

CITY OF WATERLOO, IOWA
PROPOSED INTERIM SPEED HUMP POLICY

- 1- Scope: This policy covers definitions, procedures, and standards regarding a speed hump.
- 2- Definitions:
 - a. Speed Hump: A mound installed on the pavement, which is designed to discourage traffic from going over it at higher than the legal speed limit.
 - b. Petition: A request by property owners and/or residents, submitted in accordance with the format provided by the City, to install a speed hump.
 - c. Immediate Neighbors: As a general rule all of the property owners and/or residents with frontage on the block are considered immediate neighbors. In case of a very large block, the immediate neighbors are 10 property owners and/or residents on both sides of the speed hump's location and on both sides of the street, but may be less than 10 if a major cross street is reached or the block ends. In special cases, such as apartment complexes, immediate neighbors are defined by the City staff.
- 3- Warrants: A speed hump will be considered warranted if all of the following conditions are met. Being warranted does not require that a speed hump be installed, but a speed hump may be installed only if the warrants are met.
 - a. A speed study shows that the 85 percentile driving speed is 8 miles or more above the posted speed limit or the accident history indicates a safety problem that is attributed to speeding.
 - b. There is, in the judgment of the Traffic Operations Department, adequate sight distances, and proper vertical and horizontal alignments.
 - c. A petition is submitted to the City in accordance to the directions provided on the petition for speed hump form. 2/3 of the Immediate Neighbors must sign the petition in favor of the speed hump. The petition shall be submitted to City of Waterloo Traffic Operations Department, 408 E. 6th Street, Waterloo, Iowa 50703.
- 4- Requirements and Guidelines
 - a. The speed hump design must conform to the City's Speed Hump Specifications.
 - b. The speed hump must not hinder drainage or cause ponding.
 - c. A speed hump should only be considered for residential areas or where the legal speed limit is 25 mph or less.
- 5- Funding
 - a. The City will be responsible for the cost of studies, engineering design, and inspection of the hump.
 - b. The construction cost of a speed hump may be covered by any of the following sources:
 - i. City Funds
 - ii. Private Funds
 - iii. Other Funds
 - iv. Combination of Funds
- 6- City Actions
 - a. The petitions will be evaluated in the order that they are received. Priority may be given to high hazard locations.

- b. The Traffic Operations Department shall handle the request in the following manner:
 - i. Send a copy of the request to Waterloo Police Department to obtain their comments in regard to priority and need.
 - ii. Review the request and conduct appropriate traffic studies and if a speed hump is warranted determine a preliminary location for it.
 - iii. Send the location information to Waterloo Fire Rescue to obtain their comments in regard to speed humps location's effect on emergency response.
 - iv. Send the location information to City Engineering Department to obtain their comments in regard to drainage, overall street improvement plans, and other engineering concerns.
 - v. Either deny the request or finalize the location and send a recommendation for approval to the City Council.
- c. The City may decide to install a speed hump to improve traffic safety at any location without any petition on file. In this case the City will fully fund the speed hump.
- d. The City may decide on taking other actions, such as reducing the speed limit or enhancing enforcement.

7- Temporary Speed Hump

- a. The Police Department may use a temporary speed hump to get the speed back in control at certain areas, or to control special events. Provisions and procedures of this policy also apply to a temporary speed hump and shall be followed.