

Amendment to the City Council's Adopted Speed Hump Policies and Procedures

City Council
November 16, 2020





Staff Recommendation

Department of Transportation

- Find that the proposed action is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b) (3) (General Rule); and
- Staff recommends utilizing the City Council adopted Pasadena Street Types Plan to allow streets defined as “Access Streets - Residential” to be added to the category of streets where speed humps would be permitted



Policy Background

Department of Transportation

- **In the early 1980's**
 - City of Pasadena considered speed humps as traffic calming devices for residential streets
 - A comprehensive study determined that they were appropriate devices for reducing traffic speed when properly installed
 - The City developed policies and procedures for the installation of speed humps based on
 - accepted engineering designs
 - standard guidelines
 - practice of communities in California
 - The policies and procedures were adopted by the City Council in 1984
- **July 2004**
 - Speed Hump Policy was amended based on criteria from 15 jurisdictions throughout California and reviewed by members of the Transportation Advisory Commission
- **May 2011**
 - Speed Hump Policy was amended to make it possible to close gaps of at least 600 ft. if it makes the road continuous with speed humps



Current Policy: Physical Criteria

Department of Transportation

- Local street with one lane in each direction 1200 ft. of continuous distance between stop signs or traffic signals. 600 ft. if segment closes a gap to make road continuous
- Less than 5% grade
- Must have adequate vertical and horizontal alignment and sight distances
- Not be installed on streets with horizontal curves with less than 300 feet centerline radius, and on streets with vertical curves with less than minimum safe stopping sight distance
- Should be avoided where drainage gutter or flow of water is in the center of the roadway



Current Policy: Operational Criteria

Department of Transportation

- 25 MPH speed limit
- Speeds of at least 33 MPH (85th Percentile - 8 miles over posted limit
- At least 1000 car trips per day and less than 4000
- Street should not be an primary access route for emergency vehicles
- Street should not be a truck route or a transit route
- Should not be installed where a significant portion of traffic will be diverted to nearby residential or local streets



Current Policy: Administrative Criteria

Department of Transportation

- If a neighborhood has gone thru a Neighborhood Traffic Management Plan (NTMP) process, the City shall not entertain any other NTMP measures including speed humps, until all of the recommendations from the NTMP process have been fully implemented, measured or evaluated
- 67% approval of all households



Historical Changes to the Speed Hump Policy

Department of Transportation

	1984	2004	2011
Volumes			
Lower Limit	1000	1000	1000
Upper Limit	3000	4000	4000
Minimum Length	800 ft.	1200 ft.	1200 ft./600 ft. if segment closes a gap to make road continuous
Classification	Local and Collector Residential	Local Residential Only	Local Residential Only
Vote	65% of households	67% of households	67% of households



Recommended Changes to Policy

Department of Transportation

- **Street Types vs Functional Classification**
 - Staff has determined that modifying the category of streets where speed humps are permitted is appropriate
 - Current federal classification system criteria does not align with the adopted Pasadena Street Types Plan
 - FHWA Functional Classification System hierarchy
 - Arterial
 - Collector
 - Local Streets



Recommended Changes to Policy Cont.

Department of Transportation

- Street Types Plan
 - Function: defines the design of the roadway for mobility and access
 - Context: describes the character of each street in terms of building form and land use
 - Overlays: are special considerations that likely affect but do not predominate design. These considerations would include a Bikeway, a Transit Route, or a Truck Route
- The use of Street Types gives the City more local control of our policies and practices than the traditional current Functional Classification



Recommended Changes to Policy Cont.

Department of Transportation

Street Types Plan

- Function
 - City Connector
 - Neighborhood Connector
 - Access
 - Residential
 - Yield
 - Alleys
- Context
 - Commercial/Urban
 - Commercial/Suburban
 - Residential/Urban
 - Residential/Suburban
 - Green Edge Drive



City Connector



Neighborhood Connector

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Recommended Changes to Policy Cont.

