



## *Engineering Department*

### Speed Hump Policy

- Receive request form from resident/neighborhood representative. This request form includes resident information and road(s) to study for speed humps.
- Requests will be evaluated for the following criteria, including analysis of area for environmental changes that will affect traffic flow and of accident data and any changes to speed limit history. The following criteria must be met for a street to be considered for speed hump(s):
  1. Street shall be residential neighborhood street.
  2. Posted speed limit shall be twenty-five (25) miles per hour.
    - A speed limit reduction petition can be completed before or concurrently with a speed hump request.
  3. Street grade shall be eight percent (8%) or less.
  4. Horizontal radius of street shall be equal to or greater than three hundred (300) feet.
  5. Stopping sight distance on vertical curves shall be equal to or greater than two hundred (200) feet.
  6. Street shall have no more than two (2) travel lanes and shall be no greater than forty (40) feet in width.
  7. Speed humps shall be a minimum of two hundred (200) feet from any intersection.
  8. Speed humps shall be equal to or greater than two hundred and fifty (250) feet apart.
  9. Street shall be at least one thousand (1000) feet in length.
  10. Traffic volumes shall be less than four thousand (4000) vehicles per day.
- If the above guidelines are met, the location will be further evaluated using the Gastonia Speed Hump Points System. A Minimum of 40 points is used to priorities locations to receive speed humps.

- All data shall be reviewed to determine if speed hump placement is necessary (if so, determine area of proper placement).
- If street is eligible for speed humps, installation shall be approved by petition of seventy-five percent (75%) of the residents fronting the affected street.
- Speed humps shall be installed at locations that meet criteria utilizing budgeted and/or neighborhood funds.
- Results may be submitted to additional City Engineering and Planning staff, office of Chief of Police, office of Fire Chief, City Manager, School System, Mayor, and Council for review and any applicable discussion.
  - Where appropriate, follow-up with speed education action (i.e. speed trailer, resident awareness).
  - Where appropriate, initiated proactive traffic enforcement, recording of warnings and summonses issued.
- Staff shall discuss with complainant(s) to discuss results of analysis and further action to be taken (if any).
- Optional release of data to press as necessary and warranted.
- Periodically initiate follow-up steps as indicated above to maintain acceptable level of traffic speed compliance.
- Street is eligible to be re-studied after one (1) year or earlier if there is a major change based on determination from staff (i.e. increased development affecting the street, new street conditions, speed limit change).

The City further adopted a policy whereby three (3) categories of funding options are available to property owners requesting speed humps:

- Category I:** 100% City funded (based upon of availability of City funds each fiscal year)
- Category II:** 50% City funded, 50% Petitioner funded (receives priority over Category I)
- Category III:** 100% Petitioner funded (receives overall priority for construction)