

## ORDINANCE 2023-0-027

**AMENDING ORDINANCE 2010-0-139 WHICH ADOPTED THE ASPHALT SPEED HUMP INSTALLATION POLICY OF THE CITY OF LAREDO TO AMEND LANGUAGE IN THE POLICY TO REFLECT THE USE OF SPEED HUMPS INSTEAD OF SPEED CUSHIONS; TO REMOVE MINIMUM REQUIREMENT OF ONE OFFICIAL ACCIDENT REPORT FROM THE SPECIAL PROVISION FOR THE INSTALLATION OF ASPHALT SPEED HUMPS; TO REDUCE THE AMOUNT OF SIGNATURES FOR THE PETITION REQUIREMENT; AND TO INCORPORATE OTHER CHANGES TO THE ESTABLISHED INSTALLATION PROCEDURES; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE; PROVIDING A SEVERABILITY CLAUSE; AND DECLARING AN EFFECTIVE DATE.**

WHEREAS, The Traffic Safety Department reviewed the speed cushion installation policy and incorporated amendments to reflect the use of speed humps thereby replacing the use of speed cushions; and

WHEREAS, at the request of city council, to amend the Special Provision for Installation by removing the requirement of a minimum of one Official Accident Report within one year period prior to date of the official speed hump request; and

WHEREAS, The City of Laredo feels it is the best interest for the safety of the citizens to adopt the proposed amendments to the speed hump installation policy.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAREDO THAT:

**SECTION 1.** That the City of Laredo Speed Hump Policy amendments be hereby adopted and shall read as follows:

# CITY OF LAREDO

## SPEED HUMP INSTALLATION POLICY

### A. GENERAL

The purpose of this policy is to provide guidelines for the application of speed ~~cushions~~ humps made from asphalt, ~~a form of speed humps, which a relatively new approach to control vehicular speed along a street, which accommodate emergency vehicles.~~ Research has shown that asphalt speed ~~cushions~~ humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when installed in accordance with the provisions of this policy. ~~However, in order to accommodate emergency vehicles a new cushion design will be replacing the speed hump design that is being used for controlling vehicular speed along a street.~~ In order for asphalt speed ~~cushion~~ hump installations to be effective, they should be located selectively in accordance with defined transportation engineering criteria for the purpose of improving documented speeding problems. As in the case with all traffic control devices, proper installation will also minimize driver frustration and encourage safe driving practices.

This policy provides procedures and criteria for the installation of safe and effective asphalt speed ~~cushions~~ humps. It allows for residents affected by a proposed asphalt speed ~~cushion~~ hump to participate and provide input in the installation process. It also provides for a sharing of the asphalt speed ~~cushion~~ hump installation cost between the City and the neighborhood under certain conditions.

### B. DEFINITIONS

For the context of this policy only:

APPLICATION for asphalt speed ~~cushions~~ humps include the petition;

RESIDENTIAL DWELLINGS include single-family houses, townhouses, duplexes, triplexes, quadplexes and mobile homes;

SPEED HUMP is a geometric design feature of a roadway, consisting of a 3 to 4 inch raised area in the roadway pavement surface extending 12-ft. transversely across the travel way, whose primary purpose is to reduce the speed of vehicles traveling along that roadway (See Figure 1); Page 5.

~~*SPEED CUSHION Speed Cushions are devices designed as several small speed humps installed across the width of the road with spaces between them. They are generally installed in a series across a roadway resembling a split speed hump.*~~

~~*A SPEED CUSHION is a SPEED HUMP with an unraised path for fire trucks and ambulances through the hump.*~~

SPEEDS are 85th percentile speeds, i.e., the speed at or below which 85 percent of

~~vehicles are traveling;~~

~~SPEED CRITERIA is the speed 5 mph, or more, over the legal speed limit (30 mph);~~

SPEED CRITERIA is the speed 5 mph, or more, over the legal speed limit (30 mph); the speed must be at or below the 85<sup>th</sup> percentile determined through a speed study;

~~\*STREET refers to the street length that must be petitioned. It is a 1100 foot segment generally centered on the location of the cushions, or the length of the block, whichever is greater. If the 1100-foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening thoroughfare or offset intersection. No traffic signals or stop signs should be located within the 1100 ft. segment to be considered for speed cushion installation. Installation of a speed cushions will not be considered within 300 ft. of a traffic signal.~~

STREET refers to the section of asphalt paved roadway to be considered for a asphalt speed hump installation. The street length segment must be a minimum of 1,100 feet in length. The street section or segment is measured between existing traffic control devices (e.g. stop signs, traffic calming devices or traffic signals). Asphalt speed humps will not be installed within 300 feet of any other traffic control device on the segment of roadway under consideration.

