

BOARD OF COUNTY COMMISSIONERS

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County Manager
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Public Works Traffic Control Division
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Green Cove Springs, FL. 32043
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Signal.Signs@co.clay.fl.us

CLAY COUNTY

TO: Requester

FROM: Clay County Public Works

SUBJECT: Traffic Calming Policy: Speed Humps

As the neighborhood contact person, you are advised to carefully read the policy, requirements, and instructions before moving forward with this petition. Please keep this information packet intact while offering the petition to residents, as each signature indicates that the property owner has read all instructions and information relating to this petition.

Clay County is committed to policies and actions that can foster and promote traffic calming measures whenever necessary to maximize pedestrian safety, to minimize nonessential vehicular traffic on residential streets, and/or to slow vehicles to an appropriate speed. One possible means to accomplish these three goals is a “roadway vertical deflection device” which is commonly known as a SPEED HUMP.

Speed humps and other pavement undulations are not approved traffic-control devices as defined in the Manual on Uniform Traffic Control Devices; the official document establishing which roadway devices may be readily installed on public streets. Instead, a speed hump is considered to be a geometric “design feature” within the roadway that must be designed, installed and maintained based on prudent engineering judgment and supported by a sufficient study of its need to avoid property damage, personal injury or other possible civil liabilities. Therefore, all pertinent federal and state laws governing roadway safety will be considered in the design and positioning of any speed hump.

The Director of Public Works will consult with Emergency service providers and other governmental agencies including, but not limited to School Board District, and the postmaster before active traffic calming devices will be installed.

The completed petition should be sent to Clay County Public Works Director; 5 Esplanade Avenue; Green Cove Springs, Florida 32043.

All cost associated will be at the expense of the HOA, Developer, Requester or as determined by the Director of Public Works. The cost changes as equipment, materials and labor cost change. The approximate cost for construction, markings, and signs is \$ 3,000 per every 20ft of hump installed.

If you have any questions concerning the procedures for installation of traffic calming devices, please contact please contact the Traffic Division at (904) 284-6359 or (904) 269-6359 or by email: signal.signs@co.clay.fl.us

Traffic calming is the management of traffic So that its negative impacts on residents, pedestrians and schools is minimized.

DISADVANTAGES

- Speed Humps may increase emergency response times of fire, police and paramedic vehicles.
- Speed Humps may damage vehicles, and injure occupants.
- Speed Humps may increase traffic noise in the immediate vicinity due to braking and acceleration noise, noisy suspensions, and “bottoming-out” (hitting) the humps.
- Speed Humps may divert traffic onto neighboring streets.
- Speed Humps may encourage drivers to swerve as they try to drive beyond the ends* of the speed humps.
- Speed Humps may accelerate road wear and deterioration of the pavement.

* Speed Humps cannot extend to the curbs due to gutter drainage.

PLACEMENT CRITERIA

- Speed Humps are usually not spaced closer than 600 feet .
- A Speed Hump shall not be placed in front of a driveway, ramp or crosswalk, or within an intersection.
- A Speed Hump shall not be placed in front of a property whose owner objects to such placement.
- Speed Humps shall not be placed within 250 feet of a signalized intersection or STOP sign.
- A speed Hump cannot interfere with any sort of handicapped-access (ADA) needs or requirements.
- Curbside parking may be restricted or prohibited within the vicinity of a Speed Hump.

INTRODUCTION: This policy applies to local, residential streets.

Projects that may be considered for the Neighborhood Traffic Calming must follow the procedure that is outlined below.

Step 1: Request Traffic Calming

A homeowner's association or homeowner's group must submit a written request for traffic calming on a specific street segment or segments to the Public Works Director. The request must identify the perceived traffic problem and must include contact information for a representative (the requester) of the association/group.

Step 2: Conduct Petition

Upon receipt of the written request, staff will define the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for traffic calming measures.
- Properties along streets where access is substantially dependent upon the street is proposed to be calmed.
- Properties along any street that is expected to receive significant increases, as determined by Engineering staff, in traffic volumes or types as a result of the traffic calming installation.
- Must have 51% or more of property owners. Only one signature per address will be counted (Owner must match the County Tax Roll).

Step 3: Evaluate Problems and Identify Possible Solutions

Staff will evaluate the project to determine the need for traffic calming measures. This evaluation will typically include a site visit and the collection of data, such as traffic volumes and traffic speeds. In order for a project to be considered for traffic calming measures, the following criteria must generally be met:

- The Average Daily Traffic (ADT).
- The 85th percentile speed on the street must exceeds the speed limit by at least 10 miles-per-hour during a 24-hour period.
- Accident analysis to determine the extent of the problem.
- The street must have a posted speed limit not exceeding 25 miles-per-hour.
- The street does not have more than one traffic lane in each direction.
- The street must have adequate drainage and ADA access at street entrances and intersections.
- The street must be primarily residential in nature and cannot be a commercial or industrial street.
- The street cannot have any alignment, grade or sight-distance problems that would be affected or created by speed humps.

When all steps have been completed and the street meets the requirements, Public Works Director will submit it to the Transportation Committee for their approval.

