

**THE CITY OF PARK HILLS, KENTUCKY
ORDINANCE NO. 9, 2019**

**AN ORDINANCE CREATING A PROCESS FOR THE USE OF SPEED HUMPS
AS A MEANS TO REDUCE VEHICULAR SPEEDS AS WELL AS REDUCE
CUT-THROUGH TRAFFIC ON LOCAL RESIDENTIAL STREETS.**

WHEREAS, both of these effects are realized when speed humps are installed on a city street.

WHEREAS, other, less costly forms of traffic control devices (e.g., stop signs) should be considered the primary means of discouraging speeding and/or bypass traffic, as long as they conform to state and federal law, and local ordinances.

WHEREAS, stop signs are less costly to install and can be installed immediately at locations that qualify.

WHEREAS, when these forms of traffic control are inappropriate, the location may be studied further to determine whether or not it qualifies for speed humps.

WHEREAS, the application of speed humps is limited to city streets where geometric configuration or design fails to passively deter many drivers from exceeding the speed limit or from using streets as bypass routes.

WHEREAS, the proper application of speed humps enhances public safety.

BE IT ORDAINED THAT THE CITY OF PARK HILLS, KENTUCKY HEREBY ADOPTS THIS ORDINANCE IN ORDER TO UTILIZE SPEED HUMPS AS PART OF ITS TRAFFIC LAWS TO CONTROL TRAFFIC AND INCREASE THE SAFETY OF ITS RESIDENTS AT AND ALONG ITS CITY STREETS. ALL SPEED HUMPS WILL BE GOVERNED BY THE PROVISIONS SET FORTH HEREIN.

~~**WHEREAS**, the City Council of the City of Park Hills, Kentucky finds and determines that the safety and general welfare of its residents and visitors requires that...~~

DEFINITIONS

AFFECTED AREA. The residents of a street segment and any connected street segments whose commutes to or from their property may be affected by roadway changes on the street segment where speed humps are proposed.

~~***AVERAGE DAILY TRAFFIC (ADT).*** The average volume of traffic on a city street during a 24-hour period, as measured through a traffic survey. The traffic study shall be a minimum of 72 hours in duration.~~

MULTI-FAMILY RESIDENCE (MFR). A residential property with two to four individual housing units (duplex, triplex, quadplex).

SINGLE-FAMILY RESIDENCE (SFR). A single-family detached home, or single-family home or detached house for short, also variously known as a single-detached dwelling.

SPEED HUMP. A single asphalt hump, parabolic in shape, covering 12 feet of street, with a height between three and one-quarter and three and three-quarter inches. Typically, speed humps are applied to residential roads for a speed between 15 and 20 mph.

~~**SPEED SURVEY.** A survey of traffic speeds and volume conducted by the use of a magnetic sensor or air pressure hose to determine the percentage of traffic exceeding the speed limit and the volume of traffic. The speed survey shall be a minimum of 72 hours in duration.~~

STREET SEGMENT. That portion of street contained between the closest of any traffic light(s), four-way intersection(s), stop sign(s), and or curve(s) with less than a 250-foot radius.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF PARK HILLS, KENTUCKY, as follows:

SECTION I: ELIGIBLE STREETS

In order for a city street to be eligible for a speed hump, the following initial criteria must be first met:

- ~~(A) The street segment must be 750 feet in length between traffic controls, four way intersections, and/or curves with less than a 250 foot radius.~~
- ~~(B)(A) The posted speed limit must be 30 mph or less.~~
- ~~(C)(B) The frontage of subject streets must be at least 75 percent residential.~~
- ~~(D) The ADT must be a minimum of 500 vehicles per day.~~

SECTION II: CRITERIA FOR CONSIDERATION

In order for a city street to be eligible to have a speed hump constructed thereon, the following criteria must first be met:

- (A) Delivery to the city clerk of a petition signed by not less than a total of 60 percent SFR and/or MFR, or a combination thereof, from the affected area where the proposed speed hump is to be installed. The petition shall contain the following information:
 - ~~(1) A caption that includes, in bold, at least 14 point font, "A PETITION TO~~

~~INSTALL SPEED HUMP(S) ON [Name of street or road]
ROAD/STREET/AVENUE/DRIVE/COURT";~~

~~(2) A description of the street segment, either by listing the addresses or address range for the residents of the affected area, or a description of the starting point and stopping point of the street segment;~~

~~(1) and~~

~~(3)(2) The legibly printed name, address, and signature of each petitioner.~~

(B) The criteria and requirements set forth in this section for a speed hump to be located, constructed, and installed are met.

