



CITY OF LYNWOOD SPEED HUMP INSTALLATION POLICY GUIDELINES AND PROCEDURES

PURPOSE

In response to speed complaints on residential streets, the Public Works Department, Engineering Division has developed a formal speed hump policy and procedure to effectively handle and address such concerns. This policy seeks to improve neighborhoods by addressing safety and quality-of-life issues by providing residents the opportunity to become actively involved in the improvement of their neighborhoods. Residents are more familiar with traffic concerns within their neighborhoods, which is why community involvement in this effort is crucial. The policy is designed to bring neighborhoods together, provide residents an understanding of what “traffic calming” is and to identify appropriate measures, which can alter travel behavior to the betterment of the impacted neighborhoods. The primary purpose for developing and adopting a standard procedure is to provide a uniform and equitable method based on sound engineering practices to process speed control measure requests of this type for residential streets.

BACKGROUND

Over the last 10 to 15 years speed humps have gained acceptance in the United States as one of many available traffic calming devices. There is a tendency to sometimes confuse speed humps with speed bumps, which are very different from each other. A speed hump or undulation is a raised pavement area that is normally about 12 feet wide and has a maximum height of 3 to 4 inches. The speed hump is among an array of available and acceptable traffic calming devices. On the other hand, a speed bump, while also a raised pavement area, is typically one to three feet wide and 4 to 6 inches high. The speed bump is not an acceptable traffic calming device for use on public roadways. Cities typically use control systems that are included in the California Manual on Uniform Traffic Control Devices (MUTCD). Our Public Works Department follows this policy because implementing these types of systems provides significant liability protection because they are approved by the California Department of Transportation (Caltrans) for a variety of circumstances. When deviating from standard designs and the MUTCD, the burden of proof to determine if a design is reasonable, effective, and safe transfers entirely to the city and its engineers. This is the reason that cities conduct an engineering study for each speed hump installation. The study adds to the installation cost but mitigates exposure from future claims of loss. Traffic engineering studies may indicate that speed humps would be unnecessary or unsafe at certain locations. Strict adherence to the standards and guidelines outlined in the manual will help ensure that any given speed hump installation will be equally recognizable and require the same

action on the part of the motorists. Typically, installations of speed bumps are found in shopping center and other commercial and public parking lots.

While speed humps may slow traffic down, there is no guarantee that the street will become a safe place for children to play and/or other activities. As such, the street should not be viewed as a playground for children. Streets are designed for the effective and safe movement of motor vehicles and as such, residents, both adults and children, are advised to exercise due care when in the roadway.

GOALS

Resolving traffic issues works best when residents and City staff work together. A collaborative effort ensures a greater probability of success in addressing neighborhood quality of life issues. This step-by-step process works to achieve the following goals:

- To encourage community involvement in solutions to neighborhood traffic issues
- To improve quality of life in neighborhoods by addressing “undesirable traffic” (such as excessive speeds, traffic using neighborhood streets to quickly bypass or “cut through” to get to where they are going, etc.)
- Increase access, safety, and comfort on neighborhood streets for all users
- To utilize public resources efficiently by prioritizing traffic mitigation requests in accordance with procedures and established criteria
- Work collaboratively with the community to change the overall view of alternative transportation modes in the City through education, public participation, planning and design to more accurately reflect overall City transportation and environmental policies and values.

CRITERIA

Minimum criteria have been established to address the safety of the general motoring public. As such, a speed hump will not be considered for installation on transit routes, truck routes, arterials, collectors, primary emergency service routes, alleys, or on streets were in the opinion of the Engineer and/or emergency service providers (fire and police) are not suitable. They should only be installed to address documented safety or traffic concerns supported by traffic engineering studies, and after consideration of alternative traffic control measures.

Criteria for determining the appropriateness for such an installation should be carefully reviewed so that the installed humps will not present an equal or greater traffic problem on another residential street. Special consideration should also be given to the following prior to making a final decision for the installation of speed humps.

1. Increase in travel time over the humps
2. Increase in traffic noise level near the humps
3. Increase in vehicular vibrations transmitted by the hump crossing may have detrimental effects on adjacent properties and structures

4. Increase in bicycles, skateboards and in-line skating activities at and around the humps
5. Increase the possibility of vehicle and cargo damage
6. Aesthetic and neighborhood appearance
7. Liability concerns
8. Maintenance effort

