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June 24, 2021

Speed Humps - Proposal for Valley View Estates

Purpose:

The purpose of this proposal is to present a viable means to address the numerous complaints and concerns from residents in regards to the speeding and reckless driving that occurs throughout the development. The posted speed limits are routinely ignored by some residents and particularly visitors and delivery drivers. Speed Humps, considered a traffic calming measure shown to reduce motor vehicle speeds on residential roads, is one possible solution. Notably, there are some disadvantages and inconveniences to speed humps but unfortunately there are few, if any, meaningful options at our disposal to address this serious, dangerous and persistent problem.

Proposal:

1. Develop a comprehensive Speed Hump Plan designed to slow the flow of traffic throughout the development, reduce the occurrences of speeding and reckless driving and create a safer environment for residents and their children to enjoy walking, bike riding and other outdoor activities.
2. Submit the proposed Speed Hump Plan to the Association's attorney for review and council regarding any legal concerns and/or possible liabilities.
3. Submit the Speed Hump Plan to an engineering firm (e.g., Barry Islett & Assoc.) for review and consultation regarding engineering or environmental concerns such as proper sizing and placement to achieve the desired results and any impact in regards to storm water runoff or other adverse conditions.

4. If the plan is approved for implementation the local fire companies and emergency services units should notified of the speed humps.

Speed Hump Plan:

It is recommended that to achieve an 85th percentile speed of 25-35 mph speed humps should be spaced no more than 500 feet apart. For practical and financial purposes this probably would not be feasible for our development. Considering the length of our roads, the distance between houses and available funds, a quarter mile distance between speed humps would be a more reasonable approach.

For example, for Patten Circle which is approximately 3 miles in length and supports the vast majority of traffic, speed humps should be strategically placed at 12 locations. Brittany Drive is approximately 1 mile in length and would require 4 speed humps while Mindy Lane at approximately ½ mile would require 2 speed humps. There haven't been any reported problems for the three side streets so they can probably be omitted from this proposal. All speed hump positions would be placed according to the Engineering review to achieve maximum results.

Estimated Costs:

1. 18 speed humps at \$1,400.00 each = \$25,200.00
2. Signs*, 4 per speed hump: 72 at \$100.00 each = \$7,200.00
3. Attorney fees = \$300.00
4. Engineer fees = \$8,000.00
5. Plus 10% margin
6. Total estimated cost = \$44,770.00

* Signs, one warning sign in each direction before the speed hump (e.g., Speed Bump Ahead) and one sign at the speed hump in each direction (e.g., Speed Hump). We may also want install a sign at the entrance announcing the speed humps.