(C) The eligible street has not failed to meet the requirements set forth in within one year from the date the petition referenced in (A)(1) is delivered to the city clerk.

(D) See *Exhibit A* for a [suggested](#) petition template.

SECTION III: NOTICE & VOTING

When the criteria in Section II have been satisfied, the city clerk shall prepare and deliver a letter, a notice, and a ballot to the persons listed in (A)(1). See *Exhibit B* for a [suggested](#) notice and ballot template.

(A) For SFRs, one vote per household located upon the affected street segment is allowed; the voter(s) must reside at the household and be 18 years or older, whether they are owners or tenants thereof. For MFRs, one vote is allowed for the owner of record of the two-family or multi-family residence located upon the affected street segment.

(B) Persons entitled to vote on any proposed speed hump shall be given notice and a voting ballot, which may be delivered by hand to their residence or via regular mail. The notice and ballot shall be sent not less than 18 days prior to the deadline for submitting the ballots. Ballots shall be completed and returned to the city not later than the date set forth in the notice, which shall not be less than 14 days, nor more than 30 days from delivery of the ballot.

(C) For approval, a minimum of 60 percent of the delivered ballots must be returned and 75 percent majority of votes must support the installation of speed humps.

~~(D) If a speed hump proposal fails for any reason after the completion of the voting process provided herein, then the street segment for which the voting related may not be considered again for a speed hump for a period of two years.~~

SECTION IV: CONSTRUCTION SPECS

~~All speed humps shall be constructed of asphalt concrete, have a width of 12 feet, a minimum height of three and one quarter inches and a maximum height of three and three quarter inches at its highest point, and a vertical curvature of 72 feet. All speed humps will extend from lip of gutter to lip of gutter. There will be a two foot horizontal taper originating at the crest of the speed hump and converging at the lip of the curb. Asphalt concrete shall be mixed and placed accordance with the City of Park Hills specifications, as determined by the city engineer.~~

The city will make a determination of the total design, engineering, and installation costs according to the speed hump policy.

(A) All signage and pavement markings shall comply with the current edition of the Manual on Uniform Traffic Control Devices (MUTCD). Should signage and markings not be defined in the MUTCD, they shall comply with the Institution of Engineer's (ITE's) recommended practice, guidelines for the design and application of speed humps.

(B) Application and design of speed humps shall comply with the ITE's recommended practice, guidelines for the design and application of speed humps.

SECTION V: LOCATION SELECTION GUIDELINES

In selecting precise locations for any speed hump installation, the following guidelines shall be followed:

- (A) Speed humps shall not be located over manholes, water valves, or whenever possible, within 25 feet of fire hydrants, as they prevent/impede access to these facilities.
- (B) Speed humps should be located five to ten feet away from driveways, whenever possible, to minimize their effect on driveway access.
- (C) Speed humps should be located on or near property lines, whenever possible, to minimize the impact on access to individual properties.
- (D) Speed humps should be located near street lights, whenever possible, in order to enhance their visibility at night.
- (E) Speed humps should be located a minimum distance of 200 feet from corners, whenever possible, and should never be located within a corner radius.
- (F) Where speed humps are constructed on streets having curves greater than 250-foot radius, no speed hump shall be located on the horizontal curve(s).
- (G) Speed humps shall be spaced at a minimum interval of 250 feet. Speed humps will be placed no closer than 200 feet from traffic control devices on four-way intersections.

