

ORDINANCE 1111

AMENDING CHAPTER 26, SECTION 26 (STREETS AND SIDEWALKS) OF THE MUNICIPAL CODE OF THE TOWN OF SILVER CITY, GRANT COUNTY, NEW MEXICO AND ARTICLE V (DEVELOPMENT STANDARDS) OF THE TOWN OF SILVER CITY LAND USE CODE

WHEREAS, The Town Council recognizes that operation of motor vehicles on Town streets and roadways and on streets and roadways in the extraterritorial zone within the Town's planning and platting jurisdiction, at speeds in excess of lawful limits poses an unacceptable risk to pedestrians, bicyclists, and persons in other motor vehicles; and

WHEREAS, The Town Council has studied and considered various measures which would likely have the effect of inhibiting operation of motor vehicles in excess of lawful limits or at speeds which would be inappropriate for a particular location and has concluded that traffic enforcement by person or signage may be inadequate to meet the safety concerns expressed herein; and

WHEREAS, Among the several innovations currently employed by governmental traffic control departments to reduce excessive speeding are "speed bumps" which are constructed on streets and roadways; and

WHEREAS, The Town Council recognizes that improperly constructed "speed bumps" may pose a danger to motorists, bicyclists, and pedestrians, as well as causing damage to motor vehicles and bicycles; and

WHEREAS, The Town Council finds that adopting well-proven specifications for the construction and placement of speed bumps on town streets and roadways is in the public interest.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE TOWN OF SILVER CTY, GRANT COUNTY, NEW MEXICO THAT:

The Town of Silver City Municipal Code is amended to include a new subsection, numbered Chapter 26, Section 8 (Speed Bumps):

Sec. 26-8 Speed Bumps

1.1 Function of Speed Bumps

Speed bumps are traffic management devices used for lowering the speed of motor vehicles along specific street sections. Speed bumps should be used only when justified by field studies.

1.2 Scope Speed Bump Standards

This subsection prescribes standards and guidelines for the application of speed bumps in the public right-of-way on streets classified as either "local service" or "neighborhood collector" class streets as defined in the Town of Silver City Land Use Code. The use of speed bumps on streets of other classification is currently not allowed. Standards for 14 foot speed bumps are found herein subsection 2.1 through 2.3. Standards for 22 foot speed bumps are found herein subsection 3.1 through 3.3.

1.3 Legal Authority

Speed bumps shall be placed only by the authority of the Town Manager.

The installation of an unauthorized speed bump by a private organization or individual is unlawful.

1.4 Standardization of Application

Through the strict adherence to standards and guidelines outlined in this manual, any given speed bump installation will be equally recognizable and require the same action on the part of the motorists regardless where it is encountered. Unique, "non-standard" situations may warrant unique treatment where justifiable based on a comprehensive engineering evaluation and approval by the Town Manager.

Speed bumps should be installed only for the specific purpose prescribed for in this subsection.

The application of speed bumps on town streets shall ordinarily be made in accordance with the criteria set forth in this manual. However, as with other traffic control devices, engineering judgment is essential to the proper use of speed bumps. Traffic engineering studies may indicate that speed bumps would be unnecessary or unsafe at certain locations. Data obtained from traffic engineering studies of physical and traffic related factors should be used in determining where speed bumps are appropriate.

1.5 Types of Speed Bumps

There are two types of speed bumps that have been adopted for use by the Town of Silver City:

- A. 14 FOOT SPEED BUMP—For use primarily on lower volume local service streets.
- B. 22 FOOT SPEED BUMP—For use on both neighborhood collector streets and higher volume and speed local service streets. Also may be used on local service streets that serve as primary fire response routes.

1.6 Generalized Standards and Guidelines

The following are general standards and guidelines that apply to all speed bump applications. There may be situations which do not meet all criteria.

- A. GRADE—Speed bumps may be installed on street sections with a grade equal to, or less than five percent. The installation of speed bumps on street sections with a grade greater than five percent must be based on an engineering evaluation to assure that the installation will not create inappropriate risks to traffic safety. Speed bumps may not be installed on street sections with grades greater than eight percent.
- B. PROXIMITY TO CURVE—Prior to placing speed bumps along horizontal roadway curvature, an engineering evaluation should be conducted to assure that the speed bump installation in conjunction with the design speed of the curve(s) will accommodate safe vehicle passage. In addition, speed bumps and/or speed bump warning signs should be placed in such a manner as to be clearly visible by approaching motorists.
- C. STREET CONDITION—The Public Works Department of the town should inspect all streets prior to any proposed bump construction. The Maintenance Bureau will determine if the existing street pavement conditions are adequate to support the impact loads caused by the bumps and if any pavement maintenance is required. If it is determined that improvements or maintenance is required, that work should be completed before bumps are constructed.

D. CURBS—Speed bumps may be installed on streets without curbs. However, in order to avoid potential circumnavigation around bumps at location without curbs, precautions, such as the installation of road side delineators, may need to be taken.

E. DRIVEWAYS—Construction of speed bumps at a driveway location should be avoided where possible to reduce potential vehicle conflict.

F. PARKING—No special parking removal is required on or near speed bumps.

G. DIVERSION POTENTIAL—Adjacent streets, identified by the engineer, as having potential for being impacted by vehicle diversion from the street being treated with speed bumps should be monitored.

H. BUS STOPS/ZONES—Where possible, speed bumps should not be installed in street sections where transit vehicles must transition between the travel lane and curb stop. To the extent possible, speed bumps should be located in such a way as to ensure that transit vehicles can traverse the bump perpendicularly.

