

RESOLUTION NO. 26- 78

WHEREAS, the City has been requested to consider the adoption of an updated Traffic Calming Policy; and

WHEREAS, the City Council has considered the request and has determined that it would be in the public interest and serve a public purpose to adopt the Traffic Calming Policy attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Homewood, Alabama, at a regular meeting, duly assembled, a quorum being present, as follows:

1. That the City Council does by the adoption of this Resolution adopt the Traffic Calming Policy attached hereto as Exhibit A.
2. That this Resolution shall become effective immediately upon its adoption by the City Council.

ADOPTED and APPROVED by the City Council of the City of Homewood, Alabama this the 27 day of July, 2026.

Mayor 

ATTEST:


City Clerk

EXHIBIT A

TRAFFIC CALMING POLICY

Sec. A. Purpose

The Traffic Calming Policy is adopted to aid citizens in resolving traffic problems in residential areas. In the City, traffic calming techniques are limited to local residential streets. A local residential street is defined as all minor streets, marginal access streets, residential collectors and cul-de-sacs primarily serving residential property. Traffic calming is a means in which to reduce speeds and minimize vehicular traffic on local neighborhood streets. Citizen involvement in neighborhood traffic management activities is strongly encouraged.

Sec. B. General Procedures

The following procedures are considered typical for receiving, responding to, and managing citizens' requests for residential traffic management on their streets or in their neighborhoods. Variations in this process may be approved by the City Council when deemed appropriate due to unique circumstances.

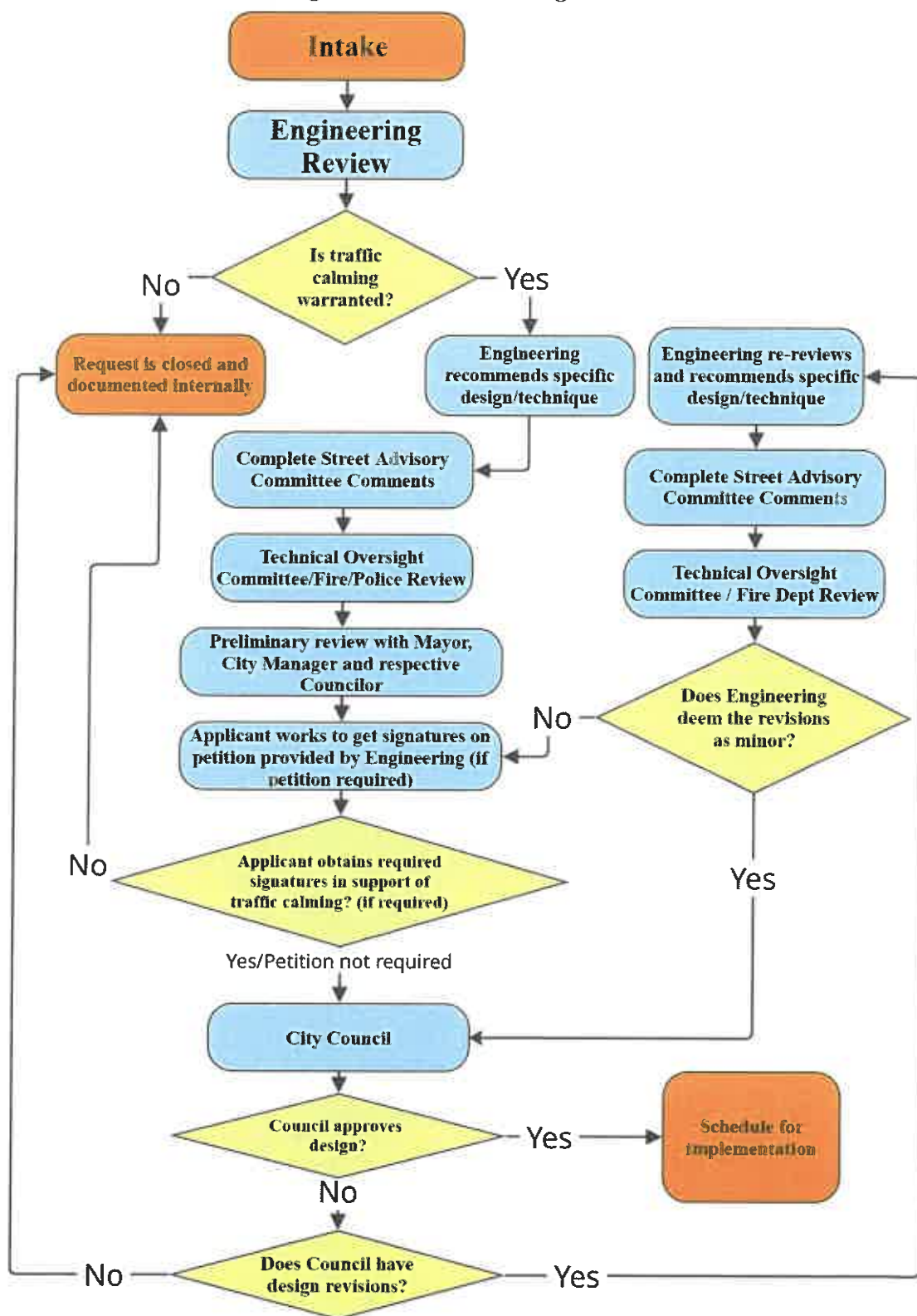
Traffic Calming Requests are created on the City's website under the "Report an Issue" option at the homepage. The Engineering Division will review the request and evaluate whether certain criteria are met for traffic calming techniques to be implemented.

