



AGENDA
PUBLIC SAFETY COMMISSION
TUESDAY, NOVEMBER 21, 6:00 P.M.
SAN DIMAS CITY HALL
CITY MANAGERS CONFERENCE ROOM
245 EAST BONITA AVE.

- I. Welcome and Call to Order
- II. Business from the public not on the agenda
- III. Approval of the October 17, 2006 Minutes
- IV. CONTINUATION: Commission review and comments regarding development of the city's speed hump policy.
- V. Reports from Staff
- VI. Reports from Commissioners
- VII. Holiday Public Safety Commission Reception December 12, 2006 6 pm Senior Center
- VIII. Adjournment. Next Public Safety Commission meeting January 16, 2007 6 pm

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CITY OF SAN DIMAS
MEMORANDUM
Public Works Department

DATE: November 16, 2006

TO: Public Safety Commission

FROM: Blaine Michaelis, City Manager

INITIATED BY: Krishna Patel, Director of Public Works *KMP*

SUBJECT: **Discussions on initiating a policy to use speed humps in the City of San Dimas to address vehicles speeding**

This item is on the agenda for a general discussion regarding the development of a policy to use speed humps/bumps to control residential vehicle speed. The City Council will soon be considering recommendations regarding a city speed hump policy. Our approach at the Commission meeting will be to continuously offer some background on the issue, note what other cities have done, and open up the discussion for commissioner comments.

Background

At the October 17, 2006, Safety Commission Meeting, the Commission reviewed the first draft speed hump policy. Commissioner comments and concerns have been incorporated in the second draft speed hump policy.

Discussion

Items of concern and comment from the October 17 meeting:

1. Length of street: for clarification, the street length is 1,200 feet and must be uninterrupted by traffic signals, stop signs, or yield signs as per Attachment 1.

Language concerning cul-de-sac has been removed since the policy requires 67% approval of property owners.
2. Transit routes: speed humps shall not be installed on streets with established transit routes – school, bus routes are not excluded.

Other Concerns

Commissioner had concerns about speed humps being considered as a traffic control device and thereby impacting ability of speed radar enforcement. It is Staff's belief that since speed humps are constructed over existing pavement, which is considered a part of street's geometric design. Then this does not negate the ability to provide radar enforcement.

Commissioners also commented on the comparison and review of a speed hump policy from the City of Monrovia, although that city did not have a speed hump policy in place.

Recommendations

Staff looks forward to receiving Commissioners comments concerning the Second Draft of the Speed Hump Policy.

Kp/gdh/11-06-xx

Attachments: (1) Second Draft of Speed Hump Policy
(2) Pictorial Attachments

CITY OF SAN DIMAS SPEED HUMP POLICY

Introduction

- 1.1 Speeding on local residential streets has been one of the most frequently mentioned concerns expressed by residents and one of the most difficult and elusive problems confronting many cities in California. In the City of San Dimas oftentimes the problem is resolved by enforcement of the speed limits or by installing additional advisory and/or regulatory signs.
- 1.2 Residents often the installation of some type of traffic control measure, such as “speed bumps” or “speed humps” to address the speeding problem in their neighborhood. A speed bump is an abrupt pavement feature, three to four inches in height and one to three feet in length at the base. They are commonly installed on private roadways and shopping centers but are not recommended for use on public streets. By comparison, a speed hump (see Attachment A, “Speed Hump Standard”) is approximately three inches in height and 12 to 14 feet in length at the base and therefore is much gentler in configuration without the “jarring” effect of speed bumps. Only speed humps are eligible for consideration under this policy.
- 1.3 In an effort to address the request from residents, staff and the Traffic and Safety Committee have conducted extensive research on how other jurisdictions approach the issue of speeding on residential streets and have formulated an implementation policy based on those findings and the City Council has adopted this policy.

General Policy

- 2.1 Speed humps will only be considered as a last resort to control speeds on local residential streets, once all other feasible measures/alternative actions have been taken and have proven ineffective.
- 2.2 It is the policy of the City to require that the criteria set forth below are met prior to consideration for installing speed humps on any local residential street for the purpose of controlling speed.
- 2.3 The City reserves the right to install, alter, or remove any or all speed humps in the future at its own discretion, based on a determination by the Traffic Safety Committee and/or Public Works Director that the action advances, public health, safety or welfare.

Eligibility Criteria for Consideration of Speed Hump

Candidate streets shall meet **all** of the following criteria to be considered eligible for the installation of speed humps.