Criteria for Installation

- Street Classification and Use: Speed humps should only be installed on local residential streets
- Street Width and Number of Lanes: Speed humps should only be used on streets with no more than two (2) travel lanes, or where the overall pavement width is not greater than 40 feet.
- Street Grades: Speed humps should only be considered for use on streets with grades of five (5) percent or less approaching the hump.
- Horizontal and Vertical Alignment: Speed humps should not be placed within horizontal curves of less than 300 feet centerline radius and on vertical curves with less than the minimum safe stopping sight distance determined by engineering calculation.
- Traffic Speeds: Speed humps should be installed only on streets where the posted or prima facie speed is 25 mph or less. The critical (85%) speed should be at least 35 mph.
- Traffic Volumes: Speed humps should generally be installed only on streets with an average daily traffic (ADT) volume between 500 and 1,600 vehicles per day. The suitability of a particular street for the installation of speed humps will have to be determined on a case-by-case basis.
- Length of Segments: Segments shall be measured as a “corner to corner” block with at least eight (8) homes. Segments with less than eight (8) homes shall include an additional segment to meet length of segment requirements.
- Spacing: At the discretion of the Public Works Director, a minimum of one (1) speed hump and no more than two (2) speed humps will be installed per segment.
- Vehicle Mix: Speed humps should not be installed on streets that carry:
 - a) more than five (5) percent of truck traffic,
 - b) primary or routine emergency vehicle access routes,
 - c) public transit routes.
- Citizen Support: When speed humps are installed in response to citizen requests, a documented majority, at least seventy (70) percent of residences along the affected portion of that street, otherwise known as segment, should support their installation (at least 50% plus 1 of the signatures collected must be homeowners).
- Emergency Services Support: Police, fire and other emergency services comments will be considered for this type of speed control device.

SPEED HUMP REQUEST PROCEDURE

The following is the approved standard procedure for use in the City of Lynwood to respond to citizen requests for reducing the speeds on certain residential streets.

STEP 1. LESS RESTRICTIVE MEASURES TO REDUCE SPEEDING PROBLEM

Upon receiving the speed complaint(s), the City will verify the problem by conducting a speed survey. Depending on location and severity of the problem, any combination or all of the following measures will be undertaken:

- Police enforcement.
- Signage and pavement markings.
- Provide mobile radar trailer.

If above efforts are not effective as determined by the City in reducing the speed, speed humps will be considered if requested.

STEP 2. SPEED HUMP FEASIBILITY

If speed humps are requested, a Speed Hump Warrant study will be done to determine if the location is feasible for speed hump installation.

STEP 3. RESIDENTS TO CIRCULATE PETITION FOR SPEED HUMP

If the location satisfies the warrant, a petition by residents of the proposed speed hump street segment must be submitted to the City.

To demonstrate there is a widely held perception of a problem and adequate community support for further action, the petition should be returned with supporting signatures from 70% of the residences of the proposed speed hump segment (one signature per address, and at least 50% plus 1 of the signatures collected must be homeowners).

The sponsor of the petition is required to contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "NO" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor makes at least two attempts on separate days to contact a resident.

If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after receipt of a petition from a substantial majority of 70% or more asking for the removal (one signature per address, and at least 50% plus 1 of the signatures collected must be homeowners).

Once completed, all petitions must be submitted to the City's Public Works Director for validation and prioritization.

To be considered for the program, petitions must be received by the Public Works Director within 90 days from the date of the application.

Staff notifies the Neighborhood Blockwatch, if it exists, of the request for speed humps.

STEP 4. PRIORITIZATION

A. All locations that meet the Speed Hump Warrant and petition requirements will be prioritized by a point system based on the following:

<i>Criteria</i>	<i>Basis For Assignment</i>	<i>Max. Points</i>
Severity of speeding	5 points for every one mph (85% tile) over 35mph	50
Total daily traffic volume	For streets with traffic volumes greater than or equal to 500 vehicles per day, 1 point for every 100 vehicles	35
Speed related accidents	5 points for speed related accidents	5
Adjacent to School or Park	10 points if adjacent to a school or to a park	10
Total		100 points

B. City determines the number of speed hump locations that can be funded for the following fiscal year.

C. Those locations not funded in this fiscal year cycle will remain on the priority list for one more cycle. After that, the locations will be removed from the priority list. **Private funding (if available) can be considered.***

STEP 5. AREA OF IMPACT FOR ADVISORY POLL

For those locations that are funded, the City will determine the surrounding area likely to be affected by the proposed speed humps. This Area of Impact is used for advisory polling purposes.

The Traffic Parking and Public Safety Commission (TPC) approves the Petition and Area of Impact for advisory polling.

STEP 6. CITY POLLS RESIDENTS FOR SPEED HUMPS

- The City presents the Area of Impact, speed hump plan and advisory polling process to residents in the Area of Impact.
- Those residents are then polled by mail. City staff will tally the advisory poll results. If the TPC does not recommend the speed humps, residents can request speed humps again after 24 months from the date of the TPC’s recommendation.

STEP 7. THE TPC REVIEWS POLL RESULTS, HEARS PUBLIC COMMENTS AND MAKES RECOMMENDATION TO THE CITY COUNCIL

The TPC reviews the poll results, staff recommendation, and hears public comments. TPC makes appropriate recommendation to the City Council.

