Ordinance 0017-24 – Speed Hump Procedure

An ordinance to create Chapter 2, Article V, Division 8, Section 2-533 of the Municipal Code of the City of Racine, Wisconsin.

The Common Council of the City of Racine, Wisconsin, do ordain as follows:

Part 1: Chapter 2, Article V, Division 8, Section 2-533 of the Municipal Code of the City of Racine is created as follows:

Sec. 2-533. –Speed Humps

(a) Purpose. The purpose of the temporary speed hump program is to discourage traffic and violating speed restrictions on local streets within the city of Racine and allow for an evaluation of the effectiveness of the temporary speed hump for consideration of a permanent speed hump. While stop signs, yield signs, and traffic signals may result in slower speeds, such signs and signals are installed to assign right-of-way, not to control speed.

(b) Definitions. As used in this section:

(1) *City block* means the portion of a street between two adjacent intersections of two sets of intersecting streets.
(2) *Local street* means a street classified as a local street in the Federal Highway Administration's Highway Functional Classification system.
(3) *Permanent speed hump* means a speed hump that is installed on a permanent basis, integral to the street surface, and is constructed with either bituminous or concrete pavement.
(4) *Primary residential street* means a street with no less than 50% of the street frontage being in a residence districts as defined by the city's zoning code.
(5) *Speed cushion* means a raised section of pavement with cutouts that allow emergency vehicles to pass without slowing down. Speed cushions are similar to speed humps, but speed cushions are designed to reduce traffic speeds while allowing larger vehicles to pass without slowing down.
(6) *Speed hump* means a parabolic vertical traffic calming device intended to slow traffic speeds on low volume, low speed roads.
(7) *Street* means a public way for pedestrian and vehicular traffic, whether designated as a street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, place, or however otherwise designated.
(8) *Temporary speed hump* means a speed hump that is installed on a seasonal basis, approximately from April 1 through November 1 of a year. A temporary speed hump may also be referred to as a seasonal speed hump.
(9) *Traffic study* means the collection and evaluation of traffic volume and speed data.

(c) Permissible location for installation of speed hump. A speed hump may be permitted on streets meeting the following criteria:
(1) The street must be classified as a local street.

a. Speed humps shall not be permitted on any collector street, minor arterial street, principal arterial streets, any designated state or county trunk highway, or any alley.

(2) The street must be a primarily residential street.

(3) The street must not be on a primary or routine emergency vehicle route.

a. Hospital, fire station, and police station locations shall be considered when evaluating this factor.

(4) The street must not be on a scheduled RYDE bus route.

(5) The street must be less than 40 feet wide, measured from curb to curb, or from edge of pavement to edge of pavement for streets without curbs.

(6) The street must have a grade of 6% or less approaching the speed hump location.

(7) The speed hump location must have a minimum distance of 600 feet between existing stop signs or traffic signals.

(8) There must be a minimum stopping sight distance of 150' at the hump location.

(9) The speed hump location may not be within five feet of a driveway or within 20 feet of an alley.

(d) Proposal of location for installation of temporary speed hump. Once per calendar year, the commissioner of public works shall nominate locations to be selected by the city for the installation of temporary speed humps to occur the following year. The process for selecting locations for the installation of temporary speed humps shall be as follows:

(1) Request for temporary speed hump. The owners of at least four properties on a city block requesting the installation of a temporary speed hump shall submit one joint request, in writing, to the commissioner of public works

(2) Initial evaluation. The commissioner of public works shall evaluate the request to determine if the request is for permissible location for the installation of temporary speed hump.

a. If the request is for a permissible location for the installation of temporary speed hump, the commissioner of public works shall conduct a traffic study for the requested location.

b. If the location requested is not a permissible location for the installation of temporary speed hump, the commissioner of public works shall notify the requestors, in writing, that the request is denied.

