

RESOLUTION 18-34

A RESOLUTION OF THE CITY OF SPRING HILL, TENNESSEE AMENDING THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP) TO INCLUDE LOW IMPACT SPEED BUMPS

WHEREAS, the City of Spring Hill Board of Mayor and Aldermen recognized the need and adopted Traffic Calming policies and procedures to address speeding traffic and related safety concerns within residential neighborhoods; and,

WHEREAS, the City of Spring Hill is committed to being a supporting partner in helping citizens and neighborhoods devise creative and workable ways to enhance neighborhood safety and livability by working closely with neighborhoods to implement effective and cost efficient solutions relating to vehicular traffic in our residential areas; and,

WHEREAS, from time to time, a new method will be evaluated and, in turn, recommended by staff and the Transportation Advisory Committee to be added to the Neighborhood Traffic Calming Program (NTCP) as an acceptable alternative.

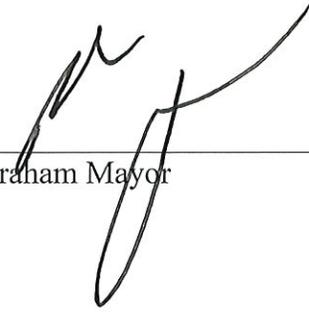
NOW, THEREFORE BE IT RESOLVED, by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, that the Neighborhood Traffic Calming Program (NTCP) for the City of Spring Hill, Tennessee be amended by adding Low Impact Speed Bumps as an acceptable alternative under limited use conditions utilizing the following language:

TECHNIQUES THAT ARE RESTRICTED USE AND MUST RECEIVE TRANSPORTATION ADVISORY COMMITTEE APPROVAL

Low Impact Speed Bumps are a raised undulation spanning the width of the roadway having a minimum of 3 feet in length and 2 inches in height. These speed humps are premanufactured in sections and assembled on-site. This traffic calming measure can **ONLY** be used on residential streets with a speed limit of 20 MPH or less and a traffic volume not exceeding 150 Vehicles Per Hour (VPH) for 20 hours per 24 hour period. Though less stressful on vehicles than speed bumps that are narrower (12 inches or less), the Low Impact Speed Bump use does generate tire impact noise and is generally discouraged unless no other options are viable. All homeowners within 100 feet of the intended location must agree in writing to the placement location. Due to the potential noise concern, Low Impact Speed Bump requests **MUST** receive approval from the Spring Hill Transportation Advisory Committee before installation can occur.

BE IT FURTHER RESOLVED, this resolution shall take effect from and immediately after its passage, the public welfare requiring it.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 19th day of March, 2018.



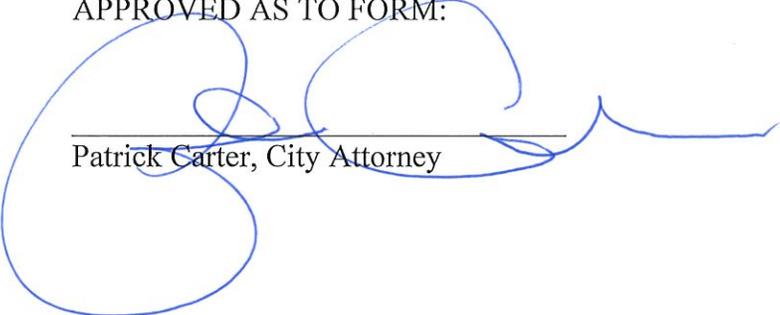
Rick Graham Mayor

ATTEST:



April Goad, City Recorder

APPROVED AS TO FORM:



Patrick Carter, City Attorney



REQUEST: *Approval of Resolution 18-34*
SUBMITTED BY: Victor Lay, City Administrator
DATE: March 2, 2018
RE: Amendment to the Neighborhood Traffic Calming Program by including Low Impact Speed Bumps
ATTACHMENTS:

PURPOSE:

To approve Resolution 18-34 to amend the Neighborhood Traffic Calming Program by including Low Impact Speed Bumps as a restricted alternative.

BACKGROUND:

The Neighborhood Traffic Calming Program was adopted in 2013 as a guideline for HOA's and the city to manage and decrease speeding traffic through local neighborhood streets. Several alternatives were listed as part of the program but most of those expensive construction projects or require additional right of way. The program specifically prohibited rumble strips from being used due to the noise created by the impact of tires crossing them. Speed Bumps were not listed as prohibited but were not included as an "allowed" alternative.

Normal speed bumps are usually 8-12 inches wide and approximately 2 inches high and generate a significant impact on the approaching vehicle's wheels. The impact also generates significant noise. A less intrusive solution is a Low Impact Speed Hump that is 3 feet wide with a 2 inch lift. There is much less negative impact on the vehicle and its occupants but still maintains an effective reduction in vehicle speed.

Since the NTCP adoption, the city has explored "test" areas using a low impact version of the speed bump. Though some noise is still generated, there have been zero complaints regarding the noise or vehicle impact during those test situations.

FINANCIAL IMPACT:

The cost of the materials will be borne by the requesting HOA. Installation will be provided by the city.



STAFF RECOMMENDATION:

Staff recommends approval of the use of Low Impact Speed Bumps with the condition that they not be allowed without TAC approval for each location and under much more restrictive traffic conditions.