

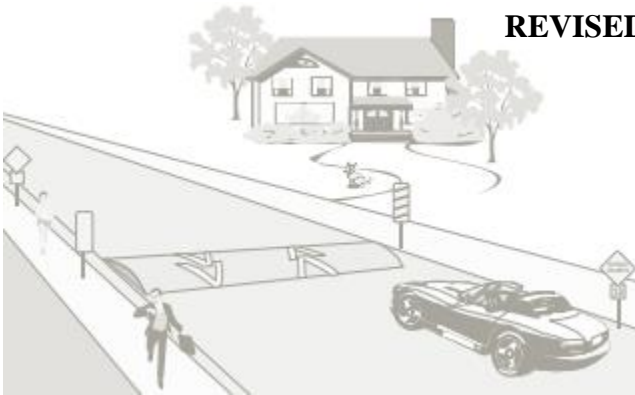


# TOWN OF FOUNTAIN HILLS

## NEIGHBORHOOD TRAFFIC MANAGEMENT PROCESS

ADOPTED APRIL 16, 1998

REVISED JANUARY 3, 2023



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## NEIGHBORHOOD TRAFFIC MANAGEMENT AND CALMING MEASURES

Neighborhood traffic management calming measures covered by this policy include speed humps and speed cushions on public streets. Speed humps and speed cushions are considered to be traffic control devices, and are asphalt mounds that are placed across the roadway for the purpose of slowing the approaching traffic speed.

Speed Humps are used to slow the flow of traffic on local 2-lane residential streets, and are placed across the entire roadway.



*Speed Hump*

Speed Cushions are also used to slow the flow of traffic, but are only used on 3-lane collector roads (one lane in each direction with a center turn lane). Speed Cushions contain road-level gaps, which allow emergency vehicles to pass through the center with minimal to no “bump” at higher speeds, while an average vehicle needs to slow down to traverse the obstruction safely.



*Speed Cushion*

## QUALIFYING CRITERIA

Requests for the installation of speed humps or speed cushions on public streets will be considered by the Town for those streets meeting all of the following criteria:

- a. The street should be primarily residential in nature (alleys are not eligible).
- b. The street shall be no wider than three (3) lanes in width (one lane in each direction with a center turn lane).
- c. Traffic volumes are less than 5,000 vehicles per day.
- d. The street shall have a vertical curb adjacent to the proposed device. If the street has an existing roll curb or wedge curb, drivers may try to go around the devices, and Town staff shall review to determine if additional measures are necessary to prevent diversion.
- e. The posted speed limit shall be a maximum of 30 mph.

- f. The street is a minimum of 600 feet in length. Multiple speed humps/cushions may be installed at spacings of approximately 250 to 600 feet.
- g. There must be adequate horizontal and vertical sight distance. The street grade must not exceed 8%, and there must not be a sharp horizontal curve near the device(s).
- h. Device(s) shall not be installed over manholes, water valves, junction boxes or other irregularities in the pavement.
- i. There are three possible scenarios based on roadway speed: (1) Town funds device installation; (2) Neighborhood residents fund device installation; (3) Device is not warranted (see table below)
- j. The 85<sup>th</sup> percentile<sup>1</sup> speed on the street shall be at least 12 mph above the posted speed limit for full Town cost participation.
- k. The 85<sup>th</sup> percentile speed on the street shall be at least 5 mph above the posted speed limit for neighborhood-funded devices.
- l. Proposed device(s) shall not be located within 200 feet of a stop sign or traffic signal on the subject street.
- m. Drainage on the street shall not be compromised due to the installation of the device(s)
- n. Public Safety Agencies have not provided sufficient evidence of any major public safety concerns regarding possible installation of device(s)
- o. The change in traffic flow will not result in unreasonable liability exposure for the Town.
- p. On a street or corridor where a previous speed study found that speed humps or cushions were not warranted, at least 1 year must pass until the Town considers a subsequent request at the same location, unless there has been substantial development in the area.
- q. Prior to installation, all devices must be approved by the Town’s Pedestrian and Traffic Safety Committee

Posted Speed Limit	Minimum 85 <sup>th</sup> Percentile Speed where Speed Humps or Cushions are Warranted*		Speed Humps or Cushions are NOT Warranted
	<b>Neighborhood – Funded</b>	<b>Town - Funded</b>	
25 mph	30 mph	37 mph	< 30 mph
30 mph	35 mph	42 mph	< 35 mph

\* Initially, the Town will deploy a mobile speed trailer for three (3) days in each direction to measure traffic speed and volume as an initial screening. If the speed in any direction is measured higher than the appropriate criteria above, the Town will deploy higher accuracy speed tubes for a one-week period to collect speed and volume data. The speed tube data will then be used to determine if the speed criteria is met for speed humps or cushions.