1. Street Classification

The street shall be classified a local residential street, and shall not be designated as an arterial or collector in City, County or Federal Plans.

2. Adjacent Development

The majority of abutting development shall be fronting or side-on single family residential.

3. Speed Limit

The speed limit for the street shall not be greater than 25 mph.

4. Street Width

The curb-to-curb width of the street shall not exceed 40 feet and there must be curb and gutter on both sides of the street.

5. Number of Lanes

Speed humps shall not be installed on streets having more than two travel lanes (one lane in each direction).

6. Street Grade

Speed humps shall not be installed in areas where the street grade exceeds 5%.

7. Horizontal and Vertical Curves

Speed humps shall not be installed on horizontal curves of less than a 300-foot centerline radius.

Speed humps shall not be installed on vertical curves with less than the minimum safe stopping sight distance in accordance with the Caltrans Highway Design Manual.

8. Sight Distance

Speed humps shall not be installed on streets where the minimum safe stopping sight distance of at least 200 feet can not be provided.

9. Length of Street

The street must have a minimum length of 1200 feet and must be uninterrupted by traffic signals, stop signs or yield signs.

10. Alley

Alleys will not be considered for speed humps

11. Transit Routes

Speed humps shall not be installed on streets with established public transit route.

12. Emergency Vehicle Access

The impact of the proposed speed humps on delivery of emergency services shall be considered.

Guidelines for Installation of Speed Humps

The following criteria shall be used as a guideline for the installation of approved speed humps.

1. Location

- a) Speed humps shall be placed adjacent to property lines and street lights whenever possible.
- b) Speed humps shall be placed more than 10 feet from a driveway whenever possible.
- c) Speed humps shall not be placed within 25 feet of a fire hydrant.
- d) Speed humps shall not be placed over manholes, water valves, or other utility vaults and shall be 25 feet from these facilities whenever possible.
- e) Speed humps shall not be installed in front of catch basins or drainage structures.

2. Speed Hump Dimensions

The maximum height shall be approximately 3.5” with a 1” taper to join the existing pavement at the gutter. The width shall be 12’ to 14’ in width.

3. Spacing

Speed humps shall be spaced between 400 and 600 feet apart whenever possible and at least 150 feet from intersections.

4. Signs and Markings

Signs and Markings shall be placed in accordance with the current MUTCD guidelines as adopted by the State of California.

3.2 Other Criteria

1. Traffic Volume

Speed humps shall not be installed on streets with an average daily traffic volume (ADT) of less than 500 vehicles per day or with an average daily traffic volume (ADT) of more than 2500 vehicles per day.

2. Traffic Speeds

A traffic engineering study, as determined by the Public Works Director, shall be performed to confirm the magnitude and extent of the speeding problem and to ensure that the installation of the speed humps can be expected to appreciably address the problem. Speed humps shall not be installed on streets with an 85th percentile speed less than 30 miles per hour.

3. Neighborhood Support

Speed humps shall not be installed on, modified, or removed from, any street unless 67% of the residents express written support of such action as discussed below, or unless in accordance with section 2.3, above.

4. Other Agency Notification

The emergency services providers (i.e., Sheriff's Department, Fire Department Ambulance Service), school districts, transit operators, refuse collectors and street sweepers shall be notified of the proposed speed hump installation.

Procedure for Resident Initiated Consideration

4.1 The consideration of the installation, modification or removal of speed humps may be initiated by resident's request in accordance with the following procedures.

1. Any resident may submit a written request to the Public Works Director for consideration of the installation of speed humps. Upon receipt of a written request, if all other feasible measures/alternative actions have been taken and have proven ineffective, the Public Works Director will then evaluate the street to determine if the street meets the criteria set forth in this policy for the consideration of speed humps.
2. If the street is determined to be eligible for consideration of the installation of speed humps, the requestor will provide the Public Works Director with a petition in accordance with the requirements listed below.