(3) Traffic study.

a. If the requested location meets the initial evaluation, the commissioner of public works shall undertake a traffic study on the city block where the temporary speed hump is requested to obtain vehicular speed and volume data, and its results compared to the following criteria:

i. The street must have a minimum average daily traffic (ADT) volume of at least 300.

ii. On streets with ADT volumes between 300 and 1,500

1. At least 40% of the traffic in at least one direction must be travelling at or above the posted speed limit, and

2. The 85th percentile speed must be at least 35 miles per hour in at least one direction. This means that 85% of the traffic must be travelling at or below 35 miles per hour.

iii. On streets with ADT volumes greater than 1,500
    1. At least 50% of the traffic in at least one direction must be travelling at or above the posted speed limit, and
    2. The 85th percentile speed must be at least 40 miles per hour in at least one direction.
iv. If the street is immediately adjacent to property of an elementary school, city recreation center, public library, or public park
    1. At least 30% of the traffic must be travelling at or above the posted speed limit, and
    2. The 85th percentile speed must be at least 31 miles per hour.

b. The commissioner of public works shall consider other factors set forth in subsection (d)(4) to determine whether a temporary speed hump should be installed.

c. If the city block where the temporary speed hump is requested does not meet the above traffic speed and volume requirements based upon the preinstallation traffic study, or based upon consideration of other factors set forth in subsection (d)(4) the installation of a temporary speed hump is not warranted, the commissioner of public works shall notify the requestors, in writing, that the request is denied.

d. If the city block where the temporary speed hump is requested does meet the above traffic speed and volume requirements based upon the preinstallation traffic study, or based upon consideration of other factors set forth in subsection (d)(4) the installation of a temporary speed hump is warranted, the commissioner of public works shall cause the installation of a temporary speed hump at the location. A post-installation traffic study shall thereafter be conducted to determine if the temporary speed hump has been effective.

e. After a traffic study is conducted is conducted on a city block where the temporary speed hump is requested, it will not be revisited for consideration for a temporary speed hump for a minimum of five years unless known changes have taken place that, in the opinion of the commissioner of public works, have significantly altered traffic conditions on the street, including, but not limited to, land use/development and street rehabilitation or reconstruction.

(4) Consideration of other factors. If the city block where the temporary speed hump is requested meets the traffic study criteria, the commissioner of public works shall consider the following additional factors:
    a. A history of vehicle collisions as documented by Racine police department reports clearly related to speeding.
    b. Adequate street lighting and drainage,
    c. Availability of temporary speed humps for installation, and
    d. Other factors deemed appropriate by the commissioner of public works.

(5) Recommendation of permanent speed hump.
    a. On a date determined by the chair of the public works and services committee, the commissioner of public works shall provide a report to the

committee regarding all temporary speed hump requests received during the year, including any associated traffic studies conducted. The report regarding temporary speed humps shall be ranked according to the severity of speeding, with the higher percentage of vehicles operating above the posted speed limit, having a higher rank. The commissioner of public works shall provide recommendations as to whether permanent speed humps should be considered for the locations of temporary speed hump requests.

b. The public works and services committee shall review the report and recommendations of the commissioner of public works and recommend installation of permanent speed humps consistent with funding allocated by the common council.

Part 2: This ordinance shall take effect upon passage by a majority vote of the members-elect of the City of Racine Common Council and publication or posting as required by law.

Fiscal Note: N/A

Pursuant to Wisconsin Statutes section 62.09(8)(c), the mayor shall have the veto power as to all acts of the common council, except such as to which it is expressly or by necessary implication otherwise provided. All such acts shall be submitted to the mayor by the clerk and shall be in force upon approval evidenced by the mayor's signature, or upon failing to approve or disapprove within 5 days, which fact shall be certified thereon by the clerk. If the mayor disapproves, the mayor's objections shall be filed with the clerk, who shall present them to the council at its next meeting. A two−thirds vote of all the members of the council shall then make the act effective notwithstanding the objections of the mayor.