

CITY OF MESA - SPEED HUMP POLICY

The speed hump policy identifies warranting criteria to be used when considering speed hump and speed cushion installations. This policy also outlines the mandatory neighborhood support needed for approving installation and cost responsibilities associated with these devices.

The neighborhood must have a liaison willing to serve as a contact person with whom the City can work throughout the request process. The neighborhood liaison must live in the affected area to be eligible to act as the neighborhood liaison. This person should contact Transportation at 644-2160 for a preliminary inspection.

In the preliminary inspection, a City representative from Transportation will check for traffic conditions on the street where the devices are desired. A location may not be studied more than once in a twelve-month period, unless significant changes in traffic conditions occur.

A. Warranting Criteria

Speed humps and speed cushions shall be considered for installation only when a location meets all of the warranting criteria. The warranting criteria are listed below:

1. The devices must be located on a paved, residential street (alleys are not eligible);
2. The street should have vertical curb abutting the proposed device locations. Devices may be placed on streets with roll curb or ribbon style sidewalk after a review to determine the best possible location. In this case, it may be necessary to take additional measures to prevent drivers from going around the devices;
3. The posted speed limit on the street shall be 30 m.p.h. or less;
4. The 85th percentile speed on the street shall be at least 8 m.p.h. over the posted speed limit;
5. Traffic volumes on the street must fall between 500 vehicles per day for full City cost participation, and 5,000 vehicles per day (the maximum traffic volume allowed). Devices may be installed where traffic volumes are less than 500 vehicles per day if the neighborhood shares in the cost as defined in paragraph D.;
6. The devices shall not be located within 200 feet of a stop sign or traffic signal on the subject street;
7. The street is not an arterial or major collector street;
8. Drainage on the street shall not be compromised due to the installation of the devices;
9. Streets designated as fire routes will be treated with speed cushions; other streets will be treated with speed humps. The configuration of the speed cushions will vary depending on the width of the street;
10. The Fire Department retains the right to veto the installation of speed humps or cushions.

B. Neighborhood Support – Adequate neighborhood support must be shown for the project.

Neighborhood Acceptance Survey

Once the street has passed the warranting criteria and favorable conditions exist, the installation must then follow a neighborhood acceptance procedure (survey form). This is to assure that a majority of the property owners affected by the devices will support the installation. City of Mesa personnel will determine affected properties in the area.

The neighborhood liaison and City staff will conduct the review of possible device locations. The neighborhood liaison must then circulate a survey of acceptance to the affected property owners. The survey must confirm at least 70% approval from the affected property owners to install the devices.

Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the installation.

All property owners within 50 feet along each side of the device must approve of the installation.

If there is less than 70% approval from affected property owners, or if it is not possible to place the devices on the street under consideration due to opposition from adjacent property owners, no device will be installed.

The completed survey must be returned to the City of Mesa Transportation Department within 90 calendar days of receipt.

Affected Property Area

The affected property area includes all property owners that are within 300 feet of the subject street.

Properties with sole access from the subject street will be included in the neighborhood acceptance survey, regardless of how far the main part of the properties are located from the subject street. This includes panhandle shaped properties, cul-de-sacs, and other properties that can only be accessed from the subject street, whether it be from one or multiple accesses.

Where a cross street is at the terminating end of the subject street, properties on both sides of the cross street within 300 feet of the subject street shall be included, unless the cross street is more than 48 feet in width. In that case, properties on the far-side of the cross street shall not be included.

Properties or tracts that are not developable-sized lots, and are dedicated for road, access, drainage, or landscaping purposes shall not be included in the neighborhood acceptance survey. Owners of such lots shall have a say in whether they approve of the installation of the device within 50 feet of their property/tract.

Neighborhood Denial Survey

Once the neighborhood acceptance survey has successfully been completed by the neighborhood liaison and reviewed and approved by City staff, secondarily affected property owners will be given the opportunity to object to the installation of the proposed devices. A Mesa property owner must circulate a neighborhood denial survey to the secondarily affected property owners and confirm at least 70% opposition to successfully override and stop installation of the devices.

If a secondarily affected neighborhood liaison cannot be identified, City staff will conduct a mail-out, door hangers, or on-line survey to receive the opinions of the secondarily affected property owners.

Property owners who do not respond to the denial survey process or mark "no opinion" are considered to be in favor of the installation.

If there is 70% or more opposition from secondarily affected property owners, the devices will not be installed. If there is less than 70% opposition, the process will move forward and opinions of other road users will be collected.

The completed survey must be returned to the City of Mesa Transportation Department within 90 calendar days of receipt if it is circulated by a Mesa property owner. If the survey is conducted by City staff, the survey process will conclude 90 calendar days after notification of the secondarily affected property owners has been initiated.

Secondarily Affected Area

The secondarily affected area includes all property owners that are over 300 and within 600 feet of the subject street. Affected property owners that were part of the neighborhood acceptance survey are excluded from the neighborhood denial survey.

Where a cross street is at the terminating end of the subject street, properties on both sides of the cross street over 300 feet and within 600 feet of the subject street shall be included, unless the cross street is more than 48 feet in width. In that case, properties on the far-side of the cross street shall not be included.

Properties or tracts that are not developable-sized lots, and are dedicated for road, access, drainage, or landscaping purposes shall not be included in the neighborhood denial survey.