Department of Transportation

- **Access Streets - Residential**
 - Providing access to parcels
 - One lane in each direction
 - Majority of streets in Pasadena



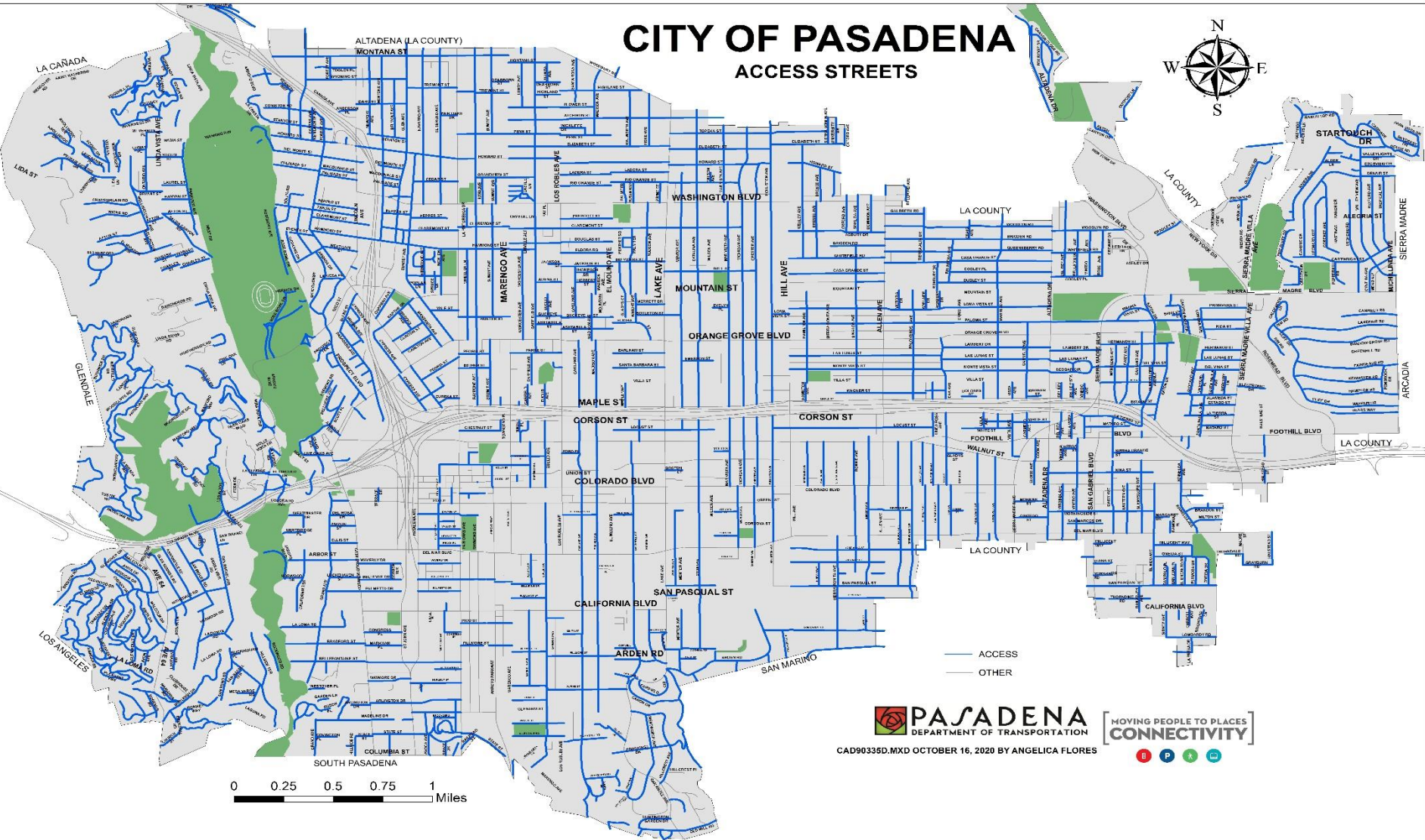
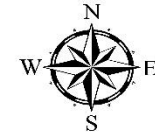
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Access Streets Map

