

CITY OF EL CENTRO

POLICY STATEMENT

Policy Statement No. 504
Category: Public Works
Subject: Speed Hump Installation

Adopted: October 15, 2019
Distribution: ALL

I. Purpose:

The purpose of the speed hump is to reduce the speed of vehicles on certain residential streets where excessive speeding occurs. Excessive speed is defined as the following:

1. The 85th percentile speed (the speed at which 85% of the drivers travel at or under) is 9 or more miles per hour above the posted speed limit.

Speed Humps are not designed to reduce the volume of traffic on residential streets; however, some drivers may divert to other streets to avoid the humps.

II. Criteria for placement of speed humps:

The initial request for the installation of speed humps must originate from a resident, school, or other entity whose property is abutting the requested street segment.

Engineering staff will conduct the necessary traffic engineering studies and determine the street's eligibility for speed hump installation based on the criteria presented in this policy, which includes verification from police and fire departments that street is not an emergency access route.

Funds for speed hump installation will be determined by the City of El Centro City Council. Additional funding methods are provided in the policy for expedited installation.



**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION**

**POLICY AND PROCEDURE
FOR
SPEED HUMP INSTALLATION**

Approved by:

Abraham Campos, P.E.
Director of Public Works / City Engineer

POLICY AND PROCEDURE FOR SPEED HUMP INSTALLATION

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Introduction to Speed Humps

WHAT IS THE PURPOSE OF A SPEED HUMP?

The purpose of the speed hump is to reduce the speed of vehicles on residential streets where excessive speeding occurs. Excessive speed is defined as the following:

1. The 85th percentile speed (the speed at which 85% of the drivers travel at or under) is 9 or more miles per hour above the posted speed limit.

Speed Humps are not designed to reduce the volume of traffic on residential streets; however, some drivers may divert to other streets to avoid the humps.

WHAT IS THE DIFFERENCE BETWEEN A SPEED HUMP AND SPEED BUMP?

Speed Humps are used on public street in residential areas to reduce traffic speeds. Speed Humps are typically 12 feet wide and between 3 to 4 inches high. Their parabolic shape is designed to permit vehicles to traverse them at reasonable speeds without significant discomfort to the passengers.

Speed Bumps are not used on public streets. They are typically found in shopping centers, apartment complexes, and other private properties. Speed Bumps are usually 2 feet to 3 feet wide and 4 inches to 6 inches high. They usually cannot traverse comfortably at speeds greater than 5-10 miles per hour.

WHERE ARE SPEED HUMPS USED?

Speed Humps are not intended for use on all streets. They are permitted on residential streets that have at least 1,000 feet of uninterrupted length between stop signs or other traffic control devices. They are not permitted on arterial streets or on streets that serve as Collectors or primary routes for emergency service vehicles.

HOW MANY SPEED HUMPS DO YOU INSTALL ON A STREET?

The number of humps will depend on the length of the street. For the humps to be effective, they should be installed in a series between 260 feet to 500 feet apart. Special circumstances may call for the humps to be placed closer.

ARE SPEED HUMPS EFFECTIVE?

Speed humps have been shown to significantly reduce the speed of vehicles on residential streets. Studies indicate the 85th percentile speed decreased by 6 to 7 miles per hour after speed humps were installed.

ARE THERE DISADVANTAGES TO HAVING SPEED HUMPS INSTALLED ON MY STREET OR MY NEIGHBOR'S STREET?

There is a potential for more vehicle noise and emergency response times are delayed.

Some drivers will drive closer to the curb so that only one side of the car goes over the speed hump. While this places the vehicle closer to the pedestrian areas, studies have shown these vehicles do not travel faster than other vehicles.

Some residents feel the additional traffic signs and street markings that accompany the installation of speed hump detract from the appearance of their neighborhood and could affect the property values.

Some drivers may speed up between humps to make up for time lost while slowing down to go over the humps.

There could be a diversion of traffic to adjoining parallel street from streets where speed humps are installed.

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II. Installation of Speed Humps

A. Request Process

1. The initial request for the installation of speed humps must originate from a resident, school, or other entity whose property is abutting the requested street segment. The requester must be willing to act as the primary contact and take responsibility for notification and the compilation of evidence of support for their requested street should it be determined eligible.
2. The request should identify the street and blocks where the applicant(s) desires speed humps, and the name, phone number and address for a contact person. Submitted segments may be divided or otherwise revised at the sole determination of City's Engineering staff. Use **Attachment 1-Form A Installation** of this policy as the application packet for requesting the installation of speed humps. Please sign and return the form to:

City of El Centro
Engineering Division
Speed Hump Program
1275 W. Main Street
El Centro, CA 92243

B. Eligibility

1. Engineering staff will conduct the necessary traffic engineering studies and determine the street's eligibility for speed hump installation based on the following policy criteria:
 - a. The street may not be a private street and must be accepted into the city maintained street system.
 - b. The street must be designated as a local road or a "residence district" as defined in the California Vehicle Code and may not be designated as a Major Arterial, an Arterial, a Minor Arterial, an Industrial Collector or a Collector; *The road shall be either a residential road or local road defined as follows:*
 - i. *For the purposes of this policy a residential road, or "residence district," as defined in the California Vehicle Code section 515 is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of*

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which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile in the above ratio of separate dwelling houses or business structures to the length of the highway exists. The "residence district" determination shall be consistent with California Vehicle Code Section 240.

