

# **TOWN OF TRYON**

## **SPEED BUMP REQUEST PROCEDURE**

1. **There should be concern within the neighborhood regarding a problem along a street segment such as considerable speeding or a substantial amount of “cut through” nonneighborhood traffic.**
2. **Identify the specific street segment of concern such as X Street between Street Y and Z Street. It is better to identify a specific street where there is a concern as opposed to requesting a speed bump study for every street in a neighborhood.**
3. **It is desirable that a request for a speed bump study be from a neighborhood association or group. However, if one does not exist, requests for studies will be accepted from individuals.**
4. **Any speed bump study request should be made in writing to:**  

**Joel Burrell, Public Works Director  
Town of Tryon  
301 N. Trade St.  
Tryon, NC 28782**
5. **Written requests for speed bump studies will be addressed in the order they are received.**
6. **Street segments that do not meet criteria contained in the Speed Bump Installation Policy will be rejected. Street segments that do meet the criteria must be approved by at least 75 percent of the residences within an identified impact area. Approved street segments will be placed on a list for installation of speed bumps. The speed bumps will be installed, as funding is available.**

**TOWN OF TRYON**  
**SPEED BUMP PROGRAM**  
**SPEED BUMP INSTALLATION POLICY**

**I. General**

The purpose of this policy is to provide guidelines for the installation of speed bumps, a relatively new approach to control vehicular traffic speeds along a residential roadway. A The speed bumps adopted for use in the Town of Tryon are:

1. A bump which is 6 feet in length and three to four and one half inches in height.

Due to gentle vehicle rocking, speed bumps cause some driver discomfort and result in most vehicles slowing down at bumps and between properly spaced successive bumps. Research has shown that speed bumps are effective in safely reducing speeds along a street. However, there is a potential for traffic diversion onto adjacent streets as a result of motorists avoiding the speed bump street.

In order for speed bump installation to be effective; their provision should be in accordance with established transportation engineering criteria and documented facts. As is the case with all traffic control devices, meeting warrants or design criteria, along with proper installations, will encourage compliance and safe driving practices. This policy provides criteria and procedures for installation of safe and effective speed bumps.

As this is a new program, the Town of Tryon reserves the right to change any and all of the criteria and procedures in these guidelines if deemed necessary.

**II. Eligibility Requirements**

All of the following criteria must be satisfied for a street to be considered eligible for speed bump installation.

**A. Petition**

1. A petition from the residents documenting that at least 75 percent of all households in the project area (which may include streets that traffic may be diverted to) support the installation of speed bumps on the identified street. All residents within the project area should be presented the opportunity to sign the petition. The project area will be defined by the Public Works Director.
2. A verification statement from the contact person confirming that the signatures on the speed bump petition are valid and represent at least 75 percent of the households/businesses adjacent in the project area. Only one signature per residence will be counted.
3. A statement from the neighborhood association or group endorsing speed bump installation on the project street. The statement must be presented at a meeting of the neighborhood association or organization.

## B. Operational and Geometric Characteristics of the Street

1. The street must be wholly contained within the Town of Tryon and under the control of the Town of Tryon.
2. The street must be functionally classified as a local street or a minor residential collector as specified by the Town of Tryon.
3. The street shall have no more than two lanes, one in each direction.
4. The street must be paved, in reasonably good repair, and not scheduled for repairing.
5. The street shall have a regulatory speed limit of 25 mph or less as determined in accordance with township ordinances.
6. The speed bumps should not be located in a horizontal curve, on vertical curves where visibility of the bumps is restricted, or on the approaches to these curves.
7. The Chief of Police or his designee, the Fire Chief and the primary first aid squad must be notified.
8. The Township will conduct eligibility studies for speed bumps after a request has been made. Requests made by neighborhood groups or associations will be given priority for eligibility studies.
9. The Public Works Director will be responsible for designating or approving the number and location of speed bumps (and associated signage/stripping) along a street. If speed bumps (at appropriate locations and spacing) cannot be accommodated for reasons related to drainage, driveway/intersection locations, vertical and horizontal geometry, etc., then the petition for speed bumps will be rejected.

## III. Project prioritization

Speed bump projects will be prioritized on a township wide basis. This will ensure proper allocation of the Town of Tryon resources. Once a project is proven to be viable per the engineering studies, the project will be ranked according to the date that the neighborhood association endorsement statement or individual petition forms are received by the Public Works Director.

Other criteria deemed applicable by the Public Works Director i.e., safety concerns, may effect prioritization.

#### **IV. Cost Responsibility**

The cost for speed bump installation (including bumps, signs, pavement markings, and if necessary, special features) will be paid by the Town of Tryon, as funds are available.

#### **V. Speed Bump Locations**

Reasonable efforts will be made not to locate speed bumps in front of a property if the occupant objects to its placement or, in the case of multiple dwellings if the majority of the households on the property object to its placement. As stated on the petition, an approval signature indicates a household's willingness to allow the installation of a speed bump and/or associated features on the street in front of their property.

#### **VI. Design, Construction, and Maintenance**

Design standards and installation procedures for speed bumps and related features such as signs and pavement markings shall be prepared by the Town of Tryon. The speed bumps will be constructed of asphalt and rubber. Construction of speed bumps will be administered by the Town of Tryon. The Town of Tryon will maintain the speed bumps and all related features.