- 4.2 The consideration of the installation of speed humps may be initiated by acquiring a petition form from the City by a resident on the subject street and in accordance to the requirements listed below.
1. Petitions for consideration of the installation of speed humps shall be made on the City's petition form (see Attachment B). A separate petition shall be submitted for each street on which speed hump installation, modification or removal is being requested. Petition forms can be obtained from the City's Public Works Division. **DO NOT SUMBIT A PETITION UNTIL YOU RECEIVE THE PROPER FORM FROM THE CITY.**
 2. Each petition to install a speed hump shall contain signatures representing of at least 67% of the residential property owners of the subject street affected by the proposed action, in favor of that action. Each property will have only (1) one vote. It is the responsibility of the requestor to obtain the necessary signatures.
 3. All petitions to install a speed hump shall contain signatures obtained within six months prior to the date of submittal to the Public Works Director.
- 4.3 Upon receipt of the petition, the Public Works Director will verify that the petition contains the required number of signatures in favor of the proposed action. If the petition does not meet the required number of signatures, the petitioner(s) will be notified of the petition's failure to meet the requirement. If the petition contains the required number of signatures in favor of the proposed action, neighborhood meeting will be scheduled to discuss the advantages and disadvantages of speed humps. Residents will receive notification of the meeting two (2) weeks prior to the meeting date.
- 4.4 If the petition of the speed humps is approved by the Public Works Director, the request will be forwarded to the Traffic Safety Committee. All residents on the affected street(s) shall be given notice of the planned action.
- 4.5 The decision of the Public Works Director may be appealed to the Traffic Safety Committee within two (2) weeks of notification of installation of the speed hump(s).
- 4.6 The Traffic Safety Committee shall consider the staff report, receive citizen input, and make recommendations as to whether the street be considered for the decision.
- 4.7 The City Council shall consider the Traffic Safety Committee recommendation, receive citizen input, and make final determination whether to install speed humps on the subject street. The City Council's decision shall be final.
- 4.8 Each residence on the subject street as well as the residences within 300' of the subject street shall be notified of the planned hump installation in writing at least three (3) weeks prior to construction.

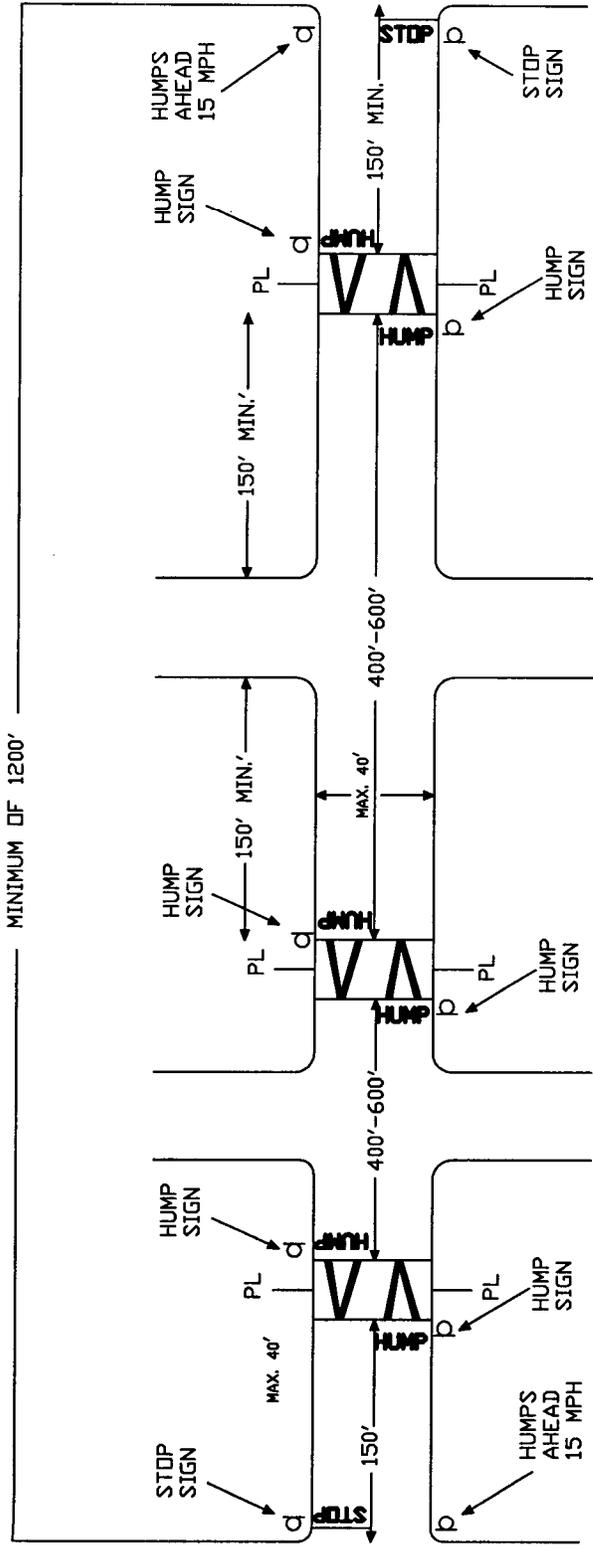
5.0 Funding and Priority

- 5.1 Each year the program for installation of speed control humps will be reviewed for inclusion in the budget by the City Council as submitted by the Director of Public Works.
- 5.2 The City Council may budget a specified amount of the funds each year to be used for installation of speed humps at approved locations based on priority.
- 5.3 Priorities will be recommended by multiplying the percentage of vehicles exceeding 25 mph by the 24-hour traffic volume. Streets yielding the highest numerical value as a result of the computation shall have the highest priority.