- II. *A local road is defined as a road intended primarily to provide direct access to abutting residential buildings. Residential buildings include separate dwelling houses, apartment buildings, or multiple dwelling houses.*
- a. The street may not be designated an emergency service travel route. The street will be considered an emergency response route if the installation of speed humps will significantly increase response times to other local streets within the residential area.
 - b. The street may not be designated as a bus or commercial vehicle truck route.
 - c. The minimum length of the street or street segment under consideration for speed humps shall not be less than 1,000 feet which, is uninterrupted by stop signs or any other traffic control device. Speed humps will not be considered for installation on cul-de-sacs unless they have an uninterrupted street length of 1,000 feet or more.
 - d. The local street or residence district must have a paved width of 40 feet or less and have no more than two traffic lanes;
 - e. The sum of traffic volumes on the local street or residence district for both directions must be more than 500 but less than 2,000 vehicles per day;
 - f. The measured 85th percentile from the 24-hour speed profile must exceed the established posted speed limit by 9 miles per hour or more OR there must be five (5) or more reported speed-related traffic collisions within the subject street segment during the last 12 months of recorded data;
 - g. Speed humps should not be placed within 150 feet from any intersection or traffic control device such as stop signs, signals, etc.

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- h. Other factors such as, but not limited to, severe horizontal or vertical curves, excessive street downgrades or upgrades ($>\pm 5\%$), and inadequate sight distance to the humps will affect consideration for eligibility.
2. On a case-by-case basis, staff may recommend speed hump installation on streets that have a paved street width greater than 40 feet not to exceed 44 feet wide. The following criteria is in addition to the preceding criteria above and is only recommended if the following conditions are met:
 - a. The street or street segment must be defined as of local residential density as described in the California Vehicle Code and;
 - b. The street must be designated a local street by the latest functional usage and federal-aid system maps. In the case that the street or street segment has not been submitted or is not shown on the latest functional usage maps, a local street or road” means a street or road that primarily provides access to abutting residential property and meets the following three conditions:
 1. Roadway width of not more than 44 feet.
 2. Not more than one-half of a mile of uninterrupted length by official traffic control devices.
 3. Not more than one traffic lane in each direction.
 - c. The street must have an established speed zone of either 25 or 30 MPH; any street with an established speed zone of 35 MPH or greater will not be considered. Established speed zones of 35 MPH or greater serve as a Collector designation and will not be considered.
 - d. The sum of traffic volumes for both traffic directions must not have an average daily traffic that exceeds 2,000 vehicles per day or the street will be considered of Collector designation and will not be considered for speed hump installation.
3. The Engineering Division, based on the criteria set forth in this policy and safety concerns, will have the sole determination whether it is feasible to install speed humps on streets with a paved width between 40 - 44 feet wide.
4. If the street is determined not to be eligible for speed humps, the applicant(s) will be notified in writing of the reason for ineligibility and other traffic safety strategies will be considered.

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C. Notification/Evidence of Support

1. If the street is determined to be eligible for consideration, Engineering staff will define the approximate speed hump location(s) on a map, which will be provided to the applicant(s) with a petition of notification on which to gather evidence of support. The petition area will be determined by Engineering staff and will include primarily those properties facing or abutting the street segment on which a speed hump is proposed to be located.
2. Notification/evidence of support must be submitted on forms produced by Engineering staff or exact duplicates of it. Documents with missing required information will not be accepted as valid under any circumstances.
3. Notification/evidence of support petitions must be completed and returned to Engineering staff by the established deadline for the segment to be considered in the ranking process. Requests without petitions will be considered incomplete and will be deferred for further consideration in the subsequent funding cycles until the subject requests are re-submitted with the required support petitions.
4. Each property identified by Engineering staff within the petition area must be represented on the petition by signature. Any property not properly identified with a petition signature will be considered as opposed to the installation of speed humps.
5. Resident property managers or landowner signatures may be considered as approval for all units of multi-family properties of four or more units. The manager or landowner must be properly identified on the petition form.
6. Any person who wishes to alter their indication of support on the petition form after its submittal must do so by individual letter of request to Engineering staff.
7. A 67% (two-thirds majority) vote must be met to continue for speed hump installation.

