

# SPEED HUMP ELIGIBILITY CHECKLIST

Fill out the following checklist; if the answer to all questions/statements is "yes", review the policies and procedures and fill out the Speed Hump Application. If you answer "no" to any of these questions/statements or are unsure about any of these questions/statements, please contact City staff at 971-204-4600.

**Yes**      **No**

- |       |       |   |
|-------|-------|---|
| _____ | _____ | Is the street classified as a residential street or lesser classification in the Oregon City Transportation System Plan ( <a href="http://www.ci.oregon-city.or.us/public-works/Master_Plan/TSP1.pdf">http://www.ci.oregon-city.or.us/public-works/Master_Plan/TSP1.pdf</a> ) |
| _____ | _____ | This street does not provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.   |
| _____ | _____ | Does the street carry fewer than 2,500 vehicles per day?  |
| _____ | _____ | Does the street have a designated speed limit of 25 mph?  |
| _____ | _____ | Does the street have no more than one traffic lane in each direction?   |
| _____ | _____ | Are 85th percentile speeds greater than 30 mph?   |
| _____ | _____ | This street is not designated as a truck route or a transit route.  |
| _____ | _____ | Are the grades on the street less than eight percent (8%)?  |
| _____ | _____ | Does the street have adequate vertical and horizontal alignment and sight distances to allow for safe installation of speed humps?  |
| _____ | _____ | The street is not a primary access route for emergency vehicles.  |

# **SPEED HUMP INSTALLATION POLICY**

## **BACKGROUND**

Speed humps are an accepted traffic calming device suitable for installation on residential streets in Oregon City. The installation of speed humps has been shown in some circumstances to slow traffic, but is not a guarantee that the street is a safe place for children to play. Streets exist primarily for the passage of motor vehicles; hence residents, both adults and children, should exercise due care when in the roadway.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto adjacent local residential streets, which were not intended for that purpose. Therefore, speed humps will not be considered for streets that are classified as collector streets or higher in the Transportation System Plan (TSP), or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street.

## **MINIMUM CRITERIA**

The following minimum criteria shall govern installation of speed humps in the City:

- Speed humps will be considered only after other less intrusive traffic calming measures have been rejected as infeasible or ineffective.
- Speed humps will be available only on residential streets carrying fewer than 2,500 vehicles per day.
- Speed humps will be available only on streets that have a designated speed limit of 25 mph as determined in accordance with State Law, and no more than one traffic lane in each direction.
- Speed humps will not be installed on any street where 85th percentile speeds are greater than 30 mph.
- Speed humps will not be installed on any street designated as a truck route or a transit route.
- Speed humps will not be installed on a portion of any street with a grade in excess of eight percent (8%).
- Speed humps will not be installed on any street as to which there is, in the judgment of the City Engineer, inadequate vertical and horizontal alignment and sight distances to allow for safe installation.
- Speed humps will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgment of the City Engineer, unacceptable delay in response time to emergencies.

As described in the accompanying Speed Hump Installation Procedures, speed humps will only be installed if 100% of the owners of residences immediately adjacent to the proposed speed humps (one vote per ownership) and 67% of the occupants of residences in the neighborhood signing a petition (one vote per dwelling unit) request the speed humps.

For this policy the following definitions shall apply:

Immediately Adjacent - Any part of a property being located within 50 feet of the location of the proposed speed hump.

Neighborhood - All dwelling units which take access from the street with the proposed speed hump, extending in each direction from the speed hump to the first cross street.

## **CONSTRUCTION STANDARDS**

The installation of speed humps and associated traffic control devices shall conform to City design standards.

Speed humps should be installed on logical segments of local residential streets, separated from each other by approximately 300 feet. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. Speed humps will not be installed in isolated blocks along a continuous street, or on relatively short (less than 800 feet) cul-de-sac-streets.

## **NEIGHBORHOOD - FUNDED INSTALLATION**

The Transportation Advisory Committee (TAC) will process requests for speed hump installation in the order received from petitioners that can privately finance the speed hump installation. Once a location has been approved, and only after the petitioners have committed in writing to privately fund the installation, the City will prepare a drawing indicating the number and locations of humps and warning signs. The petitioners may then retain a City approved contractor and install the speed hump, pursuant to City requirements and specifications. Speed Hump projects will be approved in the order received unless the TAC determine that conditions on a particular street, as demonstrated by speed or accident statistics, require that the street be given greater priority.

# **SPEED HUMP INSTALLATION PROCEDURES**

## **APPLICATION**

The TAC's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.

