

Trans Perry &lt;transperry@gmail.com&gt;

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**610 Carroll...approved permit # 1510284**

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**Ferguson, Bo** <Bo.Ferguson@durhamnc.gov>

Fri, Jul 10, 2015 at 12:42 PM

To: Trans Perry &lt;transperry@gmail.com&gt;, Dad &lt;robert.perrylaw@frontier.com&gt;, "Williams, Marvin" &lt;Marvin.Williams@durhamnc.gov&gt;

Cc: "Bonfield, Thomas" &lt;Thomas.Bonfield@durhamnc.gov&gt;

Mr. Perry-

I spoke with the Manager yesterday. He shares my sympathy for your predicament, but like me, he finds no basis for the City to share in the cost of moving the speed hump. He agrees that improvements to the process, like the ones I told you I would pursue, could help applicants avoid these situations, but also agrees that the burden falls on the applicant to look for these types of conflicts and design your project to avoid them.

As we discussed last Friday, this conflict is not addressed in the UDO. The site inspection identified this as a conflict that common sense dictates must be avoided. You are free to discuss it further with the Public Works Director, but his inspectors have the authority and responsibility to identify such conflicts when a driveway permit is requested. I find their decision in this case makes good sense to me.

I am sorry we are unable to honor your request to share in the cost. You may review the details of our speed hump policy here (which governs the placement and removal of speed humps): <http://durhamnc.gov/ich/op/dot/Documents/Speed%20Hump.pdf>

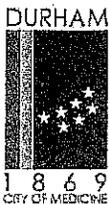
Regards,

Bo Ferguson

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**From:** Trans Perry [mailto:transperry@gmail.com]  
**Sent:** Friday, July 10, 2015 11:58 AM  
**To:** Ferguson, Bo; Dad; Williams, Marvin  
**Subject:** Re: 610 Carroll...approved permit # 1510284

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## CITY OF DURHAM SPEED HUMP POLICY

Speed humps may be approved for installation on City maintained streets where conditions meet the following criteria:

1. A petition bearing the signatures of at least 75% of the property owners within the affected block (i.e., property owners with lots abutting the petitioned street blocks) is required. The petition form supplied by the Department of Transportation must be used in obtaining signatures.
2. The street must be functionally classified as a local street. Speed humps are not permitted on transit routes or thoroughfares as identified by the Durham-Chapel Hill-Carrboro Urban Area Thoroughfare Plan or by the Comprehensive Transportation Plan when its adoption supersedes the Thoroughfare Plan. The street must be residential in nature with: a posted speed limit of 25 mph or less, a minimum average daily traffic (ADT) volume of 250 vehicles per day, and a maximum ADT of 2000 vehicles per day (unless a component of a comprehensive local traffic management plan). The street must be paved and provide adequate drainage.

Speed humps may be placed a maximum of 750 feet apart (275 foot intervals is ideal) and a minimum of 200 feet from intersections where approaches of the street in question are controlled by traffic signals or stop signs. On streets where the intersection approaches are uncontrolled, humps may be placed a minimum of 100 feet from the intersection. Speed humps should be installed so as to avoid several street features. These include drainage features, utilities, driveways, severe horizontal or vertical curves and traffic control devices. All humps will be placed in close proximity to property lines whenever possible. Humps shall not be placed on streets less than 750 feet in length.

3. The Department of Transportation will review the traffic on the street when a request is made. Components of this review may include traffic counts, speed studies, and accident analyses. The 85th percentile speed on the street must exceed the posted speed limit by more than 10 miles per hour to warrant the installation of speed humps. If not already in place, the Department of Transportation will study and determine whether the speed limit should be reduced to 25 miles per hour. A follow up speed study will occur three months after this speed limit reduction. Alternative traffic control options will be evaluated as part of the review.
4. The Department of Transportation, in analyzing the request for speed humps, shall be responsible for soliciting input from emergency services, utilities (private and public) and other key agencies (including school transportation and refuse removal services). If the necessary criteria under this Policy are met to justify the installation of speed humps, but one or more of these agencies objects, a final determination will be made by the City Manager.
5. Notwithstanding criteria number 1 (a petition bearing the signatures of 75% of the property owners within the affected block for which speed humps are requested), the City Council may approve the installation of speed humps on City maintained public streets when so doing is determined to be in the interest of public safety. Such approval may occur after City Council has

ordered a study pursuant to a request for speed humps, held a public hearing at which the findings and recommendations of the study have been presented and determined that speed humps are the most effective remedy to the public safety concern. The study conducted pursuant to this section shall consider the impact of speed humps on the delivery of emergency services and shall also consider other alternatives to address the concerns of public safety. Property owners within the block(s) for which speed humps are considered for installation in accordance with this section of the Speed Hump Policy shall be contacted and afforded an opportunity to comment on the proposed installation of speed humps and the findings of the study. Council shall consider the findings and recommendations of the study and comments received at the public hearing in making a determination on the installation of speed humps.

6. Notwithstanding the minimum volume criteria set forth in criteria 2 above, speed humps may be installed in the following unique circumstances:
  - a. On streets within 1000 feet of a school or park with the speed criteria in 3 above; pending receipt of a valid petition in accordance with criteria 1 above.
  - b. On streets where the Durham Police Department recommends speed hump installation as part of a comprehensive crime reduction program.
7. The installation of speed humps is subject to the availability of funding. Those streets not meeting these criteria will be considered for alternative measures where appropriate.
8. Following an adequate review and analysis period, speed humps may be removed if a petition with signatures from a majority (more than 50%) of the affected property owners is obtained, or where traffic circulation and safety concerns justify their removal as determined by the City Manager. Speed humps installed pursuant to Section 5 of this policy shall be removed only upon order of City Council.

Note: Approved by Durham City Council June 1, 2015