OFFICIAL ACCIDENT REPORT is a police filed report of an accident due to speeding.

### **C. ELIGIBILITY REQUIREMENTS**

All of the following criteria must be satisfied for a street to be considered eligible for asphalt speed cushion hump installation. The City reserves the right to change any or all of the criteria if deemed necessary.

1. Petition

A petition from the residents that documents that a least ~~75%~~ two-thirds of all households, adjacent to the project street, support their installation.

2. Location of the Street

The land uses of the properties abutting the street where the speed ~~cushion~~ hump is proposed must be composed primarily of residential dwellings.

3. Operational Characteristics of the Street.

- a. Asphalt speed ~~cushions~~ humps should only be installed on those roadway facilities functionally classified as “local” streets. These streets generally permit direct access to abutting lands, connect to higher classification streets, offer the lowest level of traffic mobility and deliberately discourage service to through traffic movement. These “local” streets should be residential in nature.
- b. There must be no more than one moving lane of traffic in each direction.
- c. Traffic volumes must be more than 500 but less than 3000 vehicles per day.
- d. Vehicle speeds must exceed the Speed Criteria.
- e. The street must have a posted or prima facie speed limit of 30 MPH or less as determined in accordance with State Law.

- f. Asphalt speed humps should not be installed on streets that are defined or used as primary or routine emergency vehicle access routes. Fire and police approval will be required.
  - g. The street must not be classified as a collector or an arterial roadway, as defined by the ~~Thoroughfare Plan of the City of Laredo~~ Comprehensive Plan of the City of Laredo.
4. School Zones.
- When the street requesting a asphalt speed ~~cushions~~ humps is abutting a school zone the minimum speed criterion should be lowered from 35 mph to 32 mph and the peak 20 mph school speed zone should not be taken into consideration.
5. Geometric Characteristics of the Street
- a. The street must have adequate sight distance along vertical and horizontal curves to safely accommodate the speed hump as determined by the Traffic Safety Department.
  - b. ~~The street must not have curves or grades that prevent safe placement of the speed cushions and where the visibility of the cushion is restricted. Speed cushions may be located on streets that contain curves and/or grades, but the cushion itself should not be located within a significant horizontal curve, on a vertical grade greater than eight percent. The street must not have a vertical grade greater than eight (8) percent that would prevent the safe placement of a speed hump.~~
  - c. The street must be paved and have curb and gutter. ~~If there are no curbs, a special design must be used to prevent vehicle run-arounds and accommodate drainage.~~

#### D. COST RESPONSIBILITY

1. The cost for the asphalt speed ~~cushion~~ hump installation includes signs, pavement markings, and if necessary, special design features such as bollards, curbing, or guardrail. It may be shared between the City and residents according to how much the measured speed on the street exceeds the Speed Criteria. Streets that request city funding are ranked according to the speeding concern on an annual basis. If the City's available funds for this program are not sufficient to install speed humps on the street the first year, it will remain eligible for 3 additional years. This cost sharing is defined as follows:

#### COST SHARING TABLE

85 <sup>th</sup> Percentile Speed	Resident's Cost Share
Less than 36 mph	80%
37 mph	60%
38 mph	40%
39 mph	20%

40 mph or greater

0%

2. The term "resident", when used in cost sharing, does not necessarily refer to the petitioners. It is used to define the share of the cost that is not the responsibility of the City and could be paid by one or more of the residents or from other private sources. Notwithstanding the provisions of the foregoing cost sharing table, residents may be able to expedite ~~cushion~~ hump installation by voluntarily paying the full installation cost.

#### **E. PROJECT PRIORITIZATION**

Asphalt speed ~~cushion~~ hump projects are prioritized on a citywide basis. This ensures proper allocation of the City's resources. The projects will be ranked according to the criteria developed by the Traffic Safety Department. The project prioritization is subject to revision.