Procedure for Property Owner Initiated Speed Hump Removal

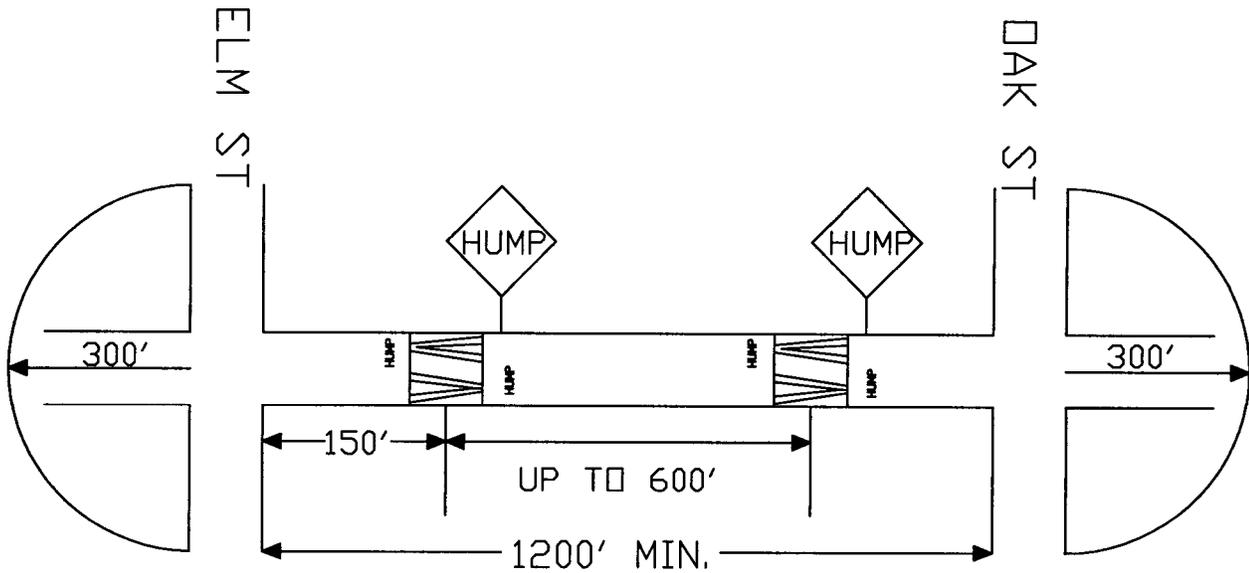
- 6.1 Speed humps shall not be considered for removal within the first two years of installation unless it is deemed by the Public Works Director and or Traffic Safety Committee that the action advances public health, safety or welfare.
- 6.2 In order to be considered for removal, a petition to remove a speed hump shall contain signature representing at least 67% of the property owners of the subject street affected by the proposed action, in favor of that action. Each property will only have one (1) vote. It is the responsibility of the requestor to obtain the necessary signatures.
- 6.3 The cost of removal of the speed humps shall be borne by the parties signing the petition for removal. Actual removal of the existing speed humps will not take place until an amount equal to the estimated cost for removal is deposited with the City.
- 6.4 Notification of Residents – Following receipt of a petition, the City shall notify each property of the subject street at least two weeks prior to consideration of the item by the Traffic Safety Committee.
- 6.5 Staff Review – City staff shall conduct appropriate studies of traffic volume and speed, area conditions, accident history, potential diversion of traffic to adjacent streets, and other factors deemed necessary. In addition, staff will conduct an independent survey to verify the petition.
- 6.6 Traffic Safety Committee Review – The Traffic Safety Committee shall consider the staff report, receive citizen input, and make recommendation as to whether the speed hump shall be removed.
- 6.7 City Council – The City Council shall consider the Traffic Safety Committee recommendation, receive citizen input, and make final determination to whether to the speed hump shall be removed.
- 6.8 Reinstallation – If speed humps are removed at the request of the property owner and there is a subsequent request for reinstallation, it shall be processed per the guidelines. The cost for reinstallation shall be borne by the requesting property owners if said request is made within five years after the removal of speed humps. No City funds shall be used for reinstallation within the 5-year period.