If traffic calming is warranted, Engineering will recommend a specific design and technique for traffic calming. Next, Engineering will present the recommendations to the Complete Streets Advisory Committee (CSAC) for feedback, then the recommendations will be reviewed by the Technical Oversight Committee, Fire Department, and Police Department for approval to move forward. The Technical Oversight Committee consists of the City Engineer, one Planning staff member, one Public Works staff member, and one Traffic staff member. Next, Engineering will hold a preliminary review with the Mayor, City Manager, and respective Councilor to discuss the proposed traffic calming and any comments from the CSAC, Technical Oversight Committee, Fire, and Police.

If vertical traffic calming measures (i.e. speed cushions, speed bumps) are part of the final recommendations, a neighborhood petition from the affected area is required, and Engineering will notify the representative of this additional requirement. The affected area is defined as those properties along streets expected to receive traffic calming techniques and any properties deemed by Engineering to be potentially affected by the traffic calming measure. Engineering shall be responsible for final approval of the affected area to be petitioned. More information on neighborhood petitions is provided in Section E of this document.

Once the completed petition reflecting a positive response has been returned, Engineering will place the item on the City Council agenda. If approved by the City Council, Engineering will schedule the project for implementation. Figure 1 below displays a simplification of the traffic calming process.

Figure 1: Traffic Calming Process



Sec. C. Existing Conditions

Engineering will perform any necessary data collection and analysis to assess and quantify the traffic and safety conditions in the neighborhood. Engineering staff will identify the tentative study area, collect preliminary information from files and other potentially affected agencies, and complete any needed traffic analyses. While there are no absolute minimum criteria or warrants established for use of traffic calming techniques, staff will refer to the following guidelines when evaluating the magnitude of traffic and safety problems, potential for improvement using traffic calming techniques, and establishment of priorities for project implementation.

Minimum Vehicular Volume

Traffic volume data is collected to quantify roadway usage in terms of vehicular demand. Volumes are evaluated using Annual Average Daily Traffic (AADT), which estimates the average number of vehicles traveling per day over a typical year. AADT normalizes short-term variability in traffic counts by accounting for seasonal variation, weather conditions, and day-to-day fluctuations, providing a more statistically representative and consistent basis for comparison of roadway segments and operational conditions.

Speed

A speed study will be conducted to evaluate existing vehicle speeds along the subject roadway. Speed is assessed using the 85th percentile speed, which represents the speed at or below which 85% of drivers travel on the road. This metric is widely used in traffic engineering to understand driver behavior.

Crashes

Locations that experience five (5) or more reported speed-related crashes during a period of five (5) consecutive years are considered significant. Traffic calming requests that involve a location with a documented history of significant crashes may be given a higher priority than those without significant crash history in terms of funding and implementation.