STEP 8. CITY COUNCIL APPROVES FUNDING AND INSTALLATION

If recommended by the TPC, City Council may approve funding (if available) and installation.

STEP 9. SPEED HUMP INSTALLATION

City implements speed hump installation at locations approved by the City Council.

Design is in accordance with current City speed hump standards.

STEP 10 EVALUATE EFFECTIVENESS OF SPEED HUMPS

- Speeds and volumes are taken before installation and 6 months after installation of speed humps to determine the effectiveness.
- Study results are forwarded to the TPC and the neighborhood representative for information.

SPEED HUMP REMOVAL

- The City at anytime may undertake alteration or removal of speed humps if the speed humps are deemed to be a hazard to the public.
- If the residents on the street desire removal of the speed humps, the City will only consider removal after a petition has been filed with the City Engineer with a substantial majority (70%) of the residents on the street segment requesting for removal along with sufficient funds for the speed humps removal (one signature per address, and at least 50% plus 1 of the signatures collected must be homeowners). Cost for removal will be determined by the Public Works Engineering Division.

- If you wish to make a request or would like more information, please contact the Engineering Division in the Public Works Department at 310/603-0220 ext. 287.

* When no City funding is available for the installation of a requested speed hump(s); the residents may pay for such an installation. This will be done by the residents submitting funds to the City in the amount determined by a cost estimate prepared by the Public Works Engineering staff. Any overage will be returned to the residents after construction is complete.

GLOSSARY

Advisory Poll Participants or Residents	<p>Those to whom poll forms are distributed, within a given area of impact, as a result of their being in one of the following groups:</p> <ol style="list-style-type: none">1. Residents of dwelling units with its own mailing address (one poll form per dwelling unit).2. Owners of vacant land (one poll form per parcel).3. Tenants of non-residential units, including those with business and commercial uses (one poll form per unit).4. Designated representatives of properties with institutional land uses, such as schools, government offices, and non-profit organizations (one poll form per parcel).
Area of Impact:	The street segment with the proposed speed hump and the adjacent streets that are likely to be affected due to significant increase in traffic and/or speed.
Daily Traffic:	A typical 24-hour traffic volume, including both directions of traffic.
Eighty-fifth Percentile (85%-tile) Speed:	The speed below which 85 percent of all traffic on a given street segment is traveling.
TPC	The Traffic Parking and Public Safety Commission appointed by the City Council. The commission acts in an advisory capacity to the City Council in reviewing transportation issues.
Mobile Radar Trailer:	A portable trailer that is capable of detecting speed of oncoming traffic and displaying that speed for the driver.
Police Enforcement:	Police officer monitoring the speed by radar and issuing speeding tickets as applicable.
Residence:	One legal address or legal dwelling unit, i.e., a "four-plex" consisting of four legal addresses.
Segment	Segments shall be measured as a "corner to corner" block with at least eight (8) homes. Segments with less than eight (8) homes shall include an additional segment to meet length of segment requirements.
Speed Hump Warrant:	A minimum set of criteria which, when satisfied, justifies the installation of speed humps.
Speed Hump:	A permanent section of raised pavement (asphalt) that is 12 feet wide, parabolic in shape, raising from street surfaces to an approximate height of 2 5/8 inches to 3 inches at the center.



**CITY OF LYNWOOD
PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION
SPEED HUMP WARRANT**

Street:

From:

To:

**ALL OF THE FOLLOWING CRITERIA MUST BE MET FOR CONSIDERATION OF
SPEED HUMP INSTALLATION.**

CRITERIA	SATISFIED	NOT SATISFIED	REMARKS
1. Street is a residential street with no more than one lane in each direction. Lanes per direction:			
2. Street is neither a primary fire access route nor a transit route or truck route.			
3. The street is a through street, at least 500 feet long and uninterrupted by stop sign or traffic signal. Length:			
4. The posted or prima facie speed limit is 25 mph.			
5. The 85th percentile speed is \geq 35 mph. 85th Percentile:			
6. Adequate visibility can be provided at all speed hump locations.			
7. Daily traffic on the street segment is less than or equal to 1,600 vehicles per day. ADT:			

Speed Hump Warrant Met

YES

NO

Performed by: _____

Date: _____

Reviewed by: _____

Date: _____

SPEED HUMP PETITION

(Continued)

STREET: _____ **FROM:** _____ **TO:** _____
(cross street) (cross street)

Contact Person: _____ **Daytime Phone:** _____

Before you sign this petition, be sure you understand the Standard Procedure for Managing Speed on Residential Streets (attached).

#	Date	Name (must print) Last, First,	Address	Telephone	Property Owner (YES, NO, NO CONTACT)	Signature

Date Received by City: _____