D. Funding Criteria

1. Funds for speed hump installation will be determined by the City of El Centro City Council.

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2. A street segment’s ranking score is determined by summing the following factors:

Ranking Criteria	Point Given	Per
<i>Speeding Factor</i>	+0.1 point	Vehicle exceeding the 25-mph speed limit by 5 miles per hour or more in a 24-hour period (Based on speed survey)
<i>Collision Factor</i>	+10 point	Reported speeding-related accident occurring within the segment during the most recent 12month period
<i>Vehicular Access Factor</i>	+1 point	Single-family residential driveway along the segment. Vacant land will not be counted.
	+1 point	Multi-family residential driveway along the segment. Vacant land will not be counted
<i>Institution Factor</i>	+10	School or park within the segment or adjacent to the segment
<i>Pedestrian Access Factor</i>	+10	Absence of sidewalks within the segment or portions of the segment. A segment or portion of a segment with a sidewalk on at least one side of the street is considered to have sidewalks.
<i>Evidence of Support Factor</i>	+1 point	Every 5 percent over the required 60% of petitioners supporting the installation of speed humps.
<i>Undesirable Factors</i>	-10 point	Sharp horizontal or vertical curve exists within the segment (based on engineering judgment)
	-10 point	Poor sight distance exists within the segment (based on engineering judgment)
	-10 point	Inadequate lighting exists within the segment (based on engineering judgment)
	-10 point	Excessive street downgrade or upgrade exists within the segment (based on engineering judgment)

3. *Traffic Diversion:* Prior to the construction of speed humps along a street segment, traffic studies will be conducted along adjacent alternate routes to provide base data to document any occurrence of traffic shifts. If the adjacent alternate route is requested to be considered for speed humps at a later date, the results of the “before” and “after” study will be compared. If the segment is eligible for speed hump consideration and any increases in either traffic speeds or volumes are shown, consideration for those increases will be given in the funding process as follow:

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- For every percent of increase of the “before” 85th percentile speed: +2 points;
 - For every percent of increase of the 24-hour volume: +2 points.
4. The street segment with the higher-ranking score will be considered to have the higher priority. The street with the earliest application date will have the higher priority among streets with the same ranking score.

E. Cost Responsibility

1. The City of El Centro will be responsible for all costs associated with design and installation of the speed humps, unless the project is privately funded (See Section E-4).
2. A location that does not receive speed hump installation funding approval will automatically be considered in the following cycles, for a maximum of three (3) additional years (three funding cycles). After the three year time period, the request expires. Incomplete requests that later become complete within the three-year limit will not receive additional time for funding consideration. A new written request may be submitted subject to the policies and procedures in effect at the time of request. Each request requires a separate and independent evidence of support petition.
3. These procedures do not preclude Engineering staff from completing any eligible requests out of ranking order, should alternative funds become available.
4. Private Funding
 - a. Once a location is determined to be eligible for speed hump installation, but not funded under the designated annual budget, installation may be expedited by either voluntary payment of 100% of all costs or voluntary payment of 50% of all costs. A notification/evidence of support petition exhibiting a 60% or greater support factor must be presented.
 - b. Requests for a private funding estimate of cost must be made in writing to Engineering staff.
 - c. Voluntary payments must be submitted in one payment for the full cost of installation, according to the cost statement provided to the applicant(s). No partial payments will be accepted.
 - d. Upon receipt of payment of 100% of the cost, the humps will be installed no later than the next fiscal year as scheduling permits.
 - e. Upon receipt of payment of 50% of the cost, +30 extra ranking points will be given in the City funding process to location that is 50% privately

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funded.

F. Design, Construction, and Maintenance of Speed Humps

1. Engineering staff shall prepare and maintain current design standards and installation and removal procedures for speed humps in accordance with this policy. The final location of all speed humps will be determined by staff in accordance with the City of El Centro Standards and current engineering principles.
 - a. Speed humps will generally be placed approximately 260 to 500 feet apart. Other spacing may be used based upon engineering judgment.
 - b. A speed hump should not be located in front of a driveway or within an intersection.
 - c. Speed humps should not be located over, or contain manholes, water valves or other subsurface utilities access features.
 - d. Speed humps should not be located adjacent to fire hydrants.
 - e. For humps located near drainage inlets, the hump should be placed just downstream of the inlet. If this is not feasible, a special treatment may be considered for drainage.
 - f. To improve nighttime visibility, coordinating hump location with existing or planned street lighting should be considered.
 - g. Preferences of requesters or property owners adjacent to speed hump locations will not be considered unless unique or special circumstances exist that warrant relocation. Engineering staff will consider these circumstances on a case-by-case basis.
 - h. Traffic studies will be conducted along adjacent alternate routes to provide base data to document any occurrence of traffic diversions (See Section D-3).
2. Construction or removal of the speed humps and associated pavement markings and signs will be the responsibility of Engineering staff. Traffic control consisting of signs and markings shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the City of El Centro Standard Plans to advise roadway users of the presence of speed humps.
3. Engineering staff will maintain the speed humps and all related features.
4. Removal of Speed Humps by Maintenance or Construction Activities
 - a. Any speed hump that is removed or damaged during the course of publicly funded construction shall be reinstalled upon completion of that construction at the City expense.
 - b. Any speed hump that is removed or damaged during the course of