SECTION VI: SIGNAGE & MARKINGS

(A) In order to alert motorist(s) of upcoming speed humps, the following warning devices shall be used:

- (1) A street sign, at least 30 inches in height and width, stating "SPEED HUMPS AHEAD" or "SPEED HUMP AHEAD", in four inch series "C" letters, and a second sign placed directly below the 30 inch warning sign recommending a speed of 15 mph;
- (2) Pavement markings, which shall be 12 inch wide, longitudinal ladder markings, at four feet on center, to be stenciled across each speed hump; and
- (3) Raised, reflectorized pavement markers installed and placed on the centerline, positioned on the crest and in front of the speed hump from both approach directions.

~~(B) All signs and markings required hereunder shall be part of any contract bid package for the installation of any speed hump.~~

~~SECTION VII: REMOVAL OF SPEED HUMPS~~

- (A) Removing a speed hump may be considered when there is a petition in favor of removing the speed hump signed by not less than two-thirds of the residents/owners who would otherwise be entitled to vote on the installation of a speed hump.
- (B) Removing a speed hump that has been installed for less than two years will only be considered if the city is compensated by those requesting its removal for the full cost of removing the speed hump, including costs of design, construction, inspection, signage, and administration.

~~SECTION VIII: FUNDING~~

- (A) A city street that qualifies for any one of the speed hump program categories may be constructed by the city if there is funding available for the project in the current city budget cycle. The priority of any qualifying project shall be determined at the discretion of the City Council. Those not funded will be considered, based on a priority ranking system, as funding becomes available. Nothing in this section shall obligate the city to allocate such funding.
- (B) A street that qualifies for one of the speed hump program categories may be funded by an individual or group of individuals. The individual or group of individuals must enter into a memorandum of understanding (MOU) with the city, wherein the individual or group of individuals agree to pay for all costs associated with the installation of the speed hump(s), including construction, inspection, signage, administration, and the like. Once an MOU has been executed, the speed hump(s) shall be included in the next city speed hump project. Private payment for speed humps does not relieve a location from any of the requirements or criteria set forth in these guidelines.

~~SECTION ~~IX~~VIII: EFFECTIVE DATE~~

- (A) This ordinance shall become effective upon its passage and shall be published under KRS XXX.XXX(X) and other applicable law.
- (B) All speed humps installed before the passage date of this ordinance shall not fall under the installation guidelines as those installed after. Removal guidelines as described in section ~~VI~~ are applicable to all existing speed humps installed before or after the passage date of this ordinance.

Passed by City Council on _____.

CITY OF PARK HILLS, KENTUCKY

By: _____
Kathy Zembrodt, Mayor

ATTEST: _____
Julie Alig, City Clerk

FIRST READING: _____
SECOND READING: _____
PUBLICATION: _____

DRAFT

Exhibit A – [Suggested](#) Petition Template

A PETITION TO INSTALL SPEED HUMPS ON

ROAD/STREET/AVENUE/DRIVE/COURT/LANE/CIRCLE

DESCRIPTION

List the addresses or address range for the residents of the affected area or a description of the starting point and stopping point of the street segment here:

THE FOLLOWING RESIDENTS SUPPORT THE INSTALLATION OF SPEED HUMPS ON THE STREET SEGMENT DESCRIBED ABOVE:

	PRINTED NAME	ADDRESS	SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			

Submit this petition to:

City Clerk
The City of Park Hills
1106 Amsterdam Road
Park Hills, KY 41011

Exhibit B – Suggested Notice and Ballot Template

NOTICE

Neighbors in your area have petitioned The City of Park Hills to install a speed hump program at the following location:

Please let The City of Park Hills know no later than _____ whether you support the installation of this speed hump program at this location, using the ballot below.

Submit the ballot portion of this sheet either by mail or in person to:

City Clerk
The City of Park Hills
1106 Amsterdam Road
Park Hills, KY 41011



BALLOT

Our household

- SUPPORTS
- DOES NOT SUPPORT
- IS NEUTRAL or SPLIT (when not everyone in the household agrees) about
- the installation of a speed hump program at the following location:

List your address here:

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