Once the proposed traffic calming device has passed the qualifying criteria, the Town Engineer will examine the anticipated impacts and recommend the technical feasibility of the proposed device. This review will include items such as State law, the Circulation Element of the Town’s

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<sup>1</sup> The 85<sup>th</sup> Percentile Speed is the speed at or below which 85 percent of the drivers travel on the road segment

General Plan, the type of road or street involved, compliance with engineering regulations, existing traffic conditions, projected traffic conditions, the potential for traffic diversion to adjacent streets, impacts to emergency vehicle response times, the increased liability exposure for the Town, or conflicts with future planned improvements. If the Town Engineer has deemed the installation favorable, the project moves to the neighborhood petition stage.

### PETITION REQUIREMENTS

This purpose of the neighborhood petition is to ensure that the majority of property owners that will be affected by the installation of the device(s) will support the installation.

The following procedures will be followed for submitting a petition to the Town for speed humps or speed cushions:

- a. The Town Engineer will determine the boundary of the “affected area” to be petitioned. The affected area will include but not be limited to those properties where normal travel routes to and from the “affected area” are to be altered by the device(s)
- b. The neighborhood liaison and Town staff will conduct a review of possible device locations. The residents, in cooperation with staff, may decide to schedule an optional neighborhood meeting to further identify the concerns and issues. If a neighborhood meeting is held, the Town Engineer or designee, as well as a uniformed police officer, shall attend.
- c. The neighborhood liaison must then circulate a petition amongst the affected property owners.
- d. The petition requesting the device(s) must be supported by a minimum of 75 percent of the total number of lots affected by the proposed changes in traffic flow, as determined by the Town Engineer.
- e. All adjacent property owners [located within 50 feet along each side of the device(s)] must approve of the installation.
- f. If there is less than 75% approval from the affected property owners, or there is opposition from the adjacent property owners, the device(s) will not be installed.
- g. Property owners who do not respond to the petition, are considered opposed to the installation.
- h. Signers of the petition must be the owners of their respective property. Only one (1) petitioner may respond per lot. A tenant’s response is not valid, unless the owner provides an affidavit allowing the occupant/tenant to respond on their behalf.
- i. The petition language must also clearly explain, and show on an exhibit, the location of the proposed device(s).

- j. The petition language and attached drawing must be reviewed and approved by the Town Engineer prior to circulation to ensure its accuracy and ability to be clearly understood.
- k. The completed petition must be returned to the Town Engineer within 90 calendar days of the initiation of the petition.
- l. If, as a result of the speed measurements, the neighborhood will be funding the cost of the installation of the device(s), the Petition submitted to the Town for review must include the following:
  - A statement that all persons signing the petition acknowledge it is the Town's policy that they will be responsible for all costs directly associated with the construction of the traffic calming device(s).
- m. A sample petition has been provided to this policy (See Attachment B)

### PETITION REVIEW PROCESS

The following process will be used to review all petitions for speed humps or speed cushions:

- a. The Town Engineer will review any petition to verify compliance with all petition requirements set forth above. Any petition not complying with these requirements will not be accepted for consideration. The Town may request verification of the signatures.
- b. If the petition contains all the required information under this policy, the proposed device(s) will be referred to all affected public agencies in conjunction with the review process. At a minimum, these agencies will include all Town Departments, Maricopa County Sheriff's Office, Fountain Hills Fire District, all affected local utility companies, School District, Neighborhood Property Owner's Association (NPOA), Home Owner's Association (HOA) and any other agencies affected by the traffic flow modification.

The Town Engineer will report the findings of the speed study, and will present the petition to the Town of Fountain Hills Pedestrian and Traffic Safety Committee, at a regularly scheduled meeting. Once the Board approves of the installation of the device(s), the Town Engineer will advise the neighborhood liaison, and the project will proceed to installation.