Opinions of Additional Road Users

The level of support from additional road users must also be determined if the neighborhood acceptance survey is successful and the neighborhood denial survey is not successful. This will be handled by City staff. Information signs will be posted on the subject street inviting the public to comment on the proposed installation of speed humps or cushions. Comments will be accepted in a variety of formats (on-line survey, telephone, email, etc.), and a summary of these comments will be provided to the Transportation Advisory Board.

Transportation Advisory Board

Once the opinions of additional road users have been collected, a report will be presented to the Transportation Advisory Board at a regularly scheduled Meeting. The report will include details on the subject street, the warranting criteria, survey results, all comments collected from additional road users, and the proposed device locations. The Transportation Advisory Board will vote for final approval to move forward with the device installations.

Once approved by the Transportation Advisory Board, City staff will identify exact locations for the devices based on input from the neighborhood acceptance survey. Shortly prior to construction, City staff will confirm that property owners within 50 feet of each proposed device continue to support the installation at that location. In the event that support is withdrawn, staff and the neighborhood liaison will determine whether a suitable alternate location exists and whether to proceed with the remaining device installations.

C. Data Collection Costs

The neighborhood will be responsible for all data collection costs required to determine if the street under consideration meets the warranting criteria. Traffic volume and speed data will be collected by one of the City of Mesa's traffic counting contractors. Typically, sufficient data is collected using road tubes in one location for 48 consecutive hours. Two count locations are generally necessary for street segments over one-half mile in length or if the character of the street or adjacent land use varies considerably from one end of the street segment to the other. The cost of the speed counts is per the current Schedule of Fees and Charges.

IMPORTANT NOTES: The neighborhood shall pay for the data collection prior to the traffic speed and volume counts being taken on the street under consideration. This payment is non-refundable once the traffic counts have been taken. This payment is strictly to determine if the street qualifies for speed humps or speed cushions and in no way guarantees that such device will eventually be installed on the street under consideration. If for any reason, speed humps or speed cushions are not installed on the street under consideration, the cost of data collection will not be reimbursed to the neighborhood.

D. Installation and Maintenance Costs

A typical installation on a quarter-mile long residential street consists of two devices. A minimum of two devices spaced about 500 feet apart is recommended for them to be effective.

The City of Mesa will install the devices and be responsible for their perpetual maintenance costs. Installation and maintenance include the costs of material, construction, signing, striping, maintenance and removal of the devices (if necessary).

If the neighborhood wishes to pursue the installation of the devices on a street with traffic volumes below 500 vehicles per day, but satisfying all other warranting criteria and verifying neighborhood

support, the devices could be installed. In this case, the neighborhood would be responsible for a \$500 per device fee to be paid to the City. The neighborhood may collect monies in any manner they deem equitable but all monies submitted to the City must be submitted at the same time and be for the full amount of the required neighborhood contribution. These monies must be received in order for the street to be considered for ranking as described in paragraph E.

E. Prioritization of Installations

Rankings will be established for all streets that have received approval from the Transportation Advisory Board, and submitted the neighborhood contribution, if applicable, by the first Monday in September or the first Monday in March. Qualified streets with traffic volumes of 500 vehicles per day or more will be ranked first based on their 85th percentile speeds, then on traffic volumes. Qualified streets with less than 500 vehicles per day will be ranked after qualified streets having 500 vehicles per day or more, regardless of the 85th percentile speeds.

Approximately half the annual program budget will be available for each review period. Prioritization will be divided into two categories: speed humps and speed cushions. Of the total budget, 1/3 will be available to treat streets with speed humps, and 2/3 will be available to treat streets with speed cushions.

Available funding will be applied to eligible streets in order of priority until all funds are committed. Candidate streets not receiving funding will be carried forward to the next review period at which time they will be prioritized with all eligible requests identified by that time. Candidate streets will not be carried forward for more than two years. After two years, the survey process must begin anew. If funds are left over from either of the two categories, the funds can be applied to the next eligible candidate in the other category.

F. Removal of Speed Humps or Speed Cushions

Once devices have been in place for at least one year, a survey requesting removal may be conducted and submitted to the Transportation Department. All affected properties, which were previously identified in the neighborhood acceptance survey process, shall be involved in the removal process as well. A simple majority of the affected property owners must approve of the removal. Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the removal of the devices. Once the survey has been verified, the City of Mesa will be responsible for removal of the device(s) and all costs associated with the removal. Devices removed from a location under this process cannot be reconsidered for re-installation for three years after the devices are removed.

G. Design/Construction Specifications

The City of Mesa has adopted two speed hump designs; a 14-foot long speed hump for 25 m.p.h. streets and a 22-foot long speed hump for 30 m.p.h. streets. Both speed hump designs are 3 inches at their highest point and vary in width, depending on the width of the road.

The City of Mesa has adopted a 12-foot long speed cushion design for use on fire routes. The cushions are 3 inches at their highest point, and are a minimum of 6 feet wide.

See City of Mesa Standard Details M-15.01 through M-15.06 for specifications and design of speed humps and cushions.

H. Revision

The City Manager or designee may make adjustments to the requirements for speed hump or cushion installations as necessary. All adjustments shall be in writing and on file in the Transportation Department's Asset Management System (Cityworks).