

February 4, 2003

Honorable Chairman and Members of
The Hermosa Beach Public Works Commission

Regular Meeting of
February 19, 2003

PROPOSED SPEED HUMP POLICIES AND PROCEDURES

Recommendation:

It is recommended that the Commission review and provide direction to Staff.

Summary:

As you know, on July 17, 2002 the Commission reviewed a draft Speed Hump Policies and Procedures. The Commission voted to support the draft policies and procedures with the stipulation that language be added to require that the Commission reviews all requests for speed humps prior to going to Council. The language has been added.

On December 10, 2002, Council considered the draft documents. After considerable discussion, Council took the following action:

Action: To refer the item back to the Public Works Commission with direction to streamline the policy, which should include a provision requiring 67% of the residents to sign a petition approving speed humps, and to make residents aware that funding is not guaranteed and that they have the option to provide funding themselves; and to direct the Police and Fire departments to review the streamlined policy prepared by the Public Works Commission before it comes back to the City Council.
Motion Mayor Edgerton, second Yoon. The motion carried by a unanimous vote.”

Staff has streamlined the Policies and Procedures and has incorporated the above-suggested provision in the attached draft which is now presented to the Commission for review and direction.

Please refer to the following pages for the provisions ordered by the City Council.

Page 2 - ...Police and Fire Departments and Public Works Commission

Page 2 - ...a substantial majority (67%)

Page 5 - Neighborhood - Funded Installation

Alternatives:

1. Support proposal and forward to Council
2. Support proposal with modifications.
3. Send proposal back to Staff for further study.

Fiscal Impact:

Not applicable.

Attachments: 1. Draft Speed Hump Installation Policies & Procedures
 2. Draft Petition Requesting Installation of Speed Humps

Respectfully submitted,

Concur:

Harold C. Williams, P.E.
Director of Public Works/City Engineer

Michael Lavin
Chief of Police

Russell Tingley
Fire Chief



City of Hermosa Beach

PUBLIC WORKS COMMISSION

Speed Humps Policies, Guidelines, And Procedures

Draft

January 2003

SPEED HUMP INSTALLATION

POLICY

BACKGROUND

Speed humps are an appropriate mechanism for reducing speeds on certain streets when properly installed under the right circumstances.

Speed humps can be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported accidents), as evidenced by a substantial majority (67%) of abutting residences signing a petition requesting the installation of speed humps.

POLICY

All requests for speed humps shall go before the Police and Fire Departments and the Public Works Commission prior to consideration by the City Council.

It is the City of Hermosa Beach to require that the following standards be met prior to consideration of speed hump installations on any street for traffic calming purposes.

Speed humps should only be used on local residential streets (i.e., streets where the primary function is to provide access to abutting residences). Experience has shown that the average motorist reduces speed to approximately 16 mph to traverse a 2⁵/₈ to 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residences to reduce speeds to 16 mph every 300 feet or so. Such installations would inevitably lead to extreme driver frustration and substantial negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto local residential streets which were not intended for that purpose.

The majority of street mileage in Hermosa Beach can clearly be classified as local residential streets. However, speed humps will not normally be considered for streets which are classified as collector streets or higher in the City's General Plan, or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences. There is no absolute criterion that clearly distinguishes a purely local residential street from other relatively low-volume streets that provide important services to residents in addition to those immediately abutting the street in question. However, streets carrying less than 2,500 vehicles per day are almost always local residential streets, and streets carrying over 2,500 vehicles per day almost always provide important services to the larger community. In the final analysis, the suitability of a particular street for the installation of speed humps will have to be determined on a case-by-case basis.

Speed humps should be installed on logical segments of local residential streets. They will not normally be installed in isolated blocks along a continuous street, or on relatively short (less

than 800 feet) cul-de-sac-streets. A substantial majority (67%) of residents on logical continuous segments of a local residential street must support the installation of speed humps. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street.

CRITERIA (SPEED HUMP INSTALLATION)

Streets eligible for the installation of speed humps shall meet the following criteria:

- Have a speed limit of 25 mph as determined in accordance with State Law.
- The street shall be no more than one lane in each direction.
- The street should not be a truck route or a transit route.
- The street should not have grades greater than 5%.

