

CITY OF EL MONTE

POLICIES FOR THE INSTALLATION OF SPEED HUMP

1. Speed humps are an appropriate mechanism for reducing speeds on certain streets in the City of El Monte when properly installed and under the right circumstances.
2. Speed humps may be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported accidents).
3. Roadway eligibility will be based on the City's General Plan Roadway Classification. Speed humps should only be used on local residential streets and on a public roadway as those terms are defined by the California Vehicle Code and the City of El Monte General Plan. Experience has shown that the average motorist reduces speed to approximately 16 mph to traverse a 3- inch speed hump. Such installations would inevitably lead to extreme driver frustration and substantial negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affecting emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto local residential streets which were not intended for that purpose.
4. Speed humps will be considered on streets where the traffic volumes in both directions are at least 1,500 vehicles per day and no more than 3,000 vehicles per day. In the final analysis, the suitability of a particular street for the installation of speed humps will have to be determined on a case-by-case basis.
5. Speed humps should be installed on logical segments of local residential streets. For example, speed humps should be located near streetlights, whenever possible to enhance their visibility at night, should be five to ten feet away from driveways, whenever possible, to minimize their effect on driveway access, and should be at minimum distance of 200 feet from the end of the street segment, whenever possible. In addition, speed humps shall not be located over manholes, water valves, or street monumentation, or whenever possible, within ten (10) feet of fire hydrants as they may prevent/impede access to these facilities.
6. Speed humps will not normally be installed in isolated blocks along a continuous street or on relatively short or cul-de-sac streets. Speed humps should not be installed on street segments less than 1,500 feet, or where traffic signals or stop signs exist less than 1,500 feet apart along the street segment(s). Streets less than 1,500 feet and greater than 600

feet may be eligible for speed humps provided they meet all other criteria and the street is continuous to street segments of 1,500 feet or longer with speed humps.

7. At least 50% of the property owners on the affected street must support the installation of speed humps and submit **Attachment 1 Initial Interest Petition for Installation of Speed Humps**.
8. Streets eligible for the installation of speed humps shall have a posted speed limit of 25mph or less as determined in accordance with State Law, and shall have an 85% percentile speed, a minimum of 10 mph over the posted speed limit. The need to reduce speed substantially at speed humps would not make these devices appropriate for streets posted higher than 30 mph because of the severe speed differential such installation would create along the street. Severe differentials between the speeds of vehicles on a street are known to contribute to traffic collisions.
9. Speed humps may be considered for installation on eligible streets where five (5) or more reported speed-related accidents have occurred within the preceding 12-month period.
10. The street shall be no more than one lane in each direction.
11. The street should not be a truck route or a transit route.
12. The street should not have grades greater than 5%. On hilly/rolling streets, the eligible segment of the street shall meet the minimum sight distance requirements.
13. Speed humps will only be considered for installation on local streets determined by the Public Works Department – Engineering Division to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps. Speed humps should 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 distance.
14. The street should not be an important access route to emergency vehicles. Factors to be considered are:
 - a. Whether the street is a primary route for emergency vehicles.
 - b. Whether the installation of speed humps could cause a significant delay in the response emergency vehicles.

15. Speed humps should generally be avoided where the drainage gutter or flow of water is in the center of the roadway. Drainage and hydraulic impacts should be carefully evaluated on a case-by-case basis for such streets.
16. Speed humps are still experimental roadway features; therefore, additions, alterations, or removal of any or all speed humps may occur at any time in the discretion of the City.
17. Speed humps should not be installed without approval from the El Monte Police Department and the Los Angeles County Fire Department and, if appropriate, the Los Angeles County Sheriff's Department.
18. Speed humps should be installed according to the engineering study recommendation on a case-by-case basis.
19. The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the City Engineer and applicable City policies and municipal code requirements.
20. A review of a specific speed hump installation, including a new spot speed survey, shall be conducted 12 months after installation and shall consist of a speed survey and volume counts. Said review shall be reported to the City Council as an official report.
21. Speed humps are raised traffic calming devices installed across the roadway to slow vehicles by elevating the wheelbase of the vehicle. The following sets forth the design criteria for speed humps:
 - a. Speed humps may feature two-wheel cutouts designed to allow emergency vehicles to pass with minimal slowing.
 - b. Speed humps shall be 12 feet long, 3 inches high and span the width of the street.
 - c. Speed humps shall be constructed of asphalt.
 - d. Speed humps will be strategically placed to control speed. Isolated humps shall not be installed. Spacing will generally be 400 to 500 feet.
 - e. Speed humps shall be accompanied by advance warning signs and pavement markings. Signing and striping shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).
 - f. Speed humps will have adequate sight distances from driveways, side streets and around curves to safely accommodate the installation of speed humps.

22. If a roadway segment is eligible for speed humps, the City may alternatively review the identified roadway segment and surrounding neighborhood roadways within a boundary area to identify all adjacent roadway segments that may have potential traffic issue. The boundary area is determined based on access points, travel patterns and potential vehicle diversion to adjacent streets.

