



CITY OF COLTON ENGINEERING DEPARTMENT

SPEED HUMPS

Policy of the City of Colton Relative to the Use of Speed Humps for Traffic Speed Control on Public Streets

Purpose

The purpose of this policy is to set forth the process and criteria by which the installation of Speed Humps may be recommended to the City Council and to identify the conditions which they may be installed on public streets. For purposes of this policy the term "public street" shall not include alleys, whether public or private.

Background

The use of Speed Humps is not intended as solution for all traffic and speed control problems. It will be the City's policy to carefully review each request for the installation of Speed Hump to ensure that the proposed location and attending circumstances meet all the criteria outlined in this policy.

Policy

1. The initiation of requests for Speed Hump installations shall be in accordance with the following:
 - a. All requests shall originate from the residents of the street.
 - b. The City Engineer shall determine the approximate location of the proposed

speed hump(s) and the affected area required for petition circulation.

c. All requests shall be in the form of a formal petition (forms will be supplied by the Engineering Department).

d. The residents shall circulate all petitions themselves. The sponsor of the petition shall circulate the petition to all residences.

e. A separate petition shall be used for each street.

f. Each petition supporting the installation of speed humps shall contain the signatures of residents representing at least 70% of the residences as previously determined by the City Engineer.

g. Completed petitions shall be returned to: City Engineer, City of Colton, 650 N. La Cadena, Colton, Ca. 92324

h. A petition supporting the installation of speed hump must be submitted containing signatures of residents desiring the installation of speed hump on the subject street.

2. Speed Humps shall only be installed in conformance with design guidelines that have been established by the City Engineer.

3. Since speed humps are still experimental roadway features, additions, alterations, or removals of any or all speed humps by the City may occur at any time.

4. Prior to the installation of speed humps, the City Engineer will notify the Fire Department, the Police Department and ambulance services of each installation.

5. If, after speed humps are installed, residents wish to have the speed humps removed, each petition requesting removal of the speed humps shall contain the signature of residents representing at least 51% of the residences that face directly on the street segment where speed humps have been placed and located within 75 feet of the curb on the street and will include all residences that access the street segment. A separate petition shall be provided for each segment. The petition for removal will be presented to the City Engineer for his consideration.

Warrants

The installation of speed humps on public streets will not be considered unless all of the following conditions are met over the entire proposed street segment as determined by the City Engineer:

1. The average daily traffic volume shall be more than 500 but less than 2500 through vehicles per day.

2. The street shall have a posted speed limit of 25 mph or be unposted with a prima facie

limit of 25 mph.

3. More than two-thirds (66.7%) of the surveyed motorists must exceed the posted or prima facie speed limit or the 85th percentile must exceed the posted or prima facie speed limit by 10 mph.

4. The street shall not be over 40 feet wide.

5. The street shall have no more than 2 through traffic lanes. The curb adjacent to the speed hump locations must be of the raised six or eight-inch standard barrier curb type and not roll-over curb.

6. The street shall have good vertical sight distance, pavement surface quality horizontal sight distance, drainage and street lighting. It must be free of unusual features, which might affect the operation of speed hump.

7. The street shall be residential or local street meeting the following definitions as stated in the California Vehicle Code:

"A residential street is defined as a road having 13 or more buildings on one side of the road or 16 or more buildings on both sides of the road, within a distance of 1/4 mile. Buildings must be located with 75 feet of the roadway curb face and they must face and access the street. The street must be at least 300 feet in length and not exceed a total of one mile."

8. To avoid approach speeds of greater than 40 mph, the location of the first proposed speed hump shall be such that the approach speed in advance of the first speed hump can be effectively controlled via a physical design feature such as a curve or controlled intersection.

9. Installation of a speed hump will not be permitted where substantial diversion of traffic to other local street will occur as determined by the City Engineer.

10. Speed humps shall not be considered for streets that serve as bus routes or are commonly used by emergency vehicles as an access corridor.

11. Speed humps shall not be installed on a street where they would cause an aggregate 30 seconds delay in Fire Department response time or if they cause the response to exceed six minutes.

12. Street Lighting must exist on the street blocks where speed humps are proposed to be installed.

Procedures

1. After a petition is received, the City Engineer will

a. Verify that each petition contains the requisite number of signatures by

calculating the total number of residents that are entitled to sign the petition and ensure that the 70% criterion has been met.

b. Obtain necessary traffic data.

c. Verify compliance with all warrants.

2. All requests for speed humps that meet all policies and warrants will be given to the City Engineer. The City Engineer will review all relevant issues and then make recommendations as to which streets should receive speed humps.

3. The City Engineer will make recommendations to the City Council for approval of installing speed humps on a particular street.

4. Staff will field locate the approved speed humps for the installation.

Installation

Construction

1. The City shall procure an annual contract for speed humps installation.

2. All speed humps shall be constructed in accordance with City adopted standards.

3. The speed humps shall be installed across the entire roadway to the lip of the gutter with the last one foot tapered flush with the pavement to minimize gutter running and to preserve gutter flows.

4. Prior to construction, the sponsoring group shall deposit to the City the dollar amount required per the annual contract or, obtain a private Contractor to install all required speed humps.

5. A private contractor shall obtain an "Street Cut" permit prior to beginning construction.

Warning Devices

1. A standard Caltrans W37 30" warning sign stating "Bumps" with 5 inch series E letters should be installed at least 100 feet from the speed hump.

2. Speed advisory signs stating 10 mph should be installed below the "Bumps" warning signs.

3. Signs and markings shall be installed with speed hump construction.

4. 8-foot high "Bump" legends should be painted in white at approximately 50 to 100 feet in advance of road each speed hump. These legends should remain for up to one year after installation of the undulation after which time the legend may be removed.

5. One-foot wide longitudinal ladder markings should be painted on each speed hump at 6 feet on center.
6. Double yellow centerline may be provided in the vicinity of the speed hump where determined by the City Engineer.

Placement of Speed humps

Speed humps should be placed according to the following guidelines:

1. Speed humps should be placed from 200 to 300 feet away from intersections, stop signs or sharp curves so that drivers are unlikely to approach them at high speed. This ensures that sufficient driver reaction time is provided.
2. Speed humps should be spaced from 300 to 600 feet apart.
3. The final positioning of the speed humps should take into consideration the following which should be field verified prior to installation:
 - a. All speed humps shall not be located over manholes or within 30 feet of hydrants.
 - b. Speed humps should be located downstream of storm drains.
 - c. Speed humps should be located on property lines when possible.
 - d. Speed humps should be 10 feet away from driveways.
 - e. Vertical curves and grades should be evaluated with respect to advance visibility of speed humps. Typically, all speed humps should be placed at least 200 feet away from sharp horizontal curves and be readily visible from at least 200 feet if placed near vehicle curves.
 - f. Speed humps should not be placed on horizontal curves of less than 300 feet radius.
4. Speed humps should not be placed on streets with grades greater than 10% or in a location that is not clearly visible for at least 200 feet.

Speed Hump Details