

**RESOLUTION NO. 2019- 25**

**A RESOLUTION OF THE NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS ESTABLISHING A “SPEED HUMP” POLICY AND PROCEDURE.**

**WHEREAS**, the Board of County Commissioners has had many requests for traffic calming devices in residential areas; and

**WHEREAS**, the County Engineering Department has determined that “speed humps” are an effective tool for traffic calming in residential areas; and

**WHEREAS**, County staff and the County Manager recommends approval of the use of “speed humps” as a means of providing greater safety in residential areas; and

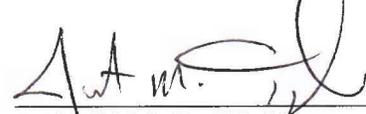
**WHEREAS**, the Board of County Commissioners hereby adopts this Resolution authorizing the use of “speed humps”; and

**WHEREAS**, the County Manager is authorized to direct the placement of “speed humps” as recommended by the Engineering Department and subject to the attached policy and procedures.

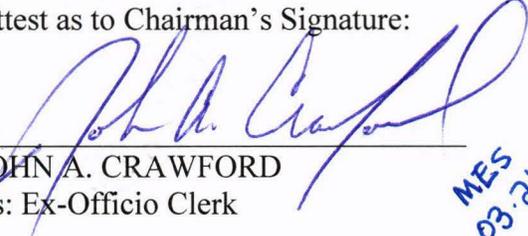
**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of Nassau County, Florida, this 20th day of March, 2019, that:

1. This Resolution is adopted and the County Manager is authorized to approve the placement of “speed humps” in residential areas.
2. The “speed hump” policy and procedure for residential areas is set forth in Attachment “A” and made a part hereof.
3. The County Manager shall prepare the requisite financial statements for presentation to the Board and approval as to a budget for the installation and maintenance of “speed humps”.

BOARD OF COUNTY COMMISSIONERS  
NASSAU COUNTY, FLORIDA

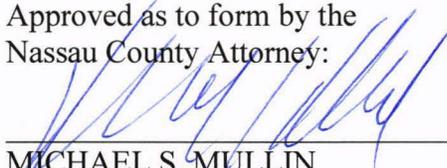
  
\_\_\_\_\_  
JUSTIN M. TAYLOR  
Its: Chairman

Attest as to Chairman's Signature:

  
\_\_\_\_\_  
JOHN A. CRAWFORD  
Its: Ex-Officio Clerk

MES  
03.21.19

Approved as to form by the  
Nassau County Attorney:

  
\_\_\_\_\_  
MICHAEL S. MULLIN

## ATTACHMENT A

### NASSAU COUNTY

#### SPEED HUMP POLICY and PROCEDURES FOR RESIDENTIAL AREAS

##### 1.0 Location

Speed humps may be installed in residential areas (local roads or streets) if the conditions set forth herein are met. Roads and/or streets, which are classified or could be classified as COLLECTOR or ARTERIAL roads will not be considered for this program.

##### 2.0 Identification of Problem

A local road may have a problem with either cut through traffic or vehicular speeding. Priority for traffic calming shall be placed on streets where a higher density of housing exists (i.e., lots that are less than one acre with front yard setbacks less than 75 feet, thereby creating more potential conflicts with residents and pedestrians).

##### 2.0 Cut-Through/Speeding Problem

The cut through traffic or speeding problem can be identified by the County through current traffic counts, speed surveys, and projections of future traffic impact in accordance with long range development plans for the area. Cut through traffic shall be defined as the traffic on the affected street, which does not originate or terminate within the vicinity. A condition of speeding exists when the County determines that the speed of traffic on the street exceeds the posted speed limit.

##### 4.0 Volume and Criteria

An eligible street must be a local road/street with a projected average daily traffic count not to exceed 3,000 vehicles, not including cut-through traffic. No speed humps shall be installed on any street with a current vehicle count of less than 300 per day. Speed humps may be removed by the County Manager at any time in the future if the traffic count for the street exceeds 3,000 vehicles per day. Residents shall be notified of the removal.

**5.0 Speed Hump Funding**

The County shall be responsible for engineering review and cost of installation of speed humps, including paving, signing and pavement markings required to install speed humps. The Nassau County Board of County Commissioners may establish an annual budget for the purpose of installing speed humps. Once the annual budget has been fully encumbered for a given budget year, the following alternatives are left as options to the affected area residents who desire traffic control speed humps:

- 5.1 Waiting list (first come, first serve) for next budget year
- 5.2 Municipal Service Benefit Unit (MSBU) Funding
- 5.3 Neighborhood Association Funding

**6.0 Consideration of Traffic Calming Measures**

Prior to the consideration of speed humps, the County Engineering Department shall review the traffic data and make a recommendation to the County Manager. The County Manager shall set up a meeting with residents to address the calming measures and determine the costs for the traffic calming installation.