#### **F. SPEED HUMP REMOVAL AND ALTERATION**

The process for asphalt speed ~~cushion~~ hump removal or alteration by residents is the same as the process for installation, except that there is no City participation in cost sharing. In case the City determines that unforeseen problems exist due to the installed speed ~~cushion~~ ~~(s)~~ hump (s), it may be redesigned or removed by the City. In such case, the City will bear the cost for the speed ~~cushion~~ hump removal.

#### **G. SPEED HUMP LOCATION**

A speed ~~cushion~~ hump should not be located in front of a property if the property owner objects to its placement or, if a property containing low density multiple dwellings, and a majority of the households on the property object to its placement. Fulfillment of this requirement is the responsibility of the applicant(s). Speed ~~cushions~~ humps should not be installed in front of a driveway. The exact speed ~~cushion~~ hump locations will be determined by the Traffic Safety Department.

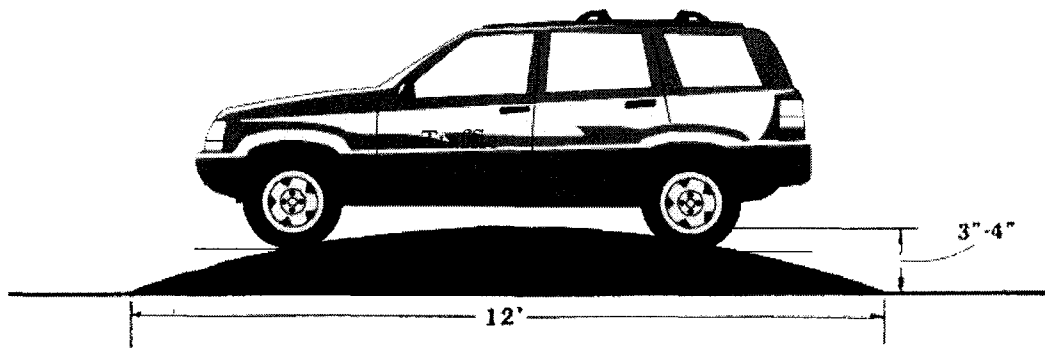
#### **H. DESIGN STANDARDS AND PROCEDURES**

The Traffic Safety Department shall prepare and maintain current design standards and installation procedures for speed ~~cushions~~ humps in accordance with this policy. The City will be responsible for the maintenance of speed ~~cushions~~ humps and all related features. The City reserves the right to change or modify these standards or procedures as may deem necessary.

# What is a Speed ~~Cushion~~ Hump?

- ~~A Speed Hump is a raised area in the roadway pavement surface extending transversely across the travel way.~~
- ~~A SPEED CUSHION is a SPEED HUMP with an unraised path for fire trucks and ambulances through the hump.~~
- ~~Speed Cushions are devices designed as several small speed humps installed across the width of the road with spaces between them. They are generally installed in a series across a roadway resembling a split speed hump.~~
- ~~Normally its maximum height is 3 to 4 inches.~~
- ~~The travel length is approximately 6'6".~~
- ~~It creates a gentle vehicle rocking motion, slowing traffic to 15 mph or less at the hump.~~
- Asphalt speed humps are parabolic vertical traffic calming devices intended to slow traffic speed on low volume, low speed roads. Asphalt speed humps are 3-4 inches high and 12 to 14 feet wide, with a ramp length of 3 to 6 feet, depending on target speed. Asphalt speed humps reduce speeds to 15 to 20 mph and are often referred to as “bumps” on signage and by the general public.

- National Association of City  
Transportation Officials



**Circular Speed Hump**

# CITY OF LAREDO

## PROCEDURES FOR ASPHALT SPEED ~~CUSHION~~ HUMP INSTALLATION

1. The initial request for the installation of asphalt speed ~~cushions~~ humps must originate from the residents living on the street or through City Council action. A request in writing from a resident or representative must be forwarded to the following address:

