

# Agenda Report

**TO:** CITY COUNCIL

**DATE:** FEBRUARY 9, 2004

**FROM:** CITY MANAGER

**SUBJECT: AMENDMENTS TO THE CITY'S POLICIES AND PROCEDURES FOR INSTALLATION OF SPEED HUMPS**

**RECOMMENDATION:**

It is recommended that the City Council approve the amendments to the City's Policies and Procedures for Installation of Speed Humps as shown on Attachment 1. The amendments revise or create new policies and procedures for factors such as traffic volumes, speeds, street grades, and horizontal and vertical alignment of the streets.

**COMMISSION REVIEW AND RECOMMENDATIONS:**

The proposed amendments to the Speed Hump Policies and Procedures were presented to the Transportation Advisory Commission (TAC) on July 10 and December 5, 2003. TAC supported staff's recommendations, with the following proposed changes:

- a. That the lower volume threshold be changed from 1,000 to 500 vehicles per day.
- b. That the high volume threshold be changed from 3,000 to 4,000 vehicles per day.
- c. That residential alleys meeting other criteria be considered for speed humps and that engineering judgment be used in the process.

All TAC's recommendations are incorporated in Staff's recommendation with the exception of a. (the revision to the lower volume threshold) for the reasons explained in the body of the report.

**BACKGROUND:**

The City of Pasadena reviews the applicability of installing speed humps on public roadways based on the following two documents:

1. Policies for the Installation of Speed Humps (Adopted by Pasadena Board of Directors, January 10, 1984, and Amended November 12, 1985)
2. Procedures for the Installation of Speed Humps (Adopted by Pasadena Board of Directors, January 10, 1984, and Amended March 30, 1987, and February 14, 1989)

In 1999, as part of the settlement agreement for the Forest City Development, the City agreed to complete a review of the speed hump policy criteria and present findings to the Transportation Advisory Commission (TAC) and the City Council.

At the November 8, 2000 meeting of the TAC, staff presented the results of their review of the current speed hump policies. Representatives of the Police Department, City Attorney's office and Liability/Claims office were present to review the findings. A TAC subcommittee was also established at this meeting to work with staff to further analyze the current practice used by other agencies as well as standard practices developed by the Institute of Transportation Engineers (ITE).

On November 30, 2000, a meeting was held with the TAC subcommittee and staff. After additional review by staff and discussions with the subcommittee, it was determined that there were three criteria (speed, volume and street grade), which should be further analyzed. The analysis would take into consideration the ITE Guidelines for Installation of Speed Humps and would survey several cities on their speed hump policy in order to remain consistent with industry practice.

Proposed Revisions to Speed Hump Policy and Procedures:

Staff collected speed hump policy and criteria from the Institute of Transportation Engineers and 15 other jurisdictions throughout California. After careful review and consideration of various jurisdictions' policies and criteria, staff proposes to amend the City's Speed Hump Policies and Procedures as shown in the table below:

<b>Factor</b>	<b>Existing</b>	<b>Revised or New</b>
Street Classification	Use only on local residential streets	Unchanged
Number of lanes	Use on streets with only one lane in each direction	Unchanged
Street Length	Do not install on relatively short (less than 800 feet) cul-de-sac streets	Do not install on street segment(s) less than 1200 feet, or where traffic signals or stop signs exist less than 1200 feet apart along the street segment(s). Cul-de-sac streets longer than 1200 feet may qualify for speed humps.
Traffic Volume	Case-by-case basis (generally suitable for streets with traffic volumes between 1,000 and 3,000 vehicles per day)	Speed humps to be installed on streets having a minimum 1,000 vehicles per day, and no more than 4,000 vehicles per day
Speed	Use only on streets with Speed Limit of 25 mph	Use only on streets with Speed Limit of 25 mph, and where the 85% speed is greater than 33 mph
Truck and Transit Routes	Do not install on Truck or Transit Routes	Unchanged
Emergency Route	Do not install on important access routes for emergency vehicles	Unchanged