**7.0 Standard Procedures for Implementation of Speed Humps**

Following are the procedures for implementation of speed humps:

- Step 1 Request by Residents
  - Step 2 Traffic Engineering Study
  - Step 3 Staff Analysis/Classification
  - Step 4 Meeting with Residents
  - Step 5 Calculation of Costs
  - Step 6 Recommendation to the County Manager
  - Step 7 Installation of speed humps
- 7.1 Step 1: Request by Residents
- Speed humps can be requested by any of the following methods:
- 7.1.1 Neighborhood request (a minimum of five signatures from the owner of five separate

properties in the neighborhood will be required before study will be initiated)

7.1.2 Regulatory Agency Request (i.e. Sheriff)

7.1.3 Staff Field Review

7.2 Step 2: Traffic Engineering Study

A traffic study may include any or all of the following:

- Traffic conditions at the location
- Existing traffic signs and pavement markings
- Motorist' travel patterns
- Effect of the roadway system in the vicinity
- Construction in the nearby area
- Traffic or roadway plans for the vicinity and contributing roadway system
- Time of day, day of week relationship
- Determination of roadway classification (local, collector or arterial)
- Emergency Services issues
- Drainage Impact

Traffic studies may be necessary to obtain the following information:

- 24- hour traffic count to determine the average daily traffic (ADT)
- Vehicle speed check
- Vehicle turning movement counts
- Origination/Destination study
- Pedestrian counts
- Accident report summary

7.3 Step 3: Staff Analysis/Classification

County Engineering staff will analyze traffic data, field information and other available information pertaining to a particular area of concern in determining appropriate traffic calming measures to recommend. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

7.3.1 Class I: Minor Excessive Speed and Volume

Minor Excessive Speed – Measured 85<sup>th</sup> percentile speed less than 10 miles per hour above the posted speed.

Remedial Action: The Traffic Engineering Division may request the Sheriff's Office to increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

Volume – Peak hour volume equal or less than 12 percent of the average daily traffic, or equal or less than 10 daily trips per household accessed.

Remedial Action: None

7.4 Step 5: Recommendation to the County Manager

Upon receipt of a petition with the required minimum percentage of affirmative signatures, the staff's recommendation will be presented to the County Manager for consideration.

7.5 Step 6: Installation of Speed Humps

Upon approval by the County Manager and the confirmation of availability of funds the installation of speed humps will be scheduled.

**8.0 Removal of Speed Humps**

A petition for removal of speed humps may be accepted provided that the following conditions are met:

- 8.1 A request for a removal petition must be signed by the owners of five separate properties in the neighborhood.
- 8.2 County staff's recommendations must support the removal of speed humps.
- 8.3 The new petition must include the same affected area as the original.
- 8.4 Approval of 60 percent of the property owners in the original affected area is required for

consideration by the County for removal of speed humps.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

## **9.0 Specific Design Criteria for Speed Humps**

To ensure the safe and efficient design of speed humps for residential neighborhoods, the following design criteria has been established for speed humps in residential neighborhoods:

- 9.1 The eligible street must be a two (2) lane roadway and have a design speed limit of 30 mph or less.
- 9.2 Speed humps shall be placed at least 200 feet away from intersections and from any horizontal curve with a centerline radius of 150 feet or less.
- 9.3 Speed humps should be spaced approximately 300-500 feet apart.
- 9.4 The speed humps should be designed to have a height of 3-4 inches with a travel length (hump width) of not less than 2.5 feet.
- 9.5 Advance warning signs are to be installed for each approach to a series of humps. The signs shall be designed and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). The signs shall be standard 30" X 30" black legend on yellow diagonal warning signs with legend "SPEED HUMPS". An advisory speed plate (18" X 18" black legend on yellow rectangular warning sign) with a "15MPH" legend shall also be installed. The signs shall be placed approximately 125 feet in advance of the first speed hump encountered by a driver.

## **10.0 Application Forms**

Speed hump can be requested by individual citizens or by neighborhood associations. The person(s) making the request are responsible for circulating the petition form (attached form A & B), obtaining signatures of the property owners within the petition area, and completing the application form.

## **11.0 Effective Date**

The effective date of speed hump policy and procedures is April 1, 2019.

### APPLICATION FORM

Contact Name \_\_\_\_\_

Day Phone \_\_\_\_\_

Neighborhood \_\_\_\_\_

Today's Date \_\_\_\_\_

Local Address \_\_\_\_\_

Which neighborhood street(s) are of concern? \_\_\_\_\_

What traffic problems have you identified affecting the above street(s)? \_\_\_\_\_

How many property owners did you identify in your petition area? \_\_\_\_\_

Have you received the minimum required (greater than 60%) signatures on your petition form?  Yes  No

What signature percentage have you received? \_\_\_\_\_%

Please return the completed application form along with the signed petition forms to:

**Nassau County Engineering Services Department**

**96161 Nassau Place**

**Yulee, Florida 32097**

**Telephone: (904) 530-6225**

For Official Use Only

Project Number \_\_\_\_\_ Date Application Received \_\_\_\_\_

Date Preliminary Analysis Completed \_\_\_\_\_ Identified Problems:  Exist  Perceived

Date of Final Analysis Completed \_\_\_\_\_

Date of Project Presentation to County Manager \_\_\_\_\_

County Manager Action:  Favorable  Unfavorable

Date of Project Implementation: \_\_\_\_\_

Project Review Date \_\_\_\_\_ Project Successful:  Yes  No

### FORM A NASSAU COUNTY SPEED HUMP PROJECT