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- privately funded maintenance or construction shall be reinstalled upon completion of those activities at the expense of the private constructor.
- c. The replacement of speed humps completely removed through the above actions is not automatic, but contingent upon a review for conformance with current policies and procedures.

5. Relocation of constructed speed humps:

Any relocation of constructed speed humps at citizen's request must be approved by Engineering staff and relocated at the requesting citizen's cost. The requester must secure evidence of support by properties adjacent to both the existing location and the proposed location. Payments must be submitted in one payment for the full cost of relocation, according to the cost statement provided to the applicant(s). No partial payments will be accepted. Upon receipt of payment of the cost, the humps will be relocated as scheduling permits.



CITY OF El Centro

Engineering Division Speed Hump Program

1275 W. Main Street, El Centro CA 92243
Phone (760) 337-5182

Request for Speed Hump Study

The following is a formal request for a speed hump study. Each request must contain the completed information as indicated in the Speed Hump Program Policies and Procedures.

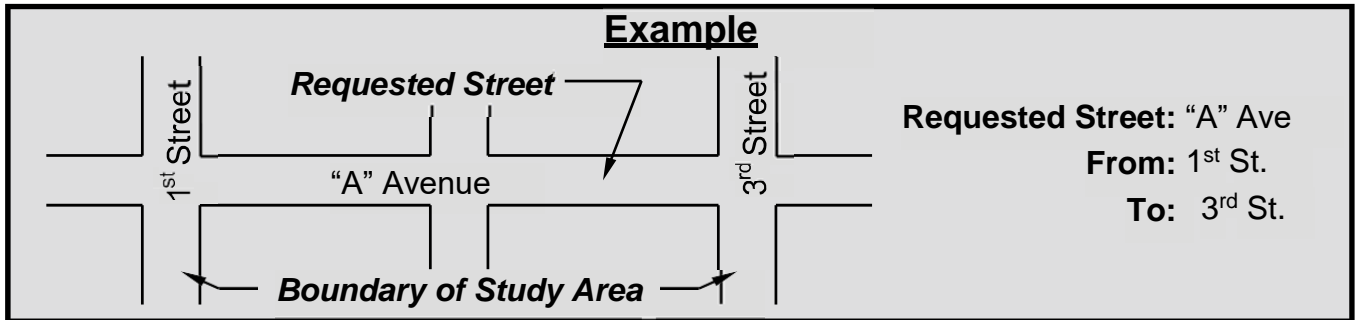
A. Street Study Information

Each request must provide the name of the street on which a study is requested, and the boundaries of the street segment. Traffic studies will be conducted only within the boundaries indicated. Please use streets for boundary limits, not block ranges.

Requested Street:

From:

To:



Each request must provide a contact person who lives on the requested street within the study area boundary. The contact person will receive all correspondence and be responsible for gathering evidence of support when requested.

Name:

Address:

City: **ZIP Code:** **Ph. #:** ()

I agree to be the contact person for the above request. I have read and accepted the conditions required in the City of El Centro Policies and Procedures for Speed Hump Installation and Removal.

Signature of Applicant: **Date:**

DEFINITIONS

Speed Hump means a 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 that roadway. The base of the hump is approximately 10 to 12 feet wide and gradually slopes to a maximum height of approximately 3 to 4 inches.

Major Arterial, Arterial, Minor Arterial, Industrial Collector and Collector means street classification in City of El Centro Standard No. 100.

Institution may be a park or school that could reasonably be anticipated to generate volumes of pedestrian traffic.

ICTC and Riverside Transit Authority as Imperial County Transportation Commission means any roadway segment designated by the Imperial County Transportation Commission as a bus route.

Emergency Service Travel Route means any street segment designated by El Centro Police Division or El Centro Fire Division as an emergency access route.

Residential means any single family residence, townhouse, duplex, triplex, fourplex, condominium, or apartment complex or any other structures used as dwelling units.

85th percentile speed meaning the measured speed at or below which 85% of vehicles are traveling.