<b>Factor</b>	<b>Existing</b>	<b>Revised or New</b>
Street Grade	Do not install on street grades greater than 5%	Plus, on hilly/rolling streets, the eligible segment of the street shall meet the minimum distance requirements.
Petition requirement	65%	67%
Petition Expiration	None	Petitions not returned within 90 days of the application date will lose their priority status
Horizontal Alignment	Based on engineering study	Do not install on streets with horizontal curves with less than 300 feet centerline radius
Vertical Alignment	Based on engineering study	Do not install on streets with vertical curves with less than minimum safe stopping sight distance
Traffic Diversion	None	Speed humps should not be installed on streets where a significant portion of the traffic will be diverted to nearby residential or local streets
Drainage/Gutter	None	Review case-by-case for drainage impacts where the drainage gutter or water flow is in the center of the roadway
Alley	None	Review case-by-case only for residential alleys based on all other criteria and engineering review
Priority for Funding	Based on speeds and volume	A comprehensive priority system to be developed by the Director of Transportation to consider additional factors including but not limited to: speeding, collisions, presence of schools or parks, bicycle routes, sidewalks, etc.

The above changes and/or new policies/procedures, as well as updates reflecting the change from Board of Directors to City Council, and the creation of the new Department of Transportation have been incorporated in the current City's criteria, and revised Policies and Procedures have been drafted for Council's consideration and approval (Attachment 1).

Transportation Advisory Commission Review:

The Transportation Advisory Commission originally reviewed staff's recommendations at its regular meeting of July 10, 2003. At this meeting TAC requested an opportunity to review the Priority System (a ranking system to prioritize potential locations meeting the speed hump criteria), which was being developed at the time by the Department of

Transportation, before it takes an action on staff's recommendations. On December 5, 2003, staff presented TAC with a comprehensive Priority System for ranking locations meeting the speed hump policies and procedures. Attachments 2 and 3 show a summary of this priority system. After reviewing the report, TAC supported staff's recommendations with the following recommended changes:

- a. That the lower volume threshold be changed from 1,000 to 500 vehicles per day.
- b. That the high volume threshold be changed from 3,000 to 4,000 vehicles per day.
- c. That residential alleys meeting other criteria be considered for speed humps and that engineering judgment be used in the process.

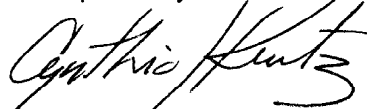
All TAC's recommendations are incorporated in Staff's report with the exception of the revision to the lower volume threshold as discussed below.

Current policy is to limit the application of speed humps to local residential streets and discourage their use on 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 immediately abutting residents. Under staff's recommendation, streets need to have a minimum of 1,000 cars per day to qualify for speed humps. TAC recommends streets with 500 or more cars per day would qualify. While there are no absolute criteria that clearly distinguish these two types of streets, streets carrying less than 1,000 vehicles per day predominantly provide access to the immediately abutting residents in a localized neighborhood with little or no through traffic. On the other hand, streets carrying over 3,000 vehicles per day almost always provide important access to the larger community. Staff agrees with TAC's recommendation to increase the higher volume threshold from 3,000 to 4,000 vehicles per day to account for the nominal growth in traffic volumes on residential streets as a result of regional growth trends. However, staff believes that the lower volume threshold of 1,000 vehicles per day should be maintained to limit the application of speed humps to streets that are truly impacted by traffic volumes beyond what might be expected on such local residential streets.

**FISCAL IMPACT:**

There are no direct fiscal impacts as result of approving these amendments. Funds for installation of speed humps are annually budgeted through the Department of Transportation's Neighborhood Traffic Management Program (NTMP).

Respectfully submitted:



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City Manager

Prepared by:



BAHMAN JANKA, P.E.  
Transportation Administrator

Approved by:



JOYCE Y. AMERSON, Director  
Department of Transportation

Attachment 1: Proposed Policies and Procedures for Installation of Speed Humps

Attachment 2: Eligibility Evaluation For Speed Hump Installation

Attachment 3: Prioritization Evaluation for Speed Hump Installation