Department of Transportation

CITY OF PASADENA ACCESS STREETS

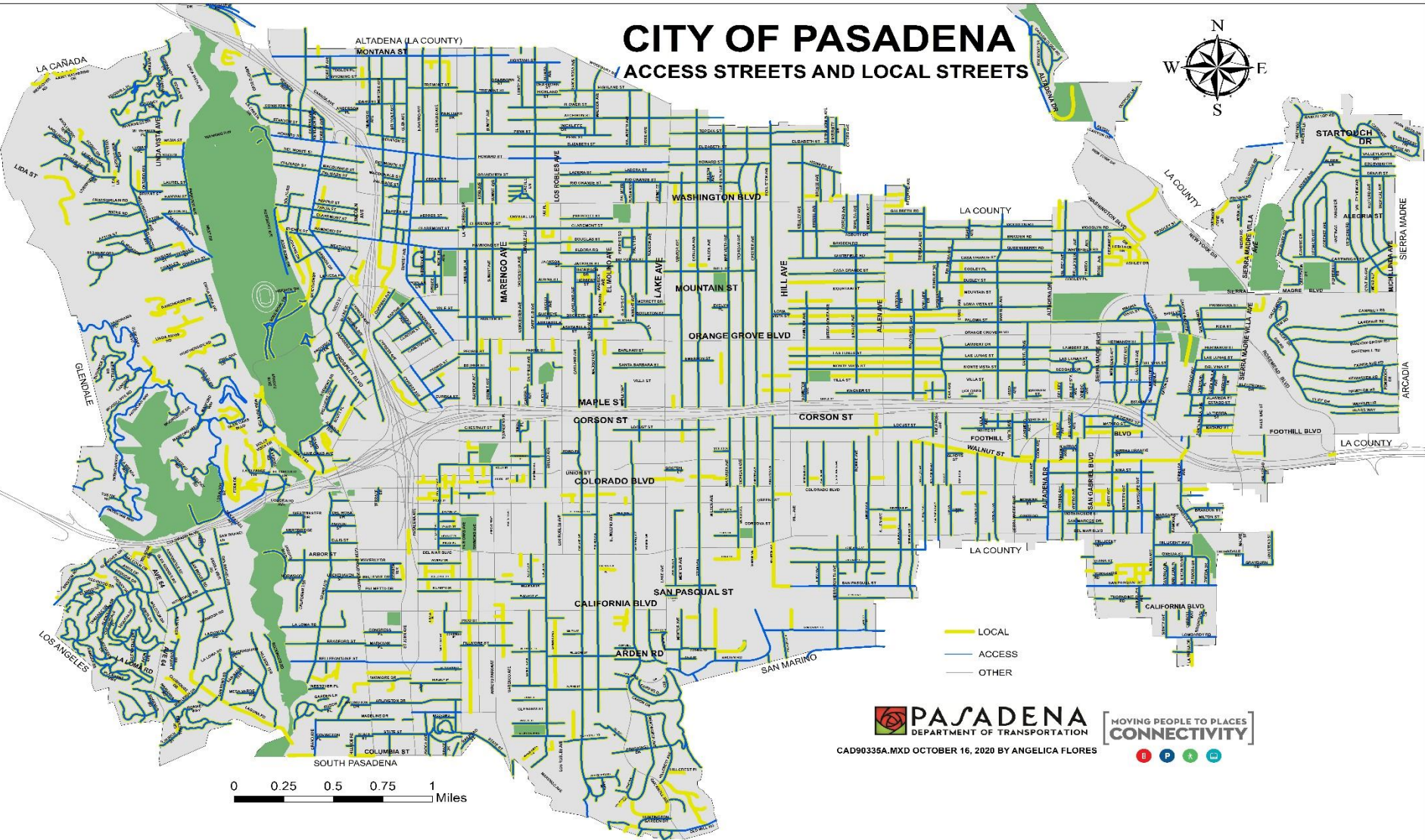




Local and Access Map

Department of Transportation

CITY OF PASADENA ACCESS STREETS AND LOCAL STREETS

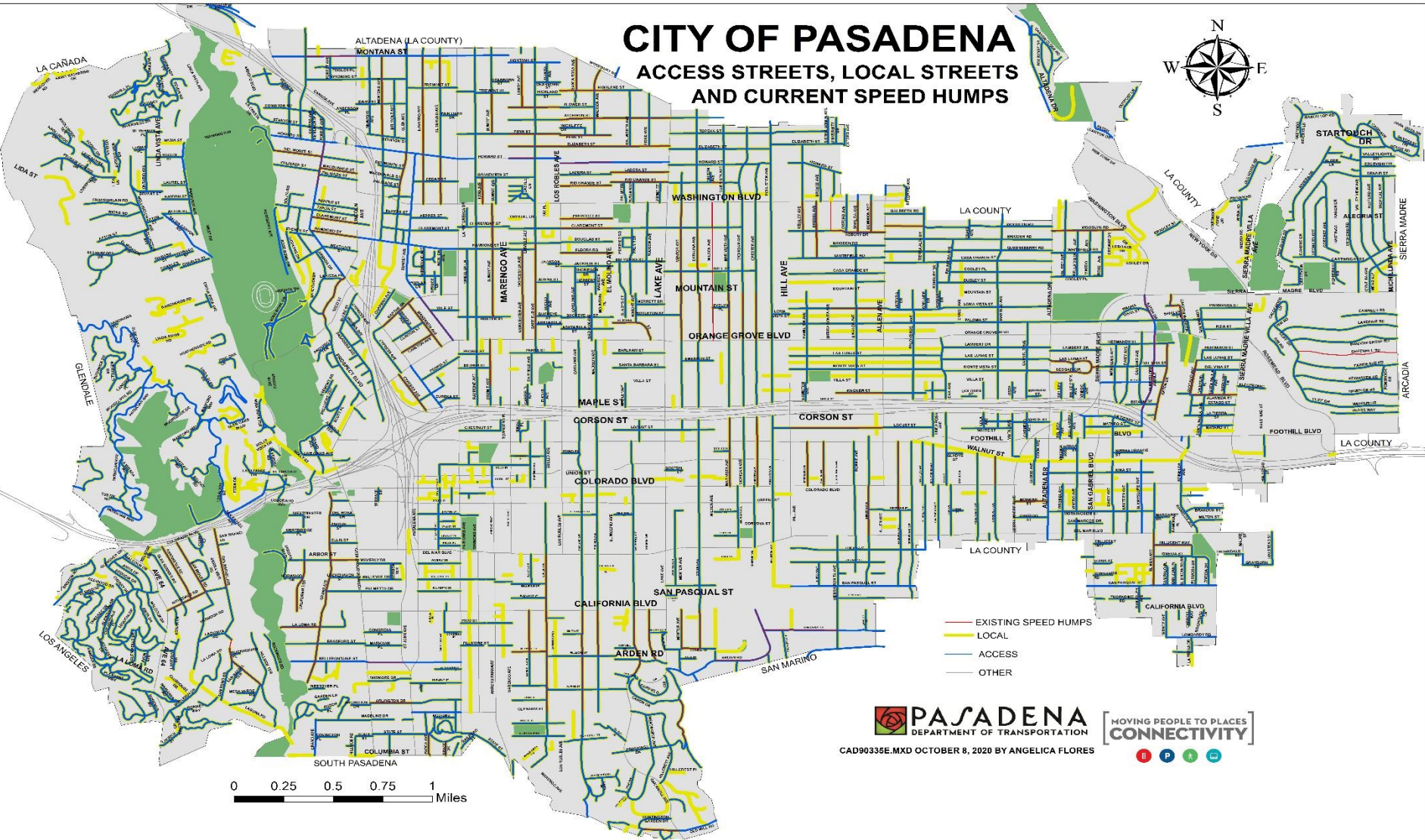
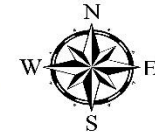




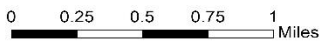
Local, Access and Speed Humps

Department of Transportation

CITY OF PASADENA ACCESS STREETS, LOCAL STREETS AND CURRENT SPEED HUMPS



- EXISTING SPEED HUMPS
- LOCAL
- ACCESS
- OTHER





Effects of Potential Policy Change

Department of Transportation

- The following street segments would be eligible for speed humps consideration:
 - **Forest Ave** (Washington Blvd - Lincoln Ave)
 - **Sunset Ave** (Mountain St - Howard St)
 - **Howard St** (Arroyo Blvd - Forest Ave)
(Lincoln Ave - Raymond Ave)
 - **Hammond St** (Lincoln Ave – Fair Oaks Ave)
 - **Montana St** (Lincoln Ave – Los Robles Ave)
 - **Sunnyslope Ave** (Walnut St- Del Mar Blvd)
 - **San Pasqual St** (Hill Ave – East City Limit)



TAC Recommendation

Department of Transportation

- A proposed change to the current Speed Hump Policies and Procedures was presented to the Transportation Advisory Commission (TAC) at a special meeting on October 22, 2020. TAC supported staff's recommendation to utilize the City Council adopted Pasadena Street Types Plan and allow streets defined as "Access Streets - Residential" to be added to the category of streets where speed humps would be permitted.



Council Policy Consideration

Department of Transportation

This project addresses the following two policies of the Mobility Element of the General Plan:

- > **Policy 1.7** - Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.
- > **Policy 1.11** - Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling

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Environmental Analysis

Department of Transportation

- The City's Environmental Administrator has determined that this action is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15061 (b) (3), the General Rule

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Fiscal Impact

Department of Transportation

- No fiscal impact is anticipated with the limited amount of new eligible street segments.
- Speed hump installations are funded by the City's Capital Improvement Program under the Citywide Complete Streets Program (75114).



Next Steps

Department of Transportation

- Amend the Speed Humps Policies and Procedures document to allow streets defined as “Access Streets - Residential” to be added to the category of streets where speed humps would be permitted.
- Policy changes to go in effect upon City Council approval.