Speed Hump Program

Traffic Safety Division

5512 Thomas Ave.

Laredo, Texas 78041

2. A preliminary determination of eligibility based on available traffic data will be made in a timely manner.
  - A. If the street is determined not to be eligible, the applicant(s) will be given written notification of that determination and its reasons. The street cannot be taken into consideration for asphalt speed ~~cushions~~ humps until two years after the first study was done.
  - B. The decision may be appealed in writing to the Director of Traffic Safety within 15 days of the notification date. The Director will review the determination and respond to the applicant(s) within 30 days of the appeal request.
  - C. If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and staff to define the petition area and the approximate asphalt speed ~~cushion~~ hump location. The applicant(s) making the request, will be instructed to submit a petition indicating that a minimum of two-thirds of the low-density dwelling households on the street support the installation of asphalt speed humps as provided in the speed hump policy. Only petition forms supplied by the Traffic Safety Department or exact duplicates may be used for this purpose.
3. After verification of the petitions, the Traffic Safety Department will conduct the necessary traffic engineering studies and solicit comments and recommendations from other agencies. A determination of the street's eligibility for asphalt speed ~~cushion~~ hump installation will be made in a timely manner, based on the speed ~~cushion~~ hump installation policy.
  - A. If the street is determined not to be eligible for asphalt speed ~~cushion~~ hump installation, the applicant(s) making the request will be notified in writing giving the reason.
  - B. The decision may be appealed in the same manner as in Section 2
  - C. If the street is determined to be eligible, the street will be placed on a list of streets eligible for asphalt speed ~~cushion~~ hump installation.
4. The Traffic Safety Department will make a determination of the total installation cost and the cost sharing responsibility of the residents, if applicable, according to the speed ~~cushion~~ hump policy.



5. Depending on the method used to pay for the cost of the asphalt speed ~~eushion~~ hump installation, either Section 5A or Section 5B will apply. Section 5A will apply if there is no City participation in the cost (i.e., the cost will be fully paid with voluntary private funding). Section 5B will apply if the residents request any City participation in paying for the cost of the asphalt speed ~~eushion~~ hump installation, if that option is available under Section D of the speed ~~eushion~~ hump policy.

A. Once a street is placed on the list of streets approved for asphalt speed ~~eushion~~ hump installation, the City will submit a statement to the representative of the residents for the cost of the asphalt speed ~~eushion~~ hump installation. Upon receipt of payment of the cost, the ~~eushions~~ humps will be installed as scheduling permits. If full payment has not been received within one year from the statement date, the street will be removed from the list of streets approved for asphalt speed hump installation and all monies received, if any, returned to the payer.

- OR -

B. (1) The Department of Traffic Safety will prepare a report on an annual basis containing a list of streets approved for asphalt speed ~~eushion~~ hump installation that require City funding, either in whole or part, in a request for funding to the City Council. The report will rank the requests in an order of priority determined by the following calculation:

VARIABLE ITEM	CALCULATED AS	VALUE
A	Fraction of vehicles exceeding Speed Criteria X daily traffic volume	=
B	Number of schools, parks, churches, or institutions on street (maximum of 2) X 200	=
C	Percent of petitioning households on street requesting <del>eushions</del> <u>humps</u> X 5	=
D	Number of reported accidents in previous 12 month period X 100	=
RATING SUM (A + B + C + D)		=

(2) The street yielding the highest numerical value from the above summation will be considered to have the highest priority. The street with the earliest application date will have the highest priority among streets with the same summation value. The report will contain the above ranked list of streets approved for asphalt speed ~~eushion~~ hump installation, together with the factors that contributed to the development of the rating, e.g., speed, vehicles per day, rating sum, etc. The Director of Traffic Safety will also keep a list of all pending asphalt speed ~~eushion~~ hump requests. A street that does not receive asphalt speed ~~eushion~~ hump installation funding approval will automatically be considered in the following years, for a maximum of three

additional years. After that time period, a new request and petition are required.

- (3) When a budget amount for asphalt speed ~~cushion~~ hump installations has been approved by the City Council, the Traffic Safety Department will determine which installations, based on the calculated ratings, will be funded from the budgeted amount. Representatives of the applicants for all approved asphalt speed ~~cushion~~ hump installations will be notified of which requests have been funded for the coming fiscal year.
- (4) Installations not included in the group to be funded can be approved if their full installation cost (including the City's share) is voluntarily paid, as provided in Section 5A.
- (5) The City will submit a statement to the representative of the residents for any cost based on the provisions of the speed ~~cushion~~ hump policy. It will list the total cost, portion to be paid by residents and the portion to be paid by the City. Upon funding approval and receipt of payment in full of the residents' share, the asphalt cushions humps will be installed as scheduling permits. If full payment of the residents' share, if any is required, has not been received within one year from the statement date, the street will be removed from the list of streets approved for asphalt speed ~~cushions~~ humps and all monies received, if any, returned to the payer.

