

<b>Title:</b> Administrative Policy Speed Bumps	<b>Policy No.</b> Part 8, Streets and Roads Chapter 1, Programs Section 1
	<b>Effective Date</b> November 13, 2018
<b>Policy Custodian</b> Transportation and Engineering Division	<b>Adoption/Revision Date</b> November 13, 2018

**Adopting Resolution(s):** CC18-377

**References (Statutes /Resos/Policies):** CC87-628, CC90-707, CC03-102, CC04-330, CC06-489, CC07-386, CC10-178

**Purpose:** To provide a means by which citizens can request the installation, reinstallation, or removal of a speed bump(s) on public streets in unincorporated areas of the county.

**Policy:** Speed Bumps

A. Requests

1. Any interested citizen or resident may request the installation of a speed bump(s).
2. The request(s) shall be accompanied by a petition signed by 90% of the property owners or residents whose property abuts or is directly affected by excessive speed within such area. The petition shall have the option to either support or not support the speed bump(s). Seventy-five percent (75%) of all the property owners or residents must sign in support of the proposed bump(s). Only one signature per household shall be considered.
  - a. The Transportation and Engineering Division shall determine the Installation Evaluation Area (IEA), create the petition, and provide any associated documents, such as a map, that identify the properties that abut or are directly affected by excessive speed. The county's determination of which properties shall be included in the group of residents or affected property owners shall be final. A resident volunteer or homeowner who lives in the IEA will need to collect the signatures.
  - b. If the resident-led petition is successful, then the Transportation and Engineering Division will conduct a traffic study to determine if requirements per section C.2.e. are satisfied.
3. The Director of the Transportation and Engineering Division shall approve, conditionally approve or deny speed bump(s) requests. A denial or conditional approval of a request may be appealed to the Board of County Commissioners.
  - a. Following an approval/conditional approval, a county-led petition with a preliminary plan for the speed bump installation will be deployed. The petition will state the findings of the traffic study, the recommended number of speed bumps, and the required cost share (see section B). There may be several options for the exact placement of each proposed speed bump on the preliminary plan and the residents can write in comments. This county-led petition will follow the same approval criteria as in section A.2 above and one petition form will be mailed to each property within the IEA.
  - b. If the county-led petition is successful, then the Transportation and Engineering Division will develop the final plan for installation of the speed bump(s).

## B. Cost Sharing

1. Any speed bump(s) installed through this program shall be paid for on a 50/50 cost-sharing basis.
  - a. One-half of the cost shall be paid for by the property owners or residents in the Installation Evaluation Area.
  - b. One-half of the cost shall be paid for by the county.
  - c. A fixed cost shall be established by the county, which shall include the cost of labor and materials to install the bumps, related signs, and pavement markings.
2. The citizen(s) requesting the bumps shall be responsible for collecting the required 50% matching funds. Payment should be by check made out to Jefferson County Treasurer. The speed bumps will not be installed until the cost share is provided to the county.
3. A privately funded speed bump(s) is permitted provided that all criteria and guidelines are met and approval is obtained from the Transportation and Engineering Division.

## C. Speed Bump Warrants

1. Speed bump(s) shall be installed only where reasonably necessary to protect the safety and welfare of pedestrians, property owners or residents as determined by the Transportation and Engineering Division.
2. Speed bump(s) may be installed when all of the following criteria are met:
  - a. Pavement width is 44 feet or less
  - b. Posted speed limit is 30 miles per hour or less
  - c. Street grade is 6.0% or less
  - d. The number of homes fronting the street exceeds 12 units per  $\frac{1}{4}$  mile or the street is immediately adjacent to a public school.
  - e. A traffic analysis conducted by the Transportation and Engineering Division shows the following:
    - 1) Daily traffic count of approximately 1,000 vehicles or more, with approximately 300 vehicles or more exceeding posted speed limits by 5 miles per hour or more; or
    - 2) Daily traffic count of approximately 800 vehicles or more with approximately 240 vehicles or more exceeding posted speed limits by 5 miles per hour and the Transportation and Engineering Division has made a finding that conditions warrant utilization of a speed bump(s).
  - f. Applicable fire district will be given the opportunity to review all requests and provide comments. The Director of Transportation and Engineering shall provide final resolution of any concerns.
  - g. Speed bump(s) is located on a public street in the plains area as defined in the Roadway Design and Construction Manual. Speed bump(s) shall not be placed on roads located in the mountain area. The Transportation and Engineering Division may consider other traffic calming or safety measures if it determines an unusual

safety problem exists as evidenced by accident history or other unusual factors. Speed bump(s) shall not be placed on any un-paved street or road.

#### D. Guidelines

##### 1. Spacing

- a. No more than three speed bumps shall be installed in an Installation Evaluation Area.
- b. Speed bumps shall be approximately 300 feet to 600 feet apart.
- c. A speed bump(s) shall not be placed closer than 500 feet from a multi-way stop controlled intersection.
- d. A speed bump(s) shall be placed to avoid conflicts with driveways, front view of houses, and properties opposing the county-led petition.

##### 2. Design

Speed bump(s) shall be designed in compliance with The Speed Bump Installation Standards available at:

<https://www.jeffco.us/788/Transportation-Engineering>

##### 3. Installation Schedule

Approved speed bump(s) will be scheduled for installation only when the required funds are submitted to the county. Payment will be required when the design process is completed. The county will schedule the installation between the months of April and September and may hold funds for up to a year. In the event that bumps will not be installed, the county will refund the payments.

##### 4. Removal

- a. Speed bump(s) installed through this program may be removed at the request of the property owners or residents within the Installation Evaluation Area when at least 75% of the property owners or residents within the Installation Evaluation Area agree that removal of a speed bump(s) will not significantly affect the safety and welfare of pedestrians, property owners or residents.
- b. Removal of a speed bump(s) will be completed and funded by the county and will occur during the next milling, repaving or any construction improvements that impact the condition of an existing speed bump. Property owners or residents wishing earlier removal of bumps shall pay to the county the full cost of removal.

#### E. Re-installation of Speed Bump(s)

1. Speed bump(s) may be re-installed following completion of milling, repaving or any construction improvements that impact the condition of an existing speed bump. The county shall be responsible for all re-installation costs of speed bump(s) originally installed by the county.
2. The Transportation and Engineering Division shall survey the property owners and residents within the Re-Installation Evaluation Area.
3. If at least twenty-five percent (25%) of all property owners or residents within the Re-Installation Evaluation Area do not support the re-installation, the county will not re-install the speed bump(s). Only one signature per household shall be considered.

4. Based on the results of the survey, the Director of the Transportation and Engineering Division shall determine whether or not the speed bump(s) will be re-installed. The determination may be appealed to the Board of County Commissioners.