#### **VII. Speed Bump Removal and Alteration**

The process for speed bump alteration or removal requested by the residents is the same as the process for installation. A petition documenting that at least 75 percent of all households adjacent to the speed bump street are in favor of the speed bump removal will be required.

In case the Town of Tryon determines that an unforeseen problem exists due to the bumps, it may be redesigned or removed by the Town of Tryon.

### **SPEED BUMP INSTALLATION PROCEDURES**

The following items describe the procedure to be followed for speed bump installation.

#### **I. Project Request**

Request for speed bump installation can be initiated by individual residents or neighborhood associations. A request should be made in writing to:

Joel Burrell, Public Works Director  
Town of Tryon  
301 N. Trade St.  
Tryon, NC 28782

## **II. Preliminary Review**

- A. After a request for speed bumps has been received, the Public Works Director will conduct an initial investigation and collect data to determine the street's eligibility with regard to the operational and geometric characteristics. This eligibility process includes approval from the Chief of Police or his designee, the Fire Chief and the primary first aid squad. Collected data will include traffic volumes, length, speed surveys, etc. Due to the number of requests for all services, the eligibility study will be placed on the Public Works Director's priority list and conducted as resources become available.
- B. If the operational and geometric requirements for eligibility are not met, the street will not be considered for speed bumps and the requestor(s) will be notified.
- C. If, after the initial study, it is determined that the street qualifies for speed bump installation (assuming proper placement of speed bumps and associated features can be achieved), a petition packet consisting of the speed bump petition (which will include photographs of the installations and a map indicating the location of speed bumps and signs for the street in question) and a verification statement for the contact person will be mailed to the requestor(s). The project requestor(s) will be responsible for circulation of the petition in the petition area.
- D. The petition should be presented to all of the households in the identified impact area. Signatures representing 75 percent of all the households within the impact area must be in favor of speed bump installation for the process to proceed further. Multifamily dwellings with more than four units will be counted as four households, with the property owner or manager representing the households.

## **III. Funding**

The funds available each fiscal year are established by the Town Council. The number of speed bumps installed each year will be dictated by the funds available. In addition to the actual speed bump installations, the funding also provides for the evaluation of requests and program administration.

## **IV. Speed Bump Installation**

Speed bumps will be installed as scheduling and funding permits.

## APPENDIX A

### PROJECT APPROVAL CRITERIA

Speed bump projects will be evaluated on the basis of existing speeds and volumes, average number of speed related accidents reported to Tryon Police Department and presence of schools and/or other special pedestrian generators in the area. Once a speed bump request has been evaluated and determined to meet the Town of Tryon criteria, the request will be ranked according to the date a verification statement endorsing the speed bumps is received unless other factors exist that dictate a higher priority. For a street to be considered for speed bumps, Condition 1 (speed) must be met in addition to two of the remaining three conditions listed below.

#### 1. Speed

The speed criteria considers the difference between the posted (or regulatory) speed limit and the measured speed of vehicles over an averaged 24hour period. To be considered, the 85<sup>th</sup> percentile speed along the street must exceed the speed limit by at least ten (10) mph.

#### 2. Accidents

All accidents considered must be speed related accidents within the Tryon Police Department database and on the project street, either at intersections or at midblock locations.

#### 3. Type of Neighborhood

The following is a list of special conditions that may be considered:

- a. Schools within a 1,000 foot radius of the project street.
- b. Special pedestrian generators within a 1,000foot radius of the project street.  
(Libraries, parks, neighbor shops, etc.)
- c. Absence of sidewalks on the project street.

## APPENDIX B

### Design Standards

#### 1. Dimensions and Cross-Section

The approved speed bumps are:

1. A bump which is 6 feet in length and three to four and one-half inches in height.

#### 2. Spacing and Location

Speed bumps will usually be placed between 400 and 700 feet apart. The following guidelines will be considered when determining speed bump spacing.

- a. On single short blocks (300 to 800 feet), a single bump positioned near the midpoint is usually sufficient.
- b. On single blocks of moderate length (500 to 1000 feet), a two-bump configuration is usually adequate.
- c. On very long blocks (1,000 to 1,600 feet) three or more bumps may be necessary.

The following points should be considered when locating speed bumps:

- a. A speed bump should not be located in front of a driveway or within an intersection. Speed bumps should not be located within 300 feet of a traffic signal, stop sign or yield sign, or within 75 feet of an uncontrolled intersection.
- b. Speed bumps should not be located on, or contain manholes, or be located adjacent to fire hydrants.
- c. For bumps located near drainage inlets, the bump should be placed just downstream of the inlet. If this is not feasible, special treatment should be considered for drainage.
- d. Speed bumps should not be located in horizontal curves. Speed bumps can be located at the crests of vertical curves, but placement should be avoided on the approaches to vertical curves.
- e. If possible, bumps should be located on property lines rather than directly in front of a residence. Efforts will be made to avoid placement of bumps and associated features in front of residences that did not sign the petition requesting humps for the roadway.
- f. Advantage should be taken of existing or planned street lighting when determining bump locations.
- g. If an appropriate number and/or spacing of speed bumps cannot be obtained due to the aforementioned criteria, then the project will be terminated and the contact person will be notified.
- h. Speed bumps shall not be placed on streets with a grade of 8% or more.

#### 3. Traffic Control

Traffic control consisting of signs and markings should be provided to advise roadway users of a speed bump's presence and to guide their subsequent action. Signs will be placed on the approach to an area with speed bumps that read "Speed Bump Ahead". The signs shall be 24" with a black on yellow legend.