Proposed policies 1 through 4 above are identical to recommendations made by the California Traffic Control Devices Committee on Pavement Undulations, and are based on the best information currently available.

FACTORS TO BE CONSIDERED

Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps. The street should not be a primary access route for emergency vehicles. Factors to be considered are:

Whether the street is a primary route for emergency vehicles.

Whether the installation of speed humps could cause a significant delay in the response of emergencies.

Speed humps are still an experimental roadway feature; therefore, additions, alterations, or removal of any or all speed humps may occur at any time.

NEIGHBORHOOD – FUNDED INSTALLATION

The Public Works Department handles requests for speed hump installation in the order received. Privately funded locations are not given priority in the study process. However, construction may begin immediately after the City's written approval has been received.

Petitioners of approved but un-funded locations may choose to retain a contractor and privately finance the speed hump installation, per City requirements, through the City's permit process. Once a location has been approved, and only after the petitioners have indicated in writing a willingness to privately fund the installation, the city will prepare a drawing indicating the number and locations of humps and warning signs. Construction costs can range from a low of \$4,000 to a high of \$10,000.

SPEED HUMP INSTALLATION

PROCEDURES

INTRODUCTION

The City Council's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.

A representative of a local residential street who believes the residents on his street will support the installation of speed humps, will submit a request in writing to the Public Works Department which will consult with the Police and Fire Departments in making a determination as to whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the City Council's policies for the installation of speed humps).

DETERMINATION OF ELIGIBILITY

- Upon determination that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible. The representative(s) of the street will be given fifteen (15) days to appeal the decision in writing to the Director of Public Works/City Engineer. A report of those streets determined to be ineligible will be sent to the City Manager for distribution to the Public Works Commission. The Public Works Commission will review the original determination of streets that have been appealed. If the Public Works Commission concludes their original decision is still valid, the Public Works Commission will present the appeal to the City Council for final determination if representatives of the street wish the matter to be referred to the City Council.
- Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit a petition (forms provided by the City) from the abutting property owners or residents indicating that a clear majority (67% or more) support the installation of speed humps on their street. The petition forms provided by the City will state:
 1. If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after receipt of a petition from a substantial majority (67% or more) asking for the removal; and,
 2. Petition to be filed along with sufficient funds for the removal of the speed hump (up to a maximum of \$1,000 per speed hump).

SPONSOR OF PETITION

The sponsor of the petition is required to contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be

noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor make at least two (2) attempts on separate days to contact a resident. Please refer to Attachment 1.

VERIFICATION OF PETITION

To be considered for the Capital Improvement Program, the Public Works Department must receive the signed petitions.

Upon verification of the petition, staff will make every reasonable effort to notify the surrounding area of the proposal for speed humps on a particular street. Such notification may include information in City publications and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed humps by people who travel the street on a regular basis, the City Traffic Engineer will consult with the various parties and attempt to reach a consensus. If agreement cannot be reached on a particular street, the matter will be referred to the Public Works Commission for final determination.

Upon verification of the petition, the City Traffic Engineer will make traffic speed and volume measurements and review the traffic accident history for the street in question. In addition, the City Traffic Engineer will submit the list of requests to the Police and Fire Departments for their comments.

FUNDING AND PRIORITY RANKING

In the event the number of requests for speed humps exceeds the funds available, the Public Works Commission will rank the requests in a recommended order of priority and submit these recommendations to the City Council for approval. The priority list recommended for approval will be based on traffic accidents, speed, traffic volume and comments from the Police and Fire Departments. The Director of Public Works/City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list.

Unless there is an overriding consideration, such as high incidence of speed-related accidents (a rare condition on most local residential streets), priorities will normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question. A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Depending upon the number of petitions received and the types of streets involved, it is possible that a "cut-off speed" (perhaps an 85th percentile speed of 30 mph) will be established below which streets will not be considered for the program.

The physical installation of speed humps and the associated traffic control devices shall conform to design standards established as shown in Attachments 2 and 3.