### CONSTRUCTION PROCESS/COST

- a. The Town will prepare design plans and obtain a cost from a contractor to install the device(s).
- b. After the contractor installs the device(s), Town staff will install appropriate signage.
- c. If the neighborhood is funding the installation of the device(s):

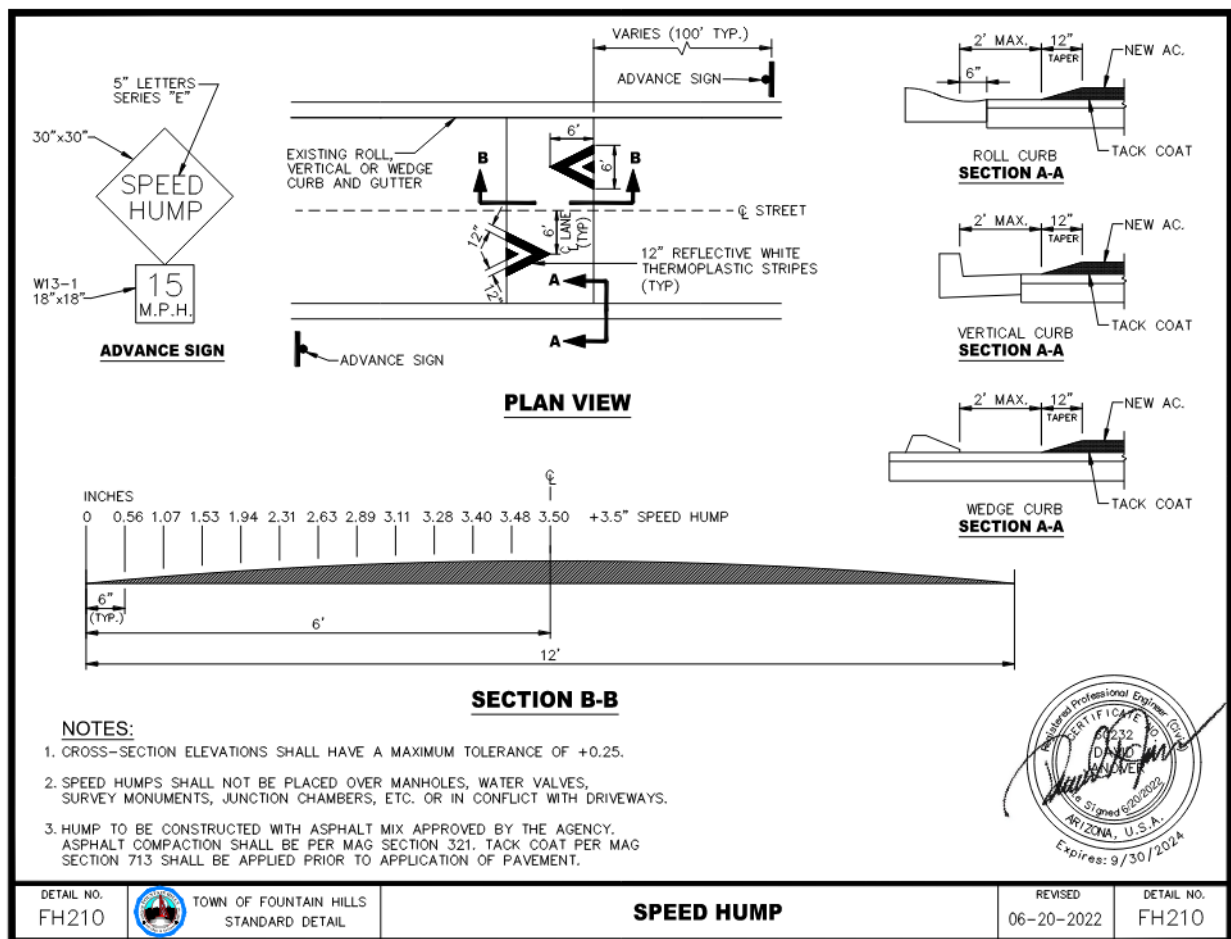
- The cost will be provided to the neighborhood liaison prior to the start of construction.
- Upon completion of the installation, the Town will prepare an invoice for the cost of installation of the device(s) and signage, and forward the invoice to the neighborhood liaison for payment.
- Payment shall be due within 30 days of receipt of the invoice.
- The Town shall be responsible for future maintenance of the device(s).

