

## TRAFFIC CALMING REQUEST PROCESS

A written request from the homeowners (or a HOA Chairperson, or person in similar position representing a neighborhood) requesting a traffic study for the specified street location shall be submitted to the Chief of Police. The request must include signatures from at least 3 property owners within the street that is requesting the installation of speed humps or other traffic calming device or plan.

Upon receipt of the request for speed humps, the Police Department will schedule and complete a traffic speed analysis that will be a minimum of a 10-day traffic study.

Upon receipt of the request for speed humps, the City Engineer shall be notified and will coordinate a review of street conditions to determine possible placement of speed humps on the street section(s) being considered.

Following the completion of the traffic study and review of possible locations for speed humps, the applicant will be notified and shall coordinate a street/neighborhood meeting to receive the reports from the Police Department and Engineering Department. Alternative traffic calming by stop sign installation, reduction of speed limits, striping, traffic islands and other traffic calming solutions will be considered and presented (if applicable).

### Qualifying Recommendations for speed hump installations:

- If the location is a State-owned road, the SCDOT must provide consent to the City of Clemson.
- If the 85% speed is no more than 5mph above the posted speed, no speed humps are warranted.
- NO speed humps can be placed on roads with a 30mph or greater posting.

If the property owners desire to proceed with a request for speed humps after the presentation of study results and placement locations, the City shall distribute and collect a petition of the parcel owners in the project area. If at least 50% plus 1 of the votes cast support the installation of speed humps, the completed petition shall be provided to the Police Chief for placement on a City Council meeting agenda. Individuals owning more than one parcel shall have one vote for each parcel owned.

Results of speed study, engineering report & the petition presented to City Council for approval or denial.

## **ELIGIBLE STREETS**

1. Have a speed limit of 30 miles per hour or less.
2. Applications for eligible state-owned streets must conform to the standards of and receive approval from SCDOT.

## **DETERMINATION OF THE PROJECT AREA**

After the completed application including the location map and HOA notification has been submitted, staff will determine the project area using the following principles:

1. If a speed hump request is made for a street that functions as a sole ingress/egress for the housing subdivision, the project area will be determined to consist of the entire subdivision. This principle can also be applied to sections of subdivisions in cases where a request is made for a street that is the sole connector of that section to the rest of the subdivision.
2. If a speed hump request is made for a street that is not the sole outlet from the subdivision or a section thereof, the project area will be determined to consist of the properties on the street block of the proposed location. If several speed humps are requested along such street, the project area is determined to consist of the properties on the street blocks of proposed locations, and, if any blocks fall between proposed speed humps, of the properties on those blocks.
3. In determining the project areas, the guiding principle should be to include properties the residents of which are likely to use the proposed street hump location as an access route to their residence in absence of reasonable route alternatives. After a project area has been determined, a project area map will be generated by staff to identify the project area from where signatures for a petition are acquired. The City will distribute, collect and tabulate the results of the petition.

Engineering staff shall prepare a proposal for speed hump placement or other traffic calming devices or strategies, including a process during which the best location(s) for the devices are determined. This proposal should be prepared according to the following guidelines:

1. Speed humps should generally be placed between 400-600 feet apart, with a minimum spacing of 300 feet.
2. If speed humps are installed on vertical or horizontal curves, adequate stopping sight distance must be provided.
3. Speed humps should be placed only on streets with a grade of 8 percent or less approaching the hump.
4. Speed humps should not be installed within 5' of any driveway.
5. The installation of speed humps should ensure positive roadway drainage
6. Speed humps should not be located within 100' from any intersection.
7. Speed humps should not be located on primary emergency response route or bus route.
8. Each speed hump will have warning signs in each direction.
9. Each speed hump will have highly visible pavement markings to warn motorists.
10. In addition to the consideration of speed humps, the traffic and speed evaluation will include alternate solutions that may be used to induce lower traffic speeds. Examples are reduction of the posted speed limit, improved street striping, traffic islands, and other traffic calming items.