A representative of a local residential street, who believes the residents on his or her street will support the installation of speed humps, shall complete a Speed Hump Application (Attachment 1) and obtain signatures from 10 resident/business owners in the vicinity of the problem street. The City Engineer will consult with the Police, Fire, and Planning Departments, as well as the City Manager, in making a determination as to whether the street in question is eligible for further consideration for the installation of speed humps based on the criteria contained in the above speed hump policy. The City Engineer will present his or her findings to the TAC who will make recommendations to the City Engineer, who will then make the final eligibility determination.

## **DETERMINATION OF ELIGIBILITY**

Upon determination by the TAC that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing of the reason why the street is not eligible. The representative(s) of the street will have fifteen (15) days to appeal the decision to the TAC. Appeals must be timely delivered in writing to the TAC (care of the City of Oregon City, 122 S Center Street, Oregon City, Oregon 97045) and set forth the basis for the appeal. The TAC will consider the appellants' appeal in light of the speed hump policy, and either affirm, reverse or modify their decision. A further appeal may be taken from the TAC to the City Commission, in accordance with the same time and procedural requirements as set forth above. The decision of the City Commission shall be final.

Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit statements of understanding from owners of 100% of the residences immediately adjacent to the proposed speed humps (See Attachment 2) and a petition documenting support of at least a 2/3 majority of the occupants of the residences in the neighborhood requesting the speed humps (See Attachment 3). Only one vote will be counted per ownership and per dwelling unit.

## **SUBMISSION OF PETITION**

The sponsor of the petition shall contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days and separate times to contact a resident.

## **VERIFICATION AND PROCESSING OF PETITION**

Upon receipt of a complete petition containing the requisite number of signatures, the proposal will be scheduled for a hearing before the TAC, which will make a recommendation to approve or deny the installation of speed humps. The TAC's recommendation will be forwarded to the City Engineer. The decision of the City Engineer shall be final.

## **PRIORITY RANKING**

Speed hump requests will be prioritized in the order received and approved, unless the TAC or the City Engineer determine that conditions on a particular street, as demonstrated by speed or accident statistics, require greater priority. Approved projects may be privately funded.

The City reserves the right to install speed humps without a resident petition, as circumstances require.

## **REMOVAL OF SPEED HUMPS**

Speed humps installed upon resident petition pursuant to this policy may be removed either by the City upon a determination that the removal is required for public safety reasons, or by petition of a substantial majority (67% or more) of occupants of residences within the same geographic area as petitioned for the humps, requesting the removal. If removal is by petition, the residents shall pay the cost of removal, which sum shall be deposited with the City prior to the removal.

## **Attachments**

1. Speed Hump Application
2. Petition Supporting the Installation of Speed Humps
3. Statement of Understanding
4. Speed Hump Specification
5. Sign Assembly Specification

# CITY OF OREGON CITY SPEED HUMP APPLICATION

Primary Contact Information	Secondary Contact Information <i>(if any)</i>
Name _____	Name _____
Address _____	Address _____
Phone number(s) _____	Phone Number(s) _____
E-mail _____	E-mail _____

**Location of Problem** *(provide sketch of intersection or street with nearest cross street on reverse side)*

\_\_\_\_\_

\_\_\_\_\_

**Description of Problem** *(attach separate page if necessary)*

\_\_\_\_\_

\_\_\_\_\_

**Requested Solution** *(i.e., number and location of speed bumps)*

\_\_\_\_\_

\_\_\_\_\_

**Signatures of 10 Residents/Business Owners (18 or older) in Vicinity of Problem Street(s)**

	<u>Signature</u>	<u>Name</u>	<u>Residence/Business Address &amp; Mailing Address</u>	<u>Phone Number</u>
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

<p>Signature of Applicant _____ Date _____</p> <p>Name of Organization (if applicable) _____</p>	<p><b>City Use Only</b></p> <hr/> <p>Date Received _____ Received by _____</p> <p><input type="checkbox"/> Approved    <input type="checkbox"/> Denied    Action Date _____</p>
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## PETITION SUPPORTING THE INSTALLATION OF SPEED HUMPS

We, the undersigned residents of \_\_\_\_\_, from \_\_\_\_\_ to \_\_\_\_\_ do hereby request that the City of Oregon City install speed humps on our street at our expense. By signing below, we understand that the speed humps with related signage and street markings may be installed in front of our house and may eliminate our ability to park along the street.

The sponsor of the petition shall contact every resident of the abutting properties on the subject street. **If a resident is against the speed humps, the word "opposed" is to be noted in the petition signature space.** If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days and times to contact a resident.