CITY OF EL MONTE

REQUEST AND APPROVAL PROCESS PROCEDURES FOR THE INSTALLATION AND/OR REMOVAL OF SPEED HUMPS

1. **Speed Hump Policy.** The City Council's adopted policies and procedures for the installation of speed humps are available to all interested parties.
2. **Speed Hump Screening.** A representative of a local residential street segment who believes the residents on their street will support the installation of speed humps will submit a completed **Attachment 1 *Initial Interest Petition for Installation of Speed Humps***, with the signatures of at least 50% of the property owners and/or residents on the affected street, to the Department of Public Works – Engineering Division, which will consult with the El Monte Police Department and the Los Angeles County Fire Department in determining whether the street segment in question is eligible for further consideration for the installation of speed humps.
3. **Determination of Eligibility.**
 - a. **Ineligible.** Upon determination that a street segment is not eligible for speed humps, the representative(s) of the street will be notified in writing giving the reason why the street segment is not eligible. In some cases, however, roadways that are ineligible or do not qualify for speed humps may still receive traffic calming improvements at the discretion of the City traffic engineers based on the roadway characteristics and surrounding context. Such cases include proximity to a school or high pedestrian area.
 - b. **Eligible.** Upon determination that a street segment is eligible for further consideration, the property owners and/or residents will receive Attachment 2 to cast their vote on speed hump installation. The form will be provided by the City. There must be a clear majority (75% or more) of the property owners and/or residents on the affected street that affirmatively express support of the installation of speed humps on their street.
4. **Petitions for Speed Humps.**
 - a. The sponsor of the petition is required to contact every property owner and/or resident on the affected street on the subject street. If a resident is against the speed humps, the word "OPPOSED" will be noted on the petition signature space. If the sponsor is unable to contact the property owner or 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 property owner and/or resident.

- b. Any petitions submitted prior to an eligibility determination by City staff will not be processed ahead of schedule and shall be subject to rejection if all required information on the installation of speed humps is not included thereon.
5. **Submission of Petition.** To be considered for the program, petitions must be received by the Public Works Department – Engineering Division within 90 days from the date of the application. Untimely submitted petitions will not be considered by the City.
6. **Resubmittal of Denied Petition.** To be reconsidered for the program on a street segment that has been previously denied, there must be a two-year waiting period based on the date of the final determination.
7. **Notice to Surrounding Areas.** Upon verification of the petition, staff will notify the surrounding area of the proposal for speed humps on a particular street.
8. **Community Plan Approval Process.** Upon determination of eligibility, City will develop a conceptual speed hump exhibit and proceed with community plan approval process. City traffic engineers will develop a conceptual plan with appropriate traffic calming improvements to address the existing and potential traffic issues within the street segment/roadway. Once the conceptual plan is developed, a voting survey will be conducted and delivered to all affected property owners and/or resident on the affected street. Voting is required to ensure the community along the street segment agrees with the speed hump installation.
9. **Speed Hump Approval Process.** A minimum approval rate of 75%, of affected property owners and/or residents along the street segment, and a 100% “YES” vote from all property owners and/or residents immediately adjacent to the proposed speed hump, must be met to proceed to implementation phase. Each affected property owner and/or resident may participate in the voting survey. Only one signature per property shall be allowed. If the affected property is a multi-family complex, and the units are individually owned, each unit owner or resident shall have one vote. Please see **Attachment 2 Final Petition/Vote for Installation of Speed Humps.**
10. **Final Approval.** If the overall approval rate of 75% of affected property owners and/or residents along the street segment and 100% of the property owners and/or residents adjacent to the speed hump votes are both met, the street segment will proceed to the speed hump design phase.
11. **Alternatives to Speed Hump.** If the overall approval rate of 75% of affected property owners and/or residents along the street segment and 100% of the property owners

adjacent to the speed hump vote is not met to proceed to final design, the roadway may still receive traffic calming improvements at the discretion of the City traffic engineers.

12. **Removal of Speed Humps.** If there is subsequent desire by property owners/residents to remove the speed humps, the speed humps will only be considered for removal after receipt of a petition requesting the removal. The petition (form to be provided by the City) shall show that a substantial majority of property owners and/or residents on the affected street (75% or more) approve the requested removal. The applicant(s) must also be prepared to pay in advance for the removal of the speed humps (up to a maximum of \$2,000 per speed hump). To initiate the process, contact the City's Public Works Department- Engineering Division. This fee will be added to the fee schedule during the annual update.

13. **City's Discretion to Remove Speed Humps.** City may remove any or all of the speed humps **AT ANY TIME** for safety reasons. City may also remove the speed humps if the City Engineer finds that the speed humps have resulted in substantial diversion of traffic onto adjacent or nearby streets. In these cases, there will be no cost to the property owners and/or residents on the affected street(s).