

TOWN OF MATTHEWS
SPEED HUMP PLACEMENT POLICY
Adopted March 1998, amended August 1999, August 2000, July 2003

It is the policy of the Town of Matthews to consider the placement of speed humps on residential streets in accordance with the following:

PAYMENT

"Standard" speed humps will be provided at the cost of the Town on residential streets that meet all the below listed standards and are approved by the Board of Commissioners, upon recommendation by the Transportation Committee. The number of speed humps approved in any fiscal year will be limited by the funds appropriated by the Board in the annual budget process, or as amended.

In the event that a neighborhood requests a decorative speed hump (brick patterned) be provided, the full cost of such addition must be paid for by the neighborhood and such payment must be made prior to the construction of the improvement.

QUALIFYING CRITERIA

- A street must be classified as a two-lane, local, residential street.
- A street's width must be less than or equal to 40 feet.
- Average Annual Daily Traffic (AADT) volumes should be greater than 500.
- The 85th percentile speed should be equal to or greater than five (5) miles over the posted speed limit.
- A petition signed by 75% of all residents of the street will be required, including adjoining streets and cul-de-sac off the street within one quarter mile of proposed hump location.
- A letter of endorsement from the neighborhood association is required, if applicable.
- The street grade is less than or equal to 8%.
- Horizontal radius of the street is less than or equal to 300 feet.
- Street's current speed limit must be posted as 25 m.p.h. if it is a local street.
- Street should not be a primary emergency medical services route - Public Works will contact EMS, Police and Fire Departments to determine if the humps will interfere with a majority of their emergency response call.

Additional Considerations

In addition to the previously listed technical criteria, the following conditions may also be considered by the Transportation Committee an/or Board of Commissioners when considering hump location request:

- Sight line and distance
- Curvature considerations beyond the minimum established above
- Existing vegetation
- Other objects near the street surface
- Existence of Sidewalks
- Past accident history in the area
- Past speeding citations in the area