We also understand that installing speed humps may increase traffic noise and emergency response to our home. We agree that if, in the future, we desire to remove the speed humps, the humps will only be considered for removal after the receipt of a petition from a substantial majority (67% or more) asking for the removal, along with the sufficient funds for their removal (approximately \$1,000 per hump). Note that the City may remove any or all of the humps at any time for safety reasons at no cost to the abutting property owners.

NEIGHBORHOOD REPRESENTATIVE: \_\_\_\_\_  
NAME
ADDRESS
PHONE NUMBER

DATE	NAME (PLEASE PRINT)	SIGNATURE	STREET & MAILING ADDRESS	DAYTIME PHONE

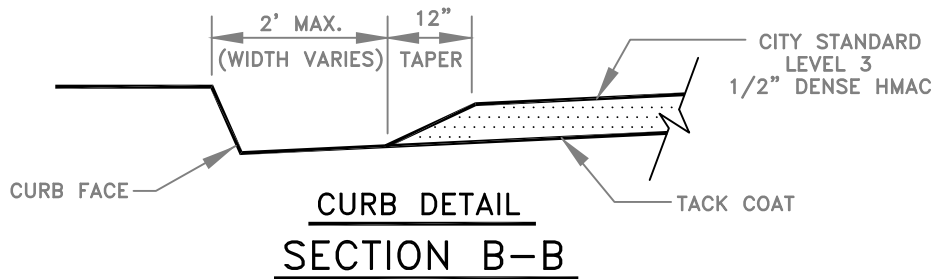
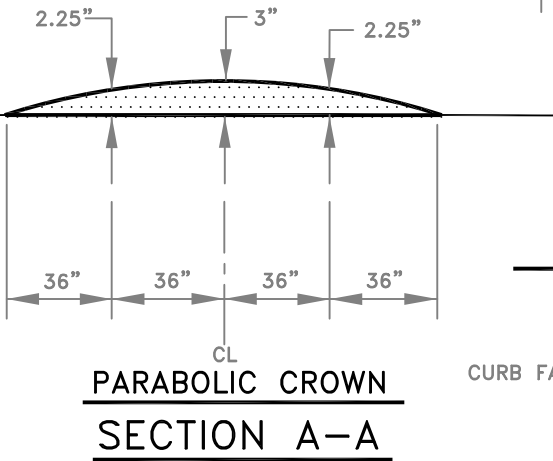
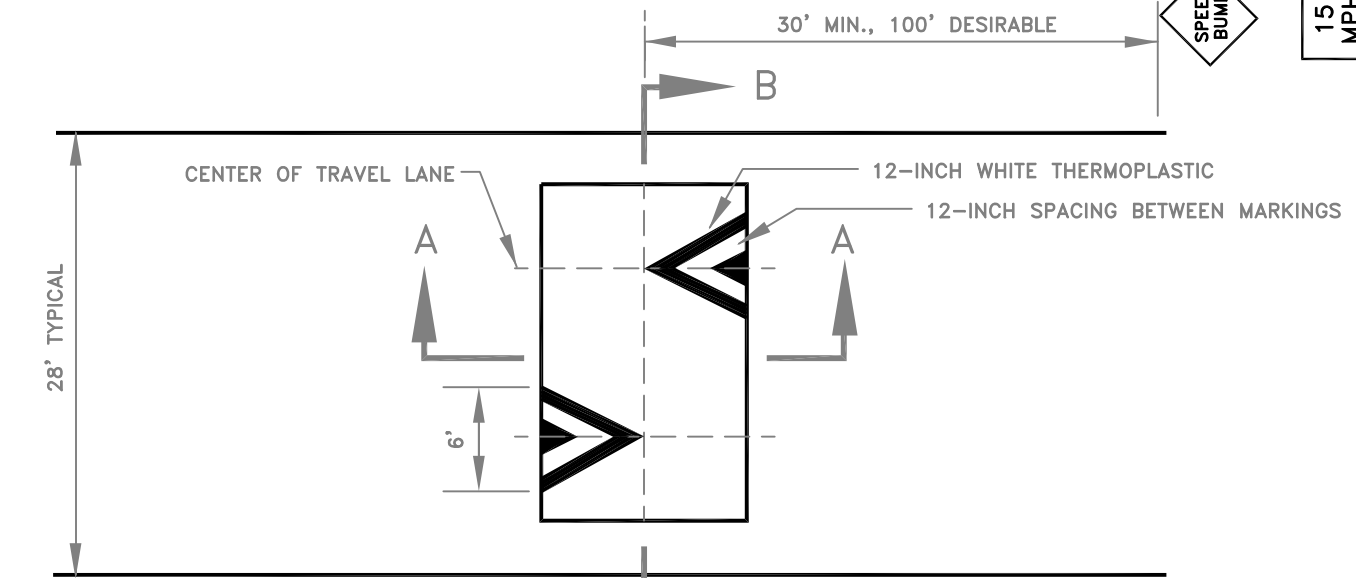