Device Type	Cost of Installation (Per Device) with associated signing and striping *
Speed Hump	\$3,500
Speed Cushion	\$5,500

\* Cost of installation is approximate, and is subject to varying material cost and labor rates

Speed hump and speed cushion details are shown below, but dimensions will vary based upon the street width:

### Speed Hump Detail



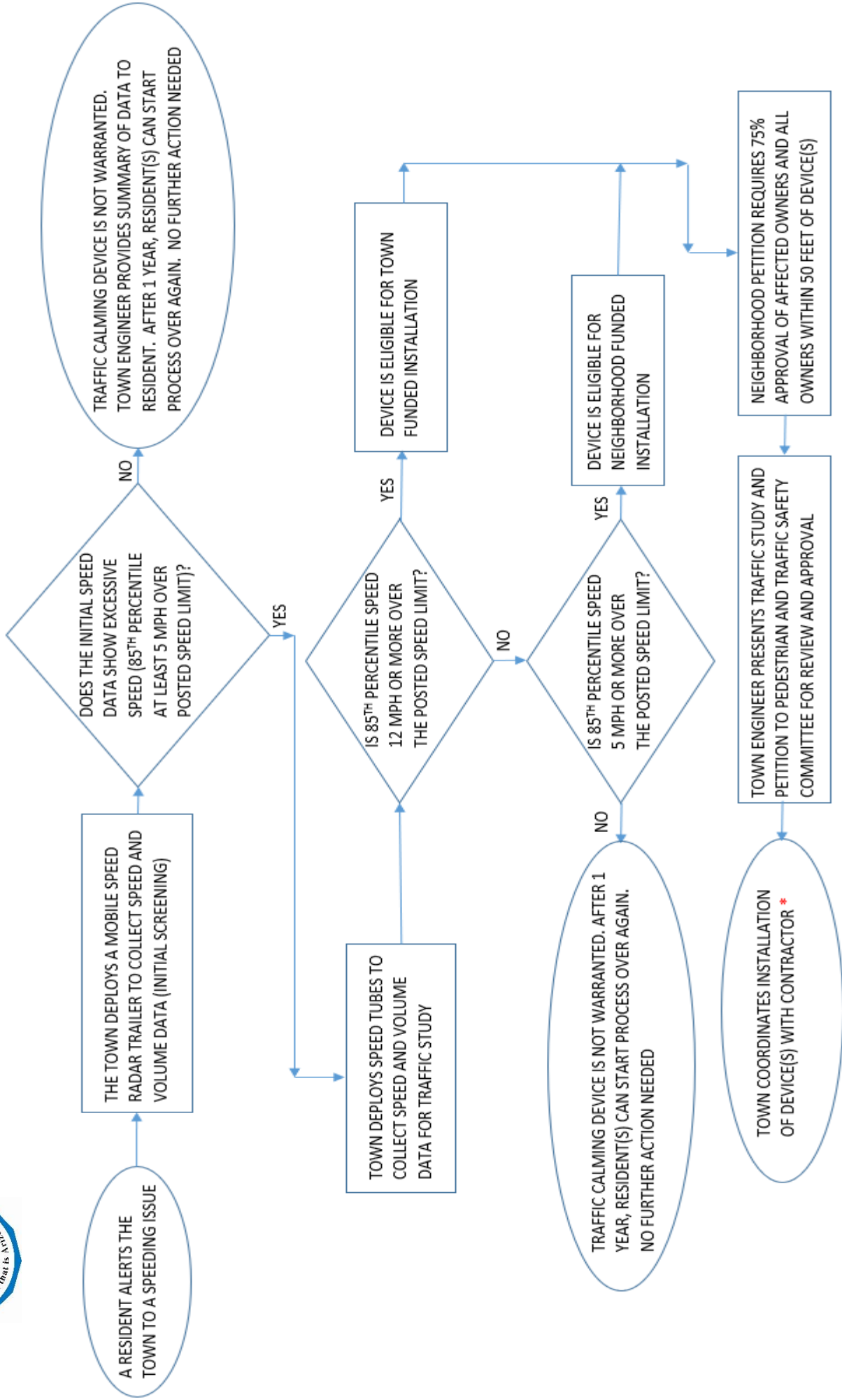




**ATTACHMENT A**  
**NEIGHBORHOOD TRAFFIC MANAGEMENT PROCESS**  
**FLOWCHART**



# TOWN OF FOUNTAIN HILLS NEIGHBORHOOD TRAFFIC MANAGEMENT PROCESS



\* AFTER THE 6 MONTH PERIOD FOLLOWING INSTALLATION, IF THE RESIDENTS DECIDE THEY WANT THE DEVICE(S) TO BE REMOVED, THE NEIGHBORHOOD MUST SUBMIT A PETITION FOR REMOVAL TO THE TOWN ENGINEER, WITH AT LEAST 51% OF THE AFFECTED OWNERS IN FAVOR OF REMOVAL. THE COST TO REMOVE DEVICE(S) SHALL BE BORNE BY THE RESIDENTS.

**ATTACHMENT B**  
**NEIGHBORHOOD PETITION**