TYPICAL SPEED HUMP INSTALLATION



LEGEND:	
PL	PROPERTY LINE

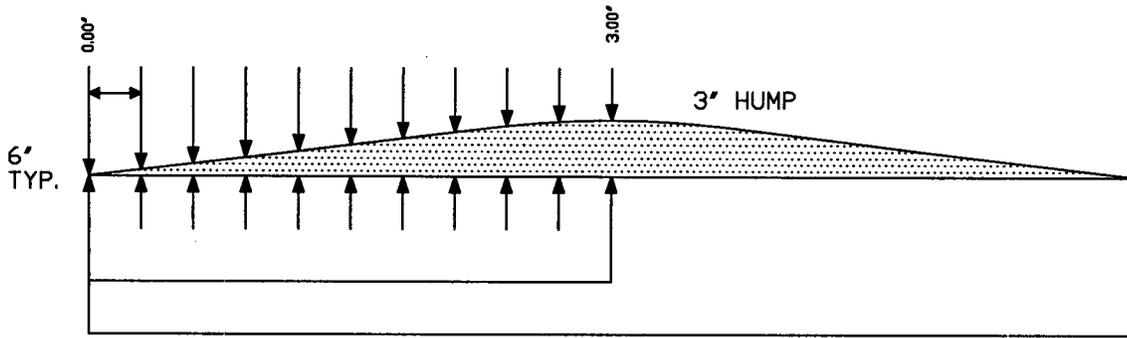
* STREET SHALL BE UNINTERRUPTED BY TRAFFIC SIGNALS, STOP SIGN OR YIELD SIGN.



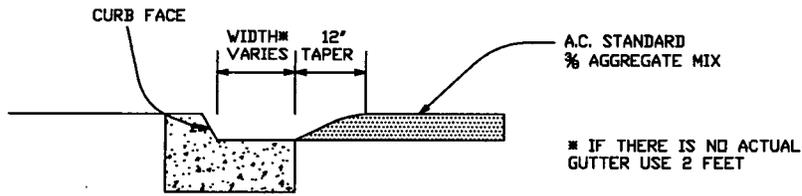
PETITION & NOTIFICATION REQUIREMENT

- 67% OF THE HOMES WITHIN 1200 FEET FRONTAGE SHALL AGREE TO SPEED HUMPS.

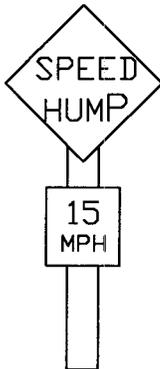
- CITY TO NOTIFY EACH RESIDENT ON SUBJECT STREET AND RESIDENCE WITH THE 300 FEET OF SUBJECT STREET ABOUT CONSIDERATIONS OF SPEED HUMPS BY CITY COUNCIL.