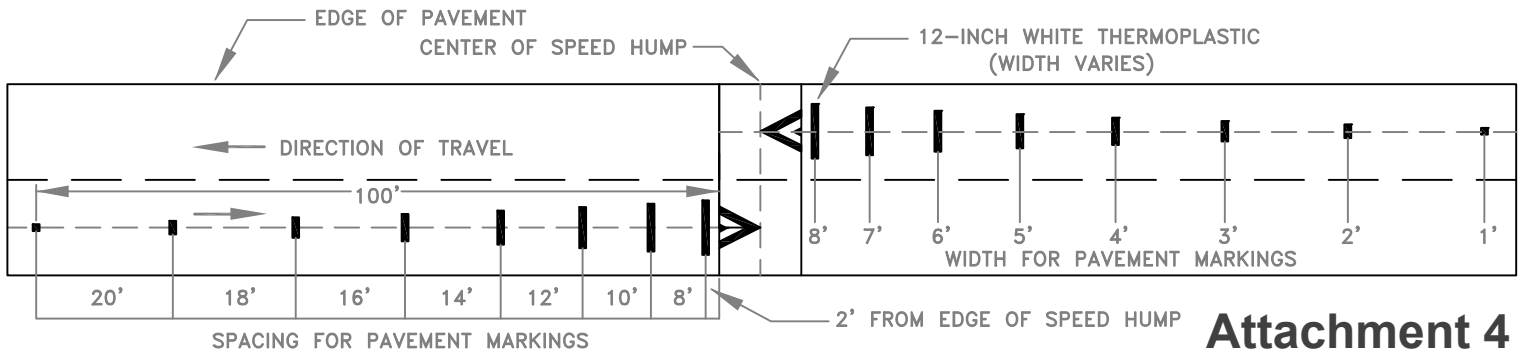
# SPEED HUMP (TYPICAL)

