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## SPEED HUMP POLICY

(Administrative Order No. 3762, August 9, 2004)

*It is the policy of the City of Lebanon to consider requests for speed humps as outlined below:*

1. Residents who desire the installation of speed humps may request the City to initiate a feasibility study by submitting a written request to the City Engineer. Upon receipt of a written request the City Engineer will determine the speed hump study area. The speed hump study area shall include all properties that would reasonably be affected by the installation of the speed humps.
2. The City Engineer will provide the individual requesting the feasibility study a copy of the designated speed hump study area. A petition bearing the signatures, printed name, and address of at least 60% of the property owners residing in the speed hump study area where the speed humps are requested shall be submitted to the City before further action on the speed hump request is taken. The petition shall include a statement indicating the street name(s) that the speed humps are requested and a signature line for each resident signing the petition with their street address. Only one signature will be counted per residence.
3. The street upon which the speed bumps are to be installed shall be:
  - a. classified as a local street within the current City of Lebanon Thoroughfare Plan, or the City of Lebanon Subdivision Regulations.
  - b. residential in nature with a posted speed limit of 25 mph.
  - c. determined to have a minimum average daily traffic (ADT) of 500 vehicles per day and a maximum ADT of 2,500 vehicles per day.
  - d. determined to have a vertical profile (grade) of less than ten percent (10%).

Local streets with ADT exceeding 2,500 vehicles per day will not be considered for speed humps. Speed humps will not be permitted for arterial and collector streets as identified by the current City of Lebanon Thoroughfare Plan or Subdivision Regulations.

4. The City Engineer will review the traffic on the street when a valid request through petitioning is made. Components of this review may include traffic counts, speed studies, and accident analysis. Alternative traffic control options will be evaluated as part of this review. The 85<sup>th</sup> percentile speed on the street where the speed humps are requested must exceed the posted speed limit by at least 5 mph in order to be considered for speed humps.

5. The City Engineer, in analyzing the request for speed humps, shall be responsible for soliciting input from emergency services, utilities (private and public) and other key agencies. The City Manager may determine that the installation of speed humps on a street is not feasible due to the disruption of emergency response equipment and other essential services.
6. When the above criteria for speed humps are met, the City shall send out a “Speed Hump Survey” to all residents within the affected study area, as defined by the City Engineer asking residents if they support of the installation of speed humps. The survey will include an area indicating a “yes” or “no” vote, and a minimum of 60% of the properties in the affected area must approve the installation of speed humps.
7. Existing speed humps may be removed if a petition with signatures from 60% of the affected properties is obtained, or where traffic circulation and safety concerns justify their removal as determined by the City Manager.