SECTION B-B



SECTION A-A

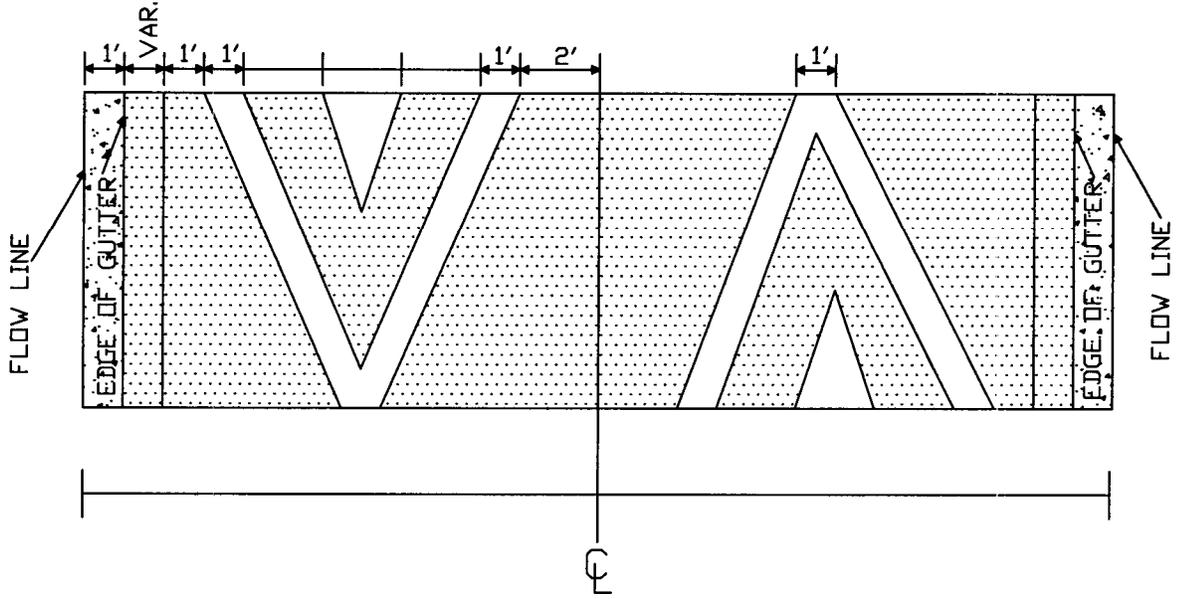
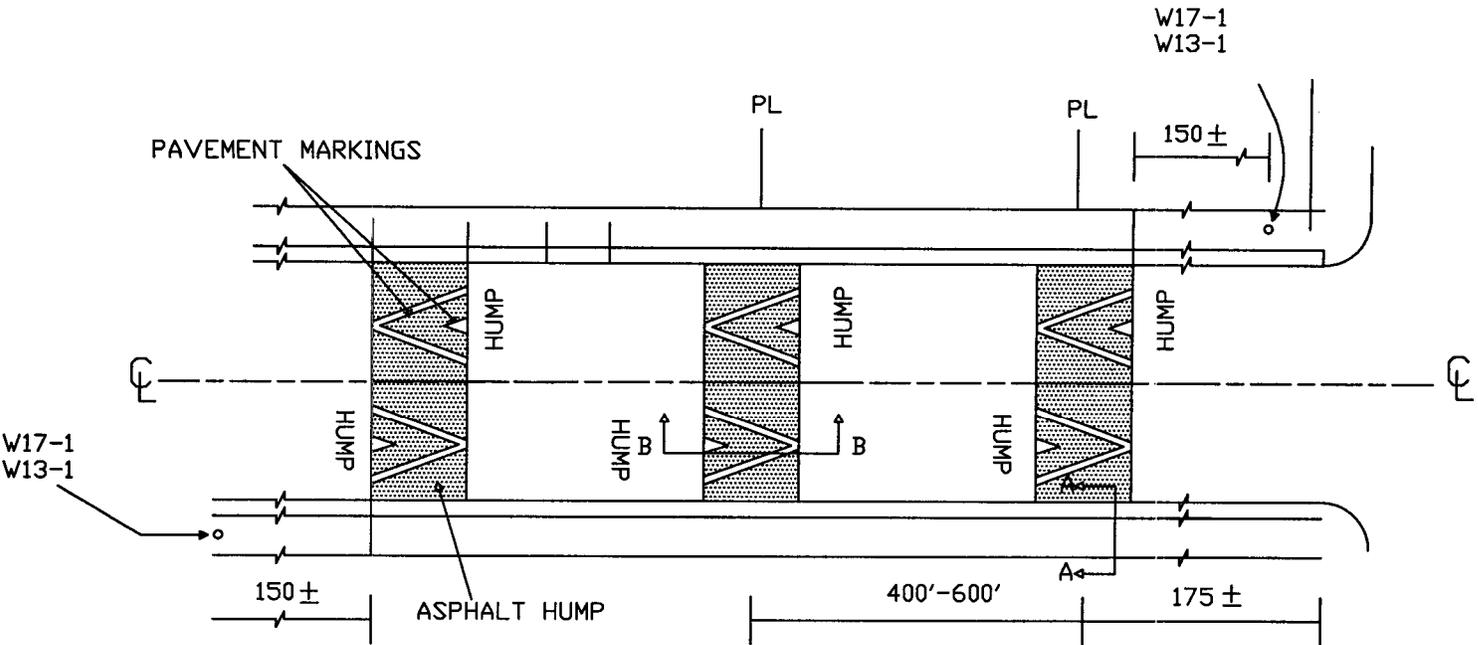


30" X 30" W17-1 WARNING SIGN
 BLACK OR YELLOW
 6" SERIES "E"
 LETTERS

W13-1 SIGN

EXACT SIGN LOCATIONS
 SHALL BE DETERMINED
 BY CITY TRAFFIC ENGINEER

ADVANCE SIGNING



SPEED HUMP MARKING