W13-1P

W17-1



## SPEED HUMP ADVANCE WARNING PAVEMENT MARKINGS

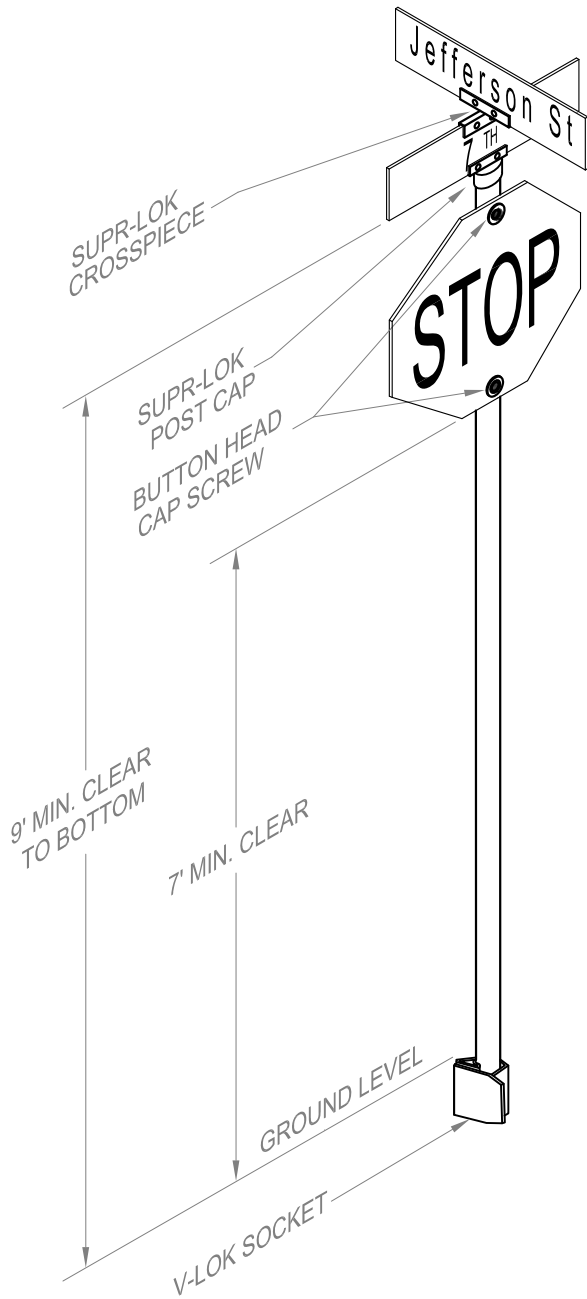


**Attachment 4**

DRAWN JRF		
ENGR. NJK		
REV.	DATE	APPR.
1	8/11	NJK

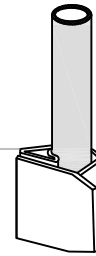
**City of Oregon City**  
 Public Works Standard Drawings  
**LOCAL RESIDENTIAL SPEED HUMP**

SCALE	N.T.S.
DATE	JUNE 2011
APPR.	NJK
DWG. NO.	528



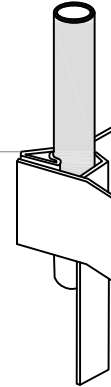
NOTE: V-LOK WEDGE SHALL FACE DIRECTION OF TRAVEL.

GROUND LEVEL



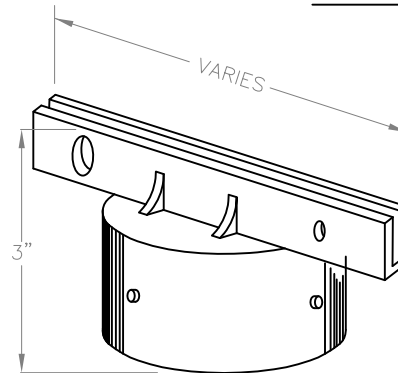
FOR CONCRETE INSTALLATION  
USE V-LOK VR-1 (MODEL 23 ROUND) OR  
APPROVED EQUAL

GROUND LEVEL



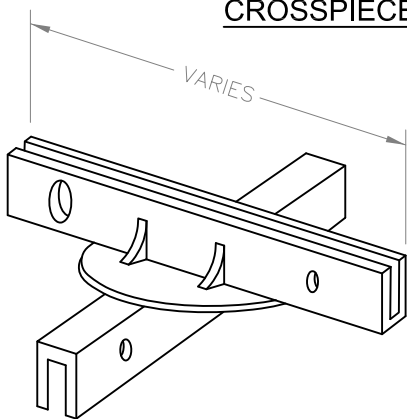
FOR EARTH OR ASPHALT  
INSTALLATION  
USE V-LOK VR-2 (MODEL 23  
ROUND) OR APPROVED  
EQUAL

**POST CAP**

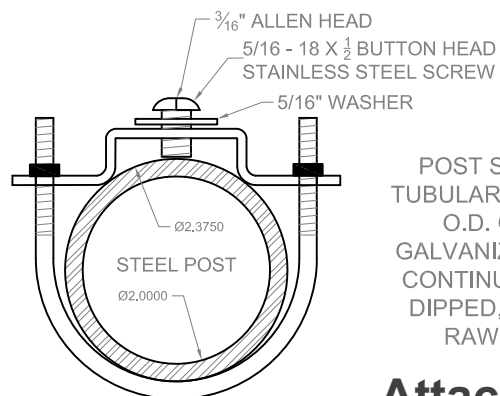


FOR STREET NAME  
SIGNS WITH 4-INCH  
LETTERING, USE  
SUPR-LOK 922-X OR  
APPROVED EQUAL. FOR  
6 INCH LETTERING, USE  
ULTRA SUPR-LOK 1238X  
OR APPROVED EQUAL.

**CROSSPIECE**



FOR STREET NAME  
SIGNS WITH 4-INCH  
LETTERING, USE  
SUPR-LOK 990-X OR  
APPROVED EQUAL. FOR  
6 INCH LETTERING, USE  
ULTRA SUPR-LOK 12CRX  
OR APPROVED EQUAL.



POST SHALL BE  
TUBULAR 2.375-INCH  
O.D. GLOSS  
GALVANIZED STEEL  
CONTINUOUS MILL  
DIPPED, WITH NO  
RAW ENDS.

**Attachment 5**

DRAWN JRF		
ENGR. NJK		
REV.	DATE	APPR.

City of Oregon City  
Public Works Standard Drawings

TYPICAL SIGN ASSEMBLY  
AND MOUNTING HARDWARE

SCALE	N.T.S.
DATE	DEC 2007
APPR.	
DWG. NO.	523