

Agenda Report

TO: CITY COUNCIL

DATE: JULY 19, 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 Transportation Advisory Commission (TAC) held meetings on July 10 and December 5, 2003, and on March 12, May 7, and June 3, 2004 to review the proposed amendments to the Speed Hump Policies and Procedures. After considerable deliberation at several meetings, TAC unanimously supported staff's recommendations, with the following proposed changes:

- a. That the lower traffic volume threshold in the policy be changed from the recommended 1,000 vehicles per day to 500 vehicles per day.
- b. That the upper traffic volume threshold in the policy be changed from the recommended 3,000 vehicles per day to 4,000 vehicles per day.
- c. That residential alleys meeting other criteria be considered for speed humps.
- d. That engineering judgment be used in the process.
- e. That the policy reflect the notion that it is not the intent of the proposed revisions to exclude the de-emphasized streets from speed hump considerations.
- f. That the appeal process in the policy be revised so that before the representative(s) of a street not eligible for speed humps appeal the matter to the City Council, TAC can review and make recommendations on the matter.

All TAC's recommendations are incorporated in Staff's recommendation with the exception of a. (the revision to the lower traffic 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, and considering comments received by the public and the TAC members, staff proposes to amend the City's Speed Hump Policies and Procedures as shown in the table below:

Factor	Existing	Revised or New
1. Street Classification	Use only on local residential streets	Unchanged. Additionally, it is not the intent of this policy to exclude the de-emphasized streets from speed hump considerations
2. Number of lanes	Use on streets with only one lane in each direction	Unchanged
3. 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 1200 feet or longer may qualify for speed humps
4. 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
5. 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
6. Truck and Transit Routes	Do not install on Truck or Transit Routes	Unchanged
7. Emergency Route	Do not install on important access routes for emergency vehicles	Unchanged
8. 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.
9. Petition requirement	65%	67%
10. Petition Expiration	None	Petitions not returned within 90 days of the application date will lose their priority status

Factor	Existing	Revised or New
11. Horizontal Alignment	Based on engineering study	Do not install on streets with horizontal curves with less than 300 feet centerline radius
12. Vertical Alignment	Based on engineering study	Do not install on streets with vertical curves with less than minimum safe stopping sight distance
13. 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
14. Drainage/Gutter	None	Review case-by-case for drainage impacts where the drainage gutter or water flow is in the center of the roadway
15. Alley	None	Review case-by-case only for residential alleys based on all other criteria and engineering review
16. Priority for Funding	Based on speeds and volume	According to the comprehensive priority system developed by the Department of Transportation considering additional factors including but not limited to: speeding, collisions, presence of schools or parks, bicycle routes, sidewalks, etc.
17. Appeal Process	1) Director of Transportation 2) Forward to the City Council if original staff decision still valid	1) Director of Transportation 2) Forward to TAC and then to the City Council if original staff decision still valid

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 proposed amendments to the Speed Hump Policies and Procedures were originally presented to the Transportation Advisory Commission on 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.

On February 9, 2004 this item was agendaized for City Council Consideration. The City Council referred the item back to the TAC so that TAC can receive additional input from the Madison Heights Neighborhood Association (MHNA) and other members of the public. TAC held additional meetings on March 12, May 7, and June 3, 2004; received public input from MHNA and other neighborhood representatives; and reviewed staff responses to a number of questions raised by the public at those meetings. As directed by the City Council, hard copies of TAC reports were provided to MHNA and nearly 100 homeowner associations thru the Neighborhood Connections mailing lists.

After considerable deliberation at several meetings, TAC unanimously supported staff's recommendations, with the following proposed changes:

- a. That the lower traffic volume threshold in the policy be changed from the recommended 1,000 vehicles per day to 500 vehicles per day.
- b. That the upper traffic volume threshold in the policy be changed from the recommended 3,000 vehicles per day to 4,000 vehicles per day.
- c. That residential alleys meeting other criteria be considered for speed humps.
- d. That engineering judgment be used in the process.
- e. That the policy reflect the notion that it is not the intent of the proposed revisions to exclude de-emphasized streets from speed hump considerations.
- f. That the appeal process in the policy be revised so that before the representative(s) of a street not eligible for speed humps appeal the matter to the City Council, TAC can review and make recommendations on the matter.

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

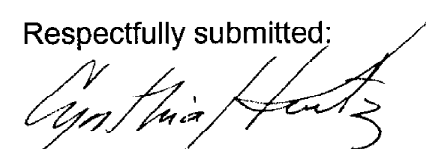
Current policy is to limit the application of speed humps to local residential streets and discourage their use on streets which are classified as collector streets or higher in the City's General Plan or which are determined to provide a transportation service to the community beyond that of simply 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 upper traffic 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 growth within the area. 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.

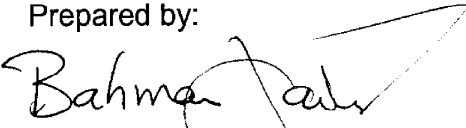
FISCAL IMPACT:

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:


CYNTHIA J. KURTZ
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