Street Grade and Alignment

Vertical traffic calming measures are not typically installed on streets with grades exceeding eight (8%) percent, or where a combination of vertical and horizontal alignment would result in inadequate stopping sight distance for motorists encountering traffic calming measures.

Emergency Routes

Traffic calming techniques involving vertical deflections (speed humps, tables, etc.) will require approval from the Homewood Fire Department and Police Department to ensure proper response times will be met.

Sec. D. Results of Traffic Calming Analysis

Utilizing the information gathered from analyses and speed studies, Engineering will determine whether traffic calming is warranted and which traffic calming technique is most appropriate using the following process:

Step 1: Traffic Volume Screening

AADT	Recommended Traffic Calming Technique
<500	Increased police enforcement for traffic violations
500-4000	Eligible for additional traffic calming evaluation
>4000	Eligible for additional traffic calming evaluation, vertical devices not permitted

Step 2: Speed Evaluation

85 th Percentile Speed	Recommended Traffic Calming Technique
≤6 mph above the posted speed limit	Not recommended
6mph – 9mph above the posted speed limit	Signage or striping modifications, increased police enforcement for traffic violations, or a combination of techniques
≥10 mph above the posted speed limit	Vertical devices* or a combination of techniques

Note:

*Vertical traffic calming measures will not be considered for roadways where the posted speed limit is greater than 30 mph

Stop signs are not considered a traffic calming measure. New stop signs will be proposed where they are warranted according to engineering standards.

If the collected data indicates that traffic calming measures are not recommended, the request will be considered closed and may be reconsidered if a new request is submitted after 12 months.

Sec. E. Neighborhood Petitions

When a proposed vertical traffic calming technique is warranted and approved by Engineering staff, the Technical Oversight Committee, Fire, and Police, Engineering will prepare a petition package to be circulated by the applicant. Signage modifications, striping modifications, and increased police patrolling do not require a neighborhood petition.

The petition will include the name and address of each of the property owners in the affected area, as determined by Engineering staff, as well as the description and detail of the proposed technique. The petition package may be distributed electronically to the applicant for printing at their discretion, or staff may produce a printed petition package to be collected at Engineering offices located in Homewood City Hall.

It is the responsibility of the applicant to circulate the petition within the affected area. The petition must be delivered (in a legally acceptable manner) or offered to all property owners in the affected area. A positive response must be obtained by seventy-five (75%) percent or more of the total number of properties in the affected area to proceed further with the traffic calming project. The petition must be returned to Engineering within three (3) months of receipt of the petition package by the Applicant.

Upon return of a petition reflecting at least 75% approval, Engineering staff will place the project onto the City Council's agenda for approval. Should City Council require any revisions to the traffic calming design, the applicant will be notified, Engineering staff will reevaluate design recommendations, and the traffic calming process will restart. Upon re-review by the CSAC, Technical Oversight Committee, Fire Department, and Police Department, if Engineering deems the design revisions to be minor, then the applicant will not be required to distribute a new petition.

Sec. G. Implementation

Once a traffic calming project has been approved to move forward and a positive response has been received for any required petition, Engineering will schedule design and implementation of the project within budgetary constraints. All designs shall follow ITE or other nationally recommended guidelines. Depending on the City's log of approved traffic calming projects, a project may be placed on a waiting list and prioritized based on relative need.

Diagram illustrating the installation of a Speed Hump (W17-1) on a 32-foot wide road. The diagram shows the hump's position relative to the existing curb, the center line, and the required spacing.

Key dimensions and labels:

- EXISTING CURB**: Indicated on both sides of the road.
- Center of speed cushion**: Marked on the hump.
- See Note**: Points to the hump's width and height.
- 6'**: Width of the speed hump.
- 3'**: Height of the speed hump.
- 12'**: Total width of the speed hump installation.
- 12-inch white markings**: Indicated on the hump.
- 12 inches**: Indicated on the hump.
- 25'**: Maximum spacing from curb.
- CENTER LINE YELLOW STRIPING SEE NOTE 1.**: Indicated on the center line.
- C/L**: Center line.
- Speed Hump (W17-1) - See Note.**: Label for the hump.



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