## **SPECIAL PROVISION FOR INSTALLATION**

Where it is determined that a specific traffic safety hazard exists, City Council may request the installation of an asphalt speed ~~cushion(s)~~ hump(s) through this special provision through city council action only after a study has been conducted and determined that a speed ~~cushion~~ hump was not warranted by the minimum guidelines of this policy. This special provision shall require the use of City Council's priority funding to cover the cost involved in the installation of the asphalt speed hump. City Council will exercise the option to use this special provision provided that following minimum guidelines are met:

1. Roadway must be classified as "local" and be residential in nature.
2. Minimum 85<sup>th</sup> percentile speed of 30 MPH
3. Minimum street length of 700 Ft.
4. Recommendation from the Fire Chief and the Police Chief of the City of Laredo.
5. Approval by ~~75%~~ two-thirds of residents within the proposed asphalt speed ~~cushion(s)~~ hump(s) project location.
6. ~~Minimum of one Official Accident Report within one year period prior to date of official speed cushion request.~~
7. Geometric characteristics of the street does not create a safety hazard if a asphalt speed ~~cushion~~ hump is installed or create a drainage issue as recommended by the Engineer.

~~City Council will make the final decision to install the speed cushion under this special provision and could require the use of their respective discretionary funds for the cost involved in the installation of the speed cushions.~~

**SECTION 2:**

The City Manager and Chief of Police be and are hereby authorized to take the necessary steps to carry out this ordinance;

**SECTION 3:**

This ordinance shall be cumulative of all provisions of ordinances of the City of Laredo, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

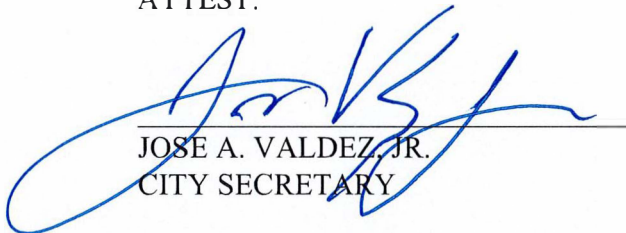
PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS

6<sup>th</sup> DAY OF February, 2023




DR. VICTOR G. TREVINO, MAYOR

ATTEST:



JOSE A. VALDEZ, JR.  
CITY SECRETARY



  
APPROVED AS TO FORM:  
for DOANH "ZONE" T. NGUYEN  
CITY ATTORNEY

**City Council-Regular**

**Meeting Date:** 02/06/2023

**Initiated By:** Riazul Mia, Assistant City Manager

**Initiated By:** Erika Alcorta

**Staff Source:** Robert Pena

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**SUBJECT**

**2023-O-027** Amending Ordinance 2010-O-139, which adopted the speed hump installation policy of the City of Laredo, to amend language in the policy to reflect the use of asphalt speed humps instead of rubber speed cushions; to revise the special revision by removing the minimum requirements for one official accident report, to reduce the number of signatures required by residents, and to incorporate other changes to the installation procedures providing for publication and effective date.

**VENDOR INFORMATION FOR COMMITTEE AGENDA**

None.

**PREVIOUS COUNCIL ACTION**

January 18, 2023-Approval of the Introductory Ordinance 2023-O-027.

**BACKGROUND**

On November 7, 2022, an agenda item was presented to council for approval to amend the Special Provision for Installation of Speed Hump Ordinance 2010-O-139; to include speed table for pedestrian safety as needed in any new subdivision development, and any other matters incident thereto.

**COMMITTEE RECOMMENDATION**

None.

**STAFF RECOMMENDATION**

Staff recommends approval of the Final Reading to amend Ordinance 2010-O-139.

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**Fiscal Impact**

**Fiscal Year:**

**Budgeted Y/N?:**

**Source of Funds:**

**Account #:**

**Change Order: Exceeds 25% Y/N:**

**FINANCIAL IMPACT:**

N/A

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**Attachments**

