed Humps

- (1) Speed humps placed on private streets must adhere to City Standards contained in this policy.
- (2) Installation and removal of speed humps on private streets is the sole responsibility of the private subdivision.

2. Analysis of Speed Hump Request

The City Traffic Engineer shall do a traffic study of the location and make a recommendation. Studies shall be conducted only on residential streets that carry a local street classification or on roadways that function as local streets. Traffic studies for speed humps shall not be installed on roadways serving more than 125 lots and roadways with collector street classification or higher.

Traffic studies will include the following:

- (a) A speed and count study will be done for each location in both directions on the roadway.
- (b) Identify impacts of cut-through traffic and potential for diversion of cut-through traffic somewhere else in the subdivision.
- (c) Impacts of speeds on existing trail systems and the trail system crossings.
- (d) Potential for impacts on school and park traffic and pedestrians.
- (e) Recommendations to install speed humps shall have the concurrence of both the police department and the fire department.

3. Applicant Requirements Based Upon Traffic Study Findings

- (a) If the 85th percentile speed is greater than 35 miles per hour (mph), the applicant is request will move forward with the request submittals being sufficient enough to move forward.
- (b) If the 85th percentile speed is less than 35 mph, the applicant shall provide a petition with support from 2/3 of the homes on the street and have HOA/civic association approval if they exists. This will move the project forward if it is recommended for speed humps.

4. Approval by City Council

After the analysis has been completed by the City Traffic Engineer and all documentation has been provided to the City, the Enginnering Director shall request the item be placed on the Council agenda for action.

5. Payment of Speed Humps

The City Traffic Engineer shall make a recommendation as to which requests for speed humps should have priority based on traffic study. It is contemplated that the City and the homeowners/civic associations shall share 50/50 in the cost of the speed humps. Cost will vary by location and the number of speed humps being installed. Cost will consist of material cost for the actual speed hump, proper signage, poles, and installation cost. The City will provide the homeowners/civic associations with a cost estimate before installation will begin. Petition requests will be share 50/50 with the signers of the petition and the City.

6. Design of Speed Humps

The speed humps shall be design in compliance with Figures 1-3 and shall adhere to all design requirements within those figures.

7. Removal of Speed Humps

If a resident of a neighborhood desiring the removal of a speed hump on a residential street, he/she shall do the following:

(a) Obtain the written approval of the neighborhood civic association, Board of Directors of the homeowner's association, or, in a residential area with no association (civic or homeowner's), by a petition of 51% of the front footage of property owners along the street between traffic control devices. The request should clearly designate the streets for speed humps and a detailed description of the perceived problem. The request for approval should contain both a statement that residents along the street have been contacted and a description of their comments.

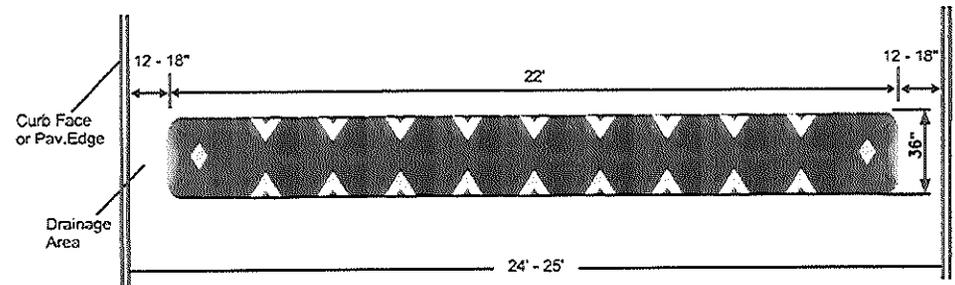
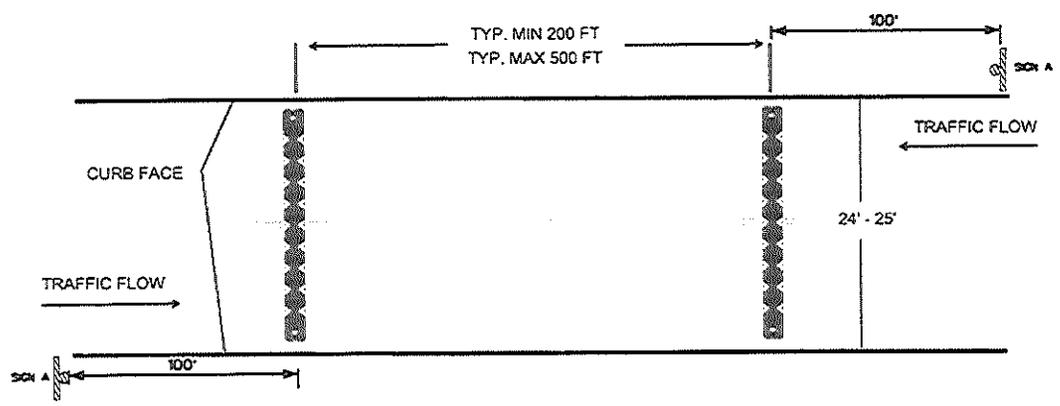
(b) Provide to the City Traffic Engineer:

- (1) A written request for removal of the speed hump(s).
- (2) Comments of the residents along the street.
- (3) The written approval of the Board of Directors of the homeowner's association, civic association, or a petition of 51% of the residents without an association as defined above.

(c) Removal of the speed hump(s) shall be 100% at the expense of the applicant.

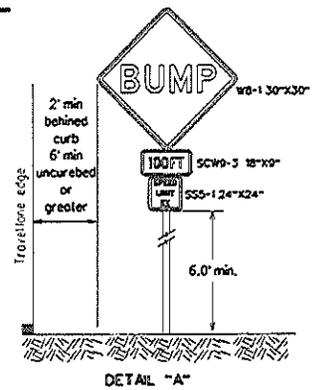
SIGNAGE NOTE:
 SIGNS SHALL BE INSTALLED AT LOCATIONS BY THE CITY'S TRAFFIC AND TRANSPORTATION DEPARTMENT IN ACCORDANCE WITH THE CITY'S STANDARDS.

CITY OF LEAGUE CITY
 SPEED HUMP WARNING
 SIGN STANDARD LAYOUT



Spacing between curb and Speed Breaker permits cyclists, skateboards, drainage, etc.

SLOW SPEED HUMPS (BUMPS) or TRAFFIC CALMING AHEAD signs should be installed facing traffic flow



DETAIL "A"

STATE OF TEXAS
 REGISTERED PROFESSIONAL ENGINEER
 ROBERT LINC WRIGHT
 70945
 10-11-12

LEAGUE CITY
 TEXAS
 LIVE IT. LOVE IT.

DATE:	BY:

SPEED HUMP/BREAKERS

PROJECT NO.	Checked: <i>RLW</i>
DRAWN: H.M.B.	DATE: AUG/2012
SCALE: N.E.S.	or
DATE:	or