



“A City that Works”

## City of Bell Gardens

### Policy for the Installation/Removal of Speed Humps

#### Introduction

Speed humps have been recognized and deployed by many municipalities for reducing vehicular speeds on residential streets. They should only be installed to address documented safety or traffic concerns supported by traffic engineering studies, and after consideration of alternative traffic speed control measures.

Criteria for determining the appropriateness for such an installation should be carefully reviewed so that the installed humps will not impose an equal or greater traffic problem on other residential streets in the neighborhood. Special consideration should be given to the following facts/issues 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 impose on adjacent properties, structures, and residents.
4. Increase in bicycles, skateboards and in-line skating activities at and around the humps.
5. Increase the possibility of vehicle, cargo damage, and bodily injuries.
6. Aesthetic and neighborhood appearance.
7. Liability concerns.
8. Cost of Maintenance.
9. Request for Removal.

#### Criteria for Installation

1. **Street Classification and Use:** Speed humps should only be installed on local residential streets in accordance with the California Vehicle Code (Section 515) or classified as local residential street in the Circulation Elements of the Bell Gardens City General Plan.
2. **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.
3. **Street Grades:** Speed humps should only be considered for use on streets with grades of six (6) percent or less approaching the hump.
4. **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.
5. **Traffic Speeds:** Speed humps should be installed only on streets where the posted or prima facie speed is 25 MPH, and 15% of the motorists exceed the 25 MPH by 8 MPH or more.
6. **Traffic Volumes:** Speed humps should generally be installed only on streets with an average daily traffic (ADT) volume must exceed 2,500 and less than 3,500 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.

7. **Length of Segments:** Speed Humps should not be installed in isolated blocks along a continuous street or on relatively short (less than ¼ mile or 1,320 feet) cul-de-sac streets. Minimum spacing of speed humps should be at least 800 feet.
8. **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 **(Including The Bell Gardens Transit routes)**
  - (d) **Citizen Support:** When speed humps are installed in response to citizen requests, a documented majority, at least **fifty-one (51)** percent, of property owners/residents residing along the affected portion of that street should support their installation (one vote per each legal address).
9. **Emergency Services Support:** Police, fire and other emergency services support of the speed humps is a vital factor for the success of the installation of this type of speed control devices.

### **Criteria for Removal**

Due to many unforeseen reasons residents may wish to have speed humps removed after their installation. The following are procedures to be followed for the removal of speed humps:

1. Petition signed by at least **fifty-one 51%** of the property owners/residents of the street section (one vote per each legal address).
2. Speed humps may not be considered for removal within three (3) years of installation.
3. A public meeting shall be held with affected property owners/residents and City staff to discuss removal of speed humps.
4. If speed humps are removed, they may not be reconsidered for installation for five (5) years.
5. The cost of removal will be borne by residents that signed the petition.

If you have any questions or need additional information regarding this policy, please contact the City of Bell Gardens Public Works Department at (562) 806-7770.

May 16, 2008

## City of Bell Gardens SPEED HUMP PETITION

The undersigned hereby request that speed humps be installed/removed on \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

**REQUESTING PARTY:**

**Name:** \_\_\_\_\_ **Telephone:** \_\_\_\_\_

The undersigned have read the SPEED HUMP INSTALLATION and REMOVAL POLICY and fully understand the procedures. The undersigned agree to abide by the installation, removal and cost procedures underlined in the speed hump policy. Only one signature is requested for each legal address

	Name (PLEASE PRINT) LAST, FIRST	Address	Telephone	Email Address	Signature
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*Please make additional copies of this form if needed*

<b>Return petition forms to: Director of Public Works 8327 South Garfield Avenue, Bell Gardens, CA 90201</b>
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