

CORONADO, CALIFORNIA
OFFICE OF THE CITY ENGINEER
WARRANTS
SPEED HUMP WARRANT

PURPOSE

Speed humps are pavement surface features that are used to control speeding on City streets.

This document provides a procedure for private parties to initiate a speed hump project and provides the procedure the City will follow for installation of speed humps. The procedure outlines the steps that staff, the Traffic Operations Committee (TOC) and City Council will follow.

DEFINITIONS

Affected Resident: Any resident with direct frontage on the street segment for which speed humps are being considered.

Critical Speed: The speed at or below which 85 percent of the traffic is moving.

Speed Hump: A raised area of pavement intended to limit traffic speeds to the posted speed limit. Speed humps are generally two to four inches high at the highest point and twelve to twenty feet long in the direction of travel. A speed hump is not a speed bump. Speed bumps, found in many parking lots and private streets, are abrupt pavement features, commonly three to four inches high and one to three feet long.

CRITERIA

The following criteria will be used in determining whether to install speed humps. (**All** criteria must be satisfied for speed hump installation.):

1. Demonstrated Speeding Problem: The street must possess a demonstrated speeding problem. A speeding problem may be demonstrated by, but is not limited to, presence of either of the following:
 - a) In a residential zone, the critical speed (85th percentile) must exceed 33 mph.
 - b) Conditions that are not readily apparent to the driver that may require reduced speeds. These may include heavy pedestrian crossings, extensive driveway conflicts, etc.

2. **Street Type:** The street under consideration shall have no more than one travel lane in each direction.
3. **Street Grade:** The street under consideration shall not have a grade in excess of 5% where speed humps are to be considered.
4. **Sight Distance:** The street under consideration shall have adequate vertical and horizontal alignment and sight distance.
5. **Street Length:** The subject street segment(s) shall have 0.25 mile or 1320 feet that is uninterrupted by stop signs or traffic signals.
6. **Truck/Transit Routes:** The street under consideration shall not be designated a truck or transit route.
7. **Emergency Response:** The installation of speed humps on the street under consideration shall not adversely affect established/preferred emergency vehicle routes.

Speed Hump Placement

Speed humps should be located at property lines and placement should be avoided in front of residences, especially those with a direct window view to the street.

Citizen-Initiated Consideration

The procedure for considering the installation, modification or removal of speed humps may be initiated by citizens according to the following procedure:

1. The request for the installation, modification or removal of speed humps shall be submitted to the City Manager on an "Application for Speed Humps" form available to the public from the Public Services & Engineering Department.
2. Upon receipt of a completed application, Engineering staff will collect information needed to evaluate the roadway conditions in relation to the required warrants stated in this document.
3. Based on the data obtained from the roadway conditions, Engineering staff will prepare a preliminary recommendation to the TOC. The applicant will be informed of the preliminary recommendation and notified that a petition in favor of the installation, modification or removal of speed humps must be signed by at least 67% of the affected residents and submitted to the City in order to proceed. The petition shall be on the official form provided to the public from the Public Services & Engineering Department. Only one signature per residence shall be counted toward the percentage requirement.

4. Upon receipt of a completed, verified petition, Engineering staff will prepare a report to the Traffic Operations Committee. The TOC shall take action on the request at its public meeting based on the staff report and public input. The original applicant will be notified at least 72 hours in advance of the date and time of the TOC.

The staff report shall include:

- a) A full evaluation of the roadway including traffic volumes, prevailing speeds (speed survey) and three-year accident history.
- b) An initial review of the project conducted in accordance with the California Environmental Quality Act. Subsequent reviews shall be conducted as required.
- c) Analysis from both the Fire and Police Departments on how the proposed speed humps would affect emergency response.

City-Initiated Consideration

The installation, modification or removal of speed humps may be initiated and approved by the City Council.

Post-Installation Review

After the installation of speed humps, each street segment will be analyzed to determine the effectiveness of the speed humps in safely reducing speeds. The City Council will determine the time frame for the post-installation review for each speed hump project.

Speed Hump Removal

Speed humps will be removed if they are determined by the City Council to:

1. Create confusion or an unsafe condition for motorists or pedestrians.
2. Fail to reduce vehicle speeds.
3. Reduce/divert the average daily traffic on the subject street by over ten percent onto other neighboring streets.
4. Increase the average daily traffic on any neighboring street by over ten percent.

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Approved by Traffic Operations Committee: January 26, 2006
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