

CITY OF GRAYMOOR-DEVONDALE

ORDINANCE #__4__, SERIES 2026

AN ORDINANCE AMENDING CHAPTER 70 RELATING TO SPEED HUMPS

WHEREAS, the City Council of the City of Graymoor-Devondale (the "City Council") finds that the traffic congestion increased in the area and there are major traffic projects under construction all of which contribute to more speeding and cut through traffic in the city,

AND WHEREAS, the City Council finds that speed humps are an effective tool to combat speeding and cut through traffic and the current city ordinances on placement of speed humps is too restrictive and needs to be changed to allow the city to make use of this needed traffic control tool,

NOW THEREFORE, be it ordained by the City of Graymoor-Devondale:

Section 1: Chapter 70 of the City of Graymoor-Devondale Codified Ordinances, be and hereby is, amended to read as follows:

§ 70.30 DEFINITIONS.

The following definitions apply for the purposes of this policy only.

~~**APPLICATIONS for speed humps include a petition of the affected property owners.**~~

FUNCTIONAL CLASSIFICATION. The process by which streets and highways are grouped into classes or systems according to the character of service they are intended to provide. (Highway Functional Classification and Needs Study Manual)

(1) **ARTERIAL SYSTEM.** Provides for through traffic movement between areas and across the city with limited access to abutting property, subject to access controls and curb uses.

(2) **COLLECTOR SYSTEM.** Provides for traffic movement between arterials and local streets, with limited access to abutting properties.

(3) **LOCAL SYSTEM.** Provides direct access to abutting properties.

~~**LOW DENSITY RESIDENTIAL DWELLINGS. Includes single family houses, townhouses, duplexes, triplexes and quadplexes.**~~

MUTCD. Manual on Uniform Traffic Control Devices.

ROADWAYS. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. If a highway includes two or more separate roadways, the term "roadway" as used herein shall refer to any roadway separately but not to all such roadways collectively.

SPEED HUMPS. Geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface, extending transversely across the travel way, whose primary purpose is to reduce the speed of vehicles traveling along the roadway.

~~**STREET. Refers to the entire street length that must be petitioned.**~~

§ 70.31 ELIGIBILITY REQUIREMENTS.

All of the following criteria must be satisfied for a street to be considered eligible for speed hump installation.

(A) ~~**Petition.**~~ **A petition Notice. The City shall send out a notice that documents that a minimum of 75% all of the property owners on a low density residential street (the entire length and any additional roadway primarily served by the street on which the hump will be located) supports have been notified of City's intention to undertake the installation of speed humps. The notice shall be sent via first class mail and shall contain a graphic that shows the location of each speed hump, and gives the owners of said property an opportunity to comment on whether they are in support or in opposition to the proposal at least 30 days prior to the construction of the speed humps. The notice shall also be posted on the city's website and any of the city's social media sites.**

(B) Location of the street. The land uses of the properties abutting the street where the speed hump is proposed must be composed of ~~low density~~ residential dwellings. This would include public roadways where 50% or more of the residences are single family detached housing.

(C) Operational characteristics of the street.

(1) The street must be used to provide access to abutting ~~low density~~ residential properties. The street must not be identified as a collector or higher level street, as defined by the Jefferson County Comprehensive Plan, Core Graphic 13.

(2) There must be no more than one moving lane of traffic in each direction.

~~(3) Traffic volumes must be more than 1,000 but less than 3,000 vehicles, two-way volume per day.~~

~~(4) Vehicle speed must exceed the speed criteria.~~

(3) The street must have a speed limit of 25 mph as determined in accordance with the city Code of Ordinances.

~~(4) The street must not be so close to a Fire Department facility as to significantly interfere with emergency vehicle operations.~~

(D) Geometric characteristics of the street.

(1) The street must have adequate sight distances to safely accommodate the hump as determined, in writing, by the city, as defined in the Traffic Engineering Handbook.

(2) The street must not have curves or grades that prevent safe placement of the humps. Humps may be located on streets that contain curves and/or grades, but the hump itself shall not be located within a significant horizontal curve, or a vertical grade greater than 8%.

(3) The street must be paved. If there are no curbs, a special design of speed hump must be used to prevent vehicles from going around the speed hump.

§ 70.32 SPEED HUMP REMOVAL AND ALTERATION.

~~The process for speed hump removal or alteration by citizens is the same as the process for installation.~~ The city retains the power to remove any hump and its signage upon its own authority.

§ 70.33 SPEED HUMP LOCATION.

~~(A) A speed hump will not be located in front of a property if the property owner objects, in writing, to its placement or, in the case of property containing low density multiple dwellings, if the majority of the households on the property object to its placement. Fulfillment of this requirement is the responsibility of the applicant(s).~~

~~(B)~~—The exact speed hump location is subject to traffic safety and operations requirements.

§ 70.34 DESIGN STANDARDS AND PROCEDURES.

(A) The city will prepare and maintain current design standards and installation procedures for speed humps according to this policy.

(B) Application and design of speed humps shall comply with the Institute of Transportation Engineers, Recommended Practice, Guidelines for the Design and Application of Speed Humps.

(C) All signage and pavement markings shall comply with the current edition of the MUTCD. Should signage and markings not be defined in the MUTCD, they shall comply with ITE's Recommended Practice, Guidelines for the Design and Application of Speed Humps.

§ 70.35 PROCEDURES FOR SPEED HUMP INSTALLATION.

(A) The initial request for the installation of speed humps ~~must~~ may originate from the property owners on the street. A request in writing from an individual citizen or a representative of a neighborhood group must be forwarded to the following address:

City of Graymoor-Devondale

1500 Lynn Way

Louisville, KY 40222

(B) The city will make a preliminary determination of eligibility based on available traffic data in a timely matter.

(1) If the street is determined not to be eligible, the applicant's representative will be given written notification of that determination and its reasons.

~~(2) The decision may be appealed in writing to the city within 15 days of the notification date.~~

(2) If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant's representative, appropriate city staff to define the petition area, the

approximated speed hump location range and funding options. ~~The applicant's representative will be instructed to submit a petition showing that a minimum of 75% of the property owners in the petition area support the installation of speed humps as provided in the speed hump policy. Only petition forms supplied by the city may be used for this purpose.~~

(C) After verification of ~~the petitions~~ notice to the affect property owners the city will conduct the necessary transportation engineering studies, including but not limited to traffic volume, accident and speed studies, and solicit comments and recommendations of other agencies, including but not limited to emergency service and Solid Waste Management. ~~A determination of the street's eligibility for speed hump installation will be made, in writing and in a timely manner, to the applicant's representative based on the speed hump policy.~~

~~(1) If the street is determined not to be eligible for speed hump installation, the applicant's representative will be notified in writing giving the reason(s).~~

~~—(2) The decision may be appealed with 15 days to City Council.~~

~~—(3) If the street is determined to be eligible, the street will be placed on a list of streets eligible for speed hump installation. The city will notify, in writing, the applicant's representative.~~

~~—(D) The city will make a determination of the total design, engineering and installation costs according to the speed hump policy.~~

Section 2: This ordinance shall take effect upon its adoption and publication as required by law.

First Reading: _____ 12/16/25 _____

Second Reading: _____ 01/20/26 _____

Passed and approved: _____ 01/20/26 _____

John Vaughan, Mayor

ATTEST:

Nancy Perito, Clerk

In Favor _____ 3 _____

Opposed _____ 1 _____

