

**CITY OF UNION, KENTUCKY
ORDINANCE NO. 2020-01**

**AN ORDINANCE ADOPTING A TRAFFIC CALMING POLICY FOR THE STREETS
AND ROADWAYS LOCATED IN THE CITY OF UNION, KENTUCKY**

WHEREAS, the City has been inundated with complaints regarding speeding and improper operation of motor vehicles; and

WHEREAS, the City of Union as determined that it is necessary to implement a policy regarding traffic calming procedures that starts with calling the Boone County Police Department to monitor traffic flow, then to initiating a speed study if monitoring does not work, then to the Engineer evaluating speed hump feasibility, and finally to the initiator petitioning adjacent residents, businesses and neighborhood association endorsement; and

WHEREAS, if an initiator follows these stated steps and they determine a speed hump is necessary, then the City of Union will approve the installation of a speed hump as a traffic calming measure.

WHEREAS, the City Commission has reviewed the speed control policies in Exhibit "A" attached hereto.

***NOW, THEREFORE BE IT ORDAINED BY THE CITY OF UNION, KENTUCKY
AS FOLLOWS:***

SECTION I

The City of Union, Kentucky hereby adopts the Traffic Calming Policy as set forth in Exhibit "A" attached hereto and incorporated by reference which will be effective immediately upon passage of this Ordinance.

SECTION II


This Ordinance shall be in full force and effect from and after its adoption, approval and publication as is required by Law.

SECTION III

FIRST READING APPROVED: MARCH 2, 2020

SECOND READING APPROVED: MARCH 26, 2020

APPROVED:


HON. LARRY K. SOLOMON, MAYOR

ATTEST:


CHRISTY EVERMAN
CITY CLERK

City of Union, KY

Traffic Calming Policy

The following procedures are designed to create a specific process for the installation of a speed hump in the City of Union. The use of speed humps in order to resolve speeding issues has been controversial and produce another set of problems as listed below:

- Are expensive to install and expensive to maintain—Speed humps can cost \$4,500 to \$7,500. [Source: The Washington Post, Sept. 9, 2008]
- Interfere with response times of emergency vehicles—each speed hump costs fire trucks ten seconds in response time. [Source: ABC Orlando/WFTV, Jan. 28, 2010; and Fire Capt. Jeffrey Martin, St. Petersburg Times, Feb. 2, 2008; and the Tampa Tribune, Sept. 20, 2008]
- Diverts traffic to the adjacent streets in order to avoid the speed hump.
- Reduce property values—Prospective homebuyers reject home sites near speed humps. [Source: Tampa Bay Online, Sept. 30, 2009]
- Increase noise levels—Speed humps usher in a constant barrage of scraping cars and engines revving over the humps. [Source: Tampa Bay Online, Aug. 12, 2009]
- Increase wear and tear on residential and commercial vehicles—Speed humps are a source of excessive wear on tires, brakes, suspension systems, shock absorbers and rattle dashboards. [Source: The Natchez Democrat, Oct. 28, 2009]
- Expensive to remove—Municipalities, under pressure by citizens and enforced by the courts, have been forced to remove speed humps at great expense to tax payers. [Source: Tampa Bay Online, Sept. 30, 2009]
- Increase air pollution—on roads with speed humps, carbon monoxide emissions increase by 82 percent, carbon dioxide emissions double and nitrogen oxide increases by 37 percent. [Source: BBC.com, April 22, 2009]
- Reduce fuel efficiency and increase gas consumption—by forcing drivers to brake and accelerate repeatedly, speed humps will cause a car that normally that gets 58.15 mpg travelling at a steady 30mph to deliver only 30.85 mpg. [Source: BBC.com, April 22, 2009]

Therefore the use of speed humps should be a last resort instead of a first response to the issue of speeding on city streets.

1. The question should be asked of the resident(s) by the city staff AND the City Commission if they have contacted the Boone County Sheriff's Office (Non-Emergency Dispatch: (859) 371-1234, BCS@boonecountkyky.org).
 - The residents pay taxes to the Boone County Sheriff's Office for law enforcement. A speed hump should not preempt their obligation to the residents for maintaining their safety.
 - The cost of a speed hump is expensive and is no guarantor of reducing or eliminating speeding. Studies have shown drivers slow down to cross the speed hump then continue speeding down the street.

2. A speed study will be conducted in order to determine if a speeding problem exists.
 - This will provide the peak times for enforcement and the number of vehicles traveling on the street.
 - The street shall have a regulatory speed limit of 30 mph or less as determined in accordance with the State Law. The preponderance of speed limits on the residential streets in the City of Union are currently 20 mph.
 - The 85th percentile speed on the street section must be at least 36 mph or 6 mph over the regulatory speed limit. In other words, if the 85th percentile on a street does not meet or exceed 26 mph on a street where the speed limit is 20 mph then the percentage of vehicles exceeding the speed limit does not justify a speed hump.
 - The speed study must contain a minimum of 50 vehicles driving on the street during peak times, and preferably 100.*
 - If the traffic count does not meet the minimum standard of 50 vehicles at the peak hour during the speed study then the area in question does not carry the volume of vehicles necessary to justify a speed hump, and the alternative is enforcement by the Boone County Sheriff.
 - The Boone County Sheriff's Office can be contacted after conducting the speed study in order to provide enforcement and follow-up recommendations addressing the problem.

* Ewing, R. 1999. Traffic Calming Impacts. In Traffic Calming: State and Practice. Washington, D.C.: Institute of Transportation Engineers, pp. 99–126.

3. The City Engineer should examine the area to ensure a speed hump is feasible for the area in question. For example, some residential neighborhoods have houses and driveways too close together for a speed hump to be installed.
 - The street shall not have more than one traffic lane in each direction.
 - The speed humps should not be located in a horizontal curve, on vertical curves where visibility of the hump is restricted, or on the approaches to these curves.
 - The street should have curb and gutter. Consideration may be given to streets without curb and gutter. In such cases, special care should be used to accommodate drainage and prevent vehicle runarounds.
 - The City Engineer will also make alternative traffic calming recommendations, e.g., signs, choke points, and vehicle activated signs, etc.
4. A petition be signed by 75% of the residents and business owners adjacent to the project street supporting the installation of a speed hump.
 - A verification statement from the contact person confirming that the signatures on the speed hump petition are valid and represent at least 75% of the households/businesses adjacent to the project street.

- A statement from the neighborhood association endorsing speed hump installation on the project street.
- This petition area will be determined on a case-by-case basis by Public Works Committee or the City Commission.