I. SPACING—Speed bumps installed in series should be spaced according to an engineering evaluation of the physical street section as well as traffic operations data. Typically, speed bumps are spaced at between 300 and 600 feet apart.

J. UTILITIES—Speed bumps should be located in such a way as to avoid conflict with underground utility access to boxes, vaults and sewers.

K. TRAVEL LANES—Speed bumps shall not be installed on streets with more than one through travel lane per direction. Speed bumps shall not be installed in exclusive left-turn or right-turn lanes. Special care should be exercised when considering speed bumps on streets with continuous left-turn lanes. In all cases, speed bumps shall be constructed across the entire width of street surface.

1.7 Construction and Maintenance of Speed Bumps

A. CONSTRUCTION—Speed bumps may be constructed by the town’s Public Works Department or by a private contractor per an appropriate “Standard Plan” as approved by the Town Manager after consultation with the town’s Director of the Public Works Department.

B. CONSTRUCTION TOLERANCES—Speed bumps must be constructed per the appropriate Standard Plan within a tolerance of +/- 0.5-inches in height.

C. ROAD/UTILITY WORK—Any speed bump, including any associated pavement markings or signage, that is damaged by road or utility work shall be repaired to the original condition by the utility agency responsible for the damage.

D. MAINTENANCE—Speed bumps shall be maintained by the town’s Public Works Department.

E. MONITORING—The town’s Public Works Department will monitor speed bumps as well as associated signing and markings for necessary maintenance. In addition, while under development and research, speed bumps will be monitored by town’s Public Works Department staff to observe and evaluate wear and maintenance requirements.

2.1 Application of 14 Foot Speed Bump

A. STREET CLASSIFICATION—14 foot speed bumps are limited for use on local service streets only, as defined in the Town’s Land Use Code.

B. PREVAILING SPEED—14 foot speed bumps are most appropriate for street sections with an 85th percentile speed between 25 mph and 35 mph. Fourteen foot bumps should not be used on street sections with an 85th percentile speed of less than 25 mph. For street sections with 85th percentile speeds in excess of 35 mph, 14 foot speed bumps may be inappropriate. The provision of 14 foot bumps on street sections with 85th percentile speeds greater than 35 mph should be based on careful evaluation of the street section, land-use, traffic-type, traffic volumes, etc. Fourteen foot speed bumps should not be used on street sections with an 85th percentile speed of 40 mph or greater.

2.2 Design of 14 Foot Speed Bumps

A. SHAPE—The 14 foot long vertical cross-section of the 14 foot speed bump, measured in the direction of traffic flow, shall be a parabolic curve with a maximum height of three inches at the mid-point, and be 14 feet in length.

B. SIGNING AND PAVEMENT MARKINGS—Fourteen foot speed bumps shall be accompanied by appropriate signing and pavement markings.

2.3 Placement of 14 Foot Speed Bumps

Where possible, 14 foot speed bumps should be located at least 60 feet from the closest perpendicular extension of an intersecting street curb or pavement edge line.

3.1 Application of 22 Foot Speed Bump

A. STREET CLASSIFICATION—Twenty-two foot speed bumps are limited for use on local service streets and neighborhood collector streets only, as described in the Town’s Land Use Code.

B. PREVAILING SPEEDS—Twenty-two foot speed bumps are most appropriate for street sections with 85th percentile speeds between 35 and 45mph. Twenty-two foot bumps should not be used on street sections with 85th percentile speeds less than 30 mph, except when the street sections are on primary fire response routes. The provision of 22 foot speed bumps on street sections with 85th percentile speeds greater than 45 mph should be based on careful evaluation of the street section, land-use, traffic-type, traffic volumes, etc. Twenty-two foot speed bumps should not be used on street sections with an 85th percentile speed of 50 mph or greater.

3.2 Design of 22 Foot Speed Bump

A. SHAPE—The 22-foot long vertical cross-section of the 22 foot speed bump, measured in the direction of traffic flow, shall consist of a 10 foot horizontal platform, three inches in height which transitions at both ends to existing pavement level by way of six foot parabolic curves.

B. SIGNING AND PAVEMENT MARKINGS—Twenty-two foot speed bumps shall be accompanied by appropriate signing and pavement markings.

3.3 Placement of 22 Foot Speed Bump

Where possible, 22 foot bumps should be located at least 100 feet from the closest intersecting curb or pavement edge line. The placement of 22 foot speed bumps at a minimum of 100 feet from the closest intersecting curb or pavement line will assure that all bump related pavement markings remain outside the intersection and ensure that vehicles turning from the side street will engage the bump in a perpendicular fashion.

And;

The Town of Silver City Land Use Code is amended to include a new subsection, numbered Article V. Section 5.2.1, (Speed Bumps) which shall read as follows:

Section 5.2.1 (Speed Bumps) Any “speed bumps” constructed upon the streets or roadways located within in the Town or within the Town’s extraterritorial planning and platting jurisdiction and subject to the developmental standards of this Land Use Code shall be placed, constructed, and maintained according to the standards and specifications of Chapter 26, Section 3.1 (Speed Bumps) of the Town of Silver City Municipal Code.

PASSED, ADOPTED AND APPROVED by vote of the Council of the Town of Silver City, Grant County, New Mexico, this 10th day of January 2006.

/s/ *Terry Fortenberry*

Terry Fortenberry, Mayor

Attest:

/s/ *Jane Toomajanian*

Jane Toomajanian, Town Clerk

(SEAL)