

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION NO. R-12-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON, TO ESTABLISH A SPEED HUMPS POLICY RELATIVE TO THE USE OF SPEED HUMPS FOR TRAFFIC CONTROL ON PUBLIC STREETS AND IN RESIDENTIAL AND COMMERCIAL AREAS IN THE CITY.

WHEREAS, the City of Colton is a municipal corporation duly organized and existing pursuant to the Constitution and laws of the State of California ("City"); and

WHEREAS, City of Colton continues to grow, traffic volumes and speed on City Streets continue to increase; and

WHEREAS, the City of Colton is committed to providing a safe roadway system; and

WHEREAS, a variety of physical and geometric traffic calming techniques have been developed across the nation to safely reduce speeds on a 24-hour basis by affecting motorist behavior; and

WHEREAS, the Manual of Uniform Traffic Control Devices adopted by the Federal Highway Administration recognizes speed humps as a geometric feature of the roadway and identifies signing and pavement markings for use with speed humps; and

WHEREAS, the Institute of Transportation Engineers and municipal agencies throughout the nation have prepared guidelines for the use of speed humps; and

WHEREAS, the installation of Speed Humps has demonstrated to be an effective traffic calming measure to reduce the negative effects of motor vehicle use, alter poor driver behavior, and improve community conditions for all motorists and non-motorized street users; and

WHEREAS, Speed Humps are traffic calming measures and are defined as a "road design feature of the roadway"; and

1 **WHEREAS**, the City Council, by Resolution, may restrict traffic flow on streets in order
2 to reduce residential speeding utilizing Speed Humps; and

3 **WHEREAS**, each request for Speed Humps is first reviewed by the City Traffic Safety
4 Committee at a community noticed meeting, taking into consideration the engineer's report and
5 findings and all relevant issues and matters including public input and testimony regarding the
6 appropriateness of the proposed Speed Humps, and making a recommendation to the City
7 Council; and

8 **WHEREAS**, on January 21, 2015 the Traffic Safety Committee reviewed the elements of
9 the Speed Hump Policy, discussed current residential speeding concerns, amended the shared
10 costs concepts, discussed matters involving future speed humps near schools, the impact of speed
11 humps on emergency response vehicles and recommended that the following Speed Hump Policy
12 be approved by the City Council.
13
14

15
16 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COLTON CITY COUNCIL**
17 **THAT THE FOLLOWING ELIGIBILITY CRITERIA, RULES AND REGULATIONS,**
18 **AND PROCEDURES FOR PROCESSING SPEED HUMP REQUESTS ARE HEREBY**
19 **ADOPTED:**

20
21 **1.0 - Purpose**

22 The purpose of this policy is to set forth the process and criteria by which the installation
23 of Speed Humps may be recommended to the City Council and to identify the conditions which
24 they may be installed on public streets. For purposes of this policy the term "public streets" shall
25 not include alleys, whether public or private.
26
27
28

1 **2.0 - Background**

2 The use of Speed Humps is not intended as a solution for all traffic and speed control
3 problems. It will be the City's policy to carefully review each request for the installation of Speed
4 Humps to ensure that the proposed location and attending circumstances meet all of the criteria
5 outlined in this policy.
6

7 **3.0 - Policy**

8 3.1 The initiation of requests for Speed Hump installations shall be in accordance with
9 the following:

10 a. All requests shall originate from the residents of the street.

11 b. The City Engineer shall determine the approximate location of the proposed speed
12 hump(s) and the affected area required for petition circulation.
13

14 c. All requests shall be in the form of a formal petition

15 d. The residents shall circulate all petitions themselves. The sponsor of the petition shall
16 circulate the petition to all residents.

17 e. A separate petition shall be used for each street.

18 f. Each petition supporting the installation of speed humps shall contain the signature of
19 residents in favor of the action representing at least 67% of the affected residences on the street in
20 question, as previously determined by the City Engineer.
21

22 g. Completed petitions shall be returned to: City Engineer, City of Colton, 650 N. La
23 Cadena Drive, Colton, CA 92324

24 h. A petition supporting the installation of a speed hump(s) must be submitted containing
25 signatures of residents desiring the installation of the speed hump(s) on the subject street.

26 3.2 Speed Humps shall only be installed in conformance with the design guidelines
27 described herein or otherwise established by the City Engineer.
28

1 3.3 Due to certain unforeseen reasons, and because vertical traffic calming measures
2 are often considered experimental roadway features subject to post-monitoring and feedback, any
3 additions, alternations, or removals of any or all speed humps by the City may occur at any time.

4 3.4 Prior to installation of speed humps, the City Engineer will notify the Fire
5 Department, the Police Department and ambulance services of each installation.

6
7 **4.0 - Warrants**

8 The installation of speed humps of on public streets will not be considered unless all of
9 the following conditions are met over the entire proposed street segment as determined by the
10 City Engineer:

11 4.1 The average daily traffic volume shall be more than 500 but less than 3,000
12 through vehicles per day.

13 4.2 The street shall have a posted speed limit of 25 mph or be unposted with a prima
14 facie speed limit of 25 mph.

15 4.3 More than two-thirds (66.7%) of the surveyed motorists must exceed the posted or
16 prima facie speed limit, or the average 50th percentile speed must exceed the posted or prima
17 facie speed by 10 mph.

18 4.4 The street shall not be over 40 feet wide.

19 4.5 The street shall have no more than (2) through traffic lanes. Public streets
20 containing a two-way left turn center lane shall not be considered for the installation of speed
21 humps. The curb adjacent to the speed hump locations must be of the raised six or eight-inch
22 standard barrier curb type and not roll-over curb.

23 4.6 The street shall have good vertical sight distance, pavement surface quality
24 horizontal sight distance, drainage and street lighting. It must be free of unusual features, which
25 might affect the operation of the speed hump(s).
26
27
28

1 4.7 The street shall be residential or local street meeting the following definitions as
2 stated in the California Vehicle Code:

3 “A residential street is defined as a road having 13 or more building on one side of the
4 road or 16 or more buildings on both sides of the road, within a distance of 1/4 mile. Buildings
5 must be located within 75 feet of the roadway curb face and they must face and access the street.
6 The street must be at least 300 feet in length and not exceed a total of one mile.”
7

8 4.8 To avoid approach speeds of greater than 40 mph, the location of the first proposed
9 speed hump shall be such that the approach speed in advance of the first speed hump can be
10 effectively controlled via a physical design feature such as a curve or controlled intersection.

11 4.9 Installation of a speed hump will not be permitted where substantial diversion of
12 traffic to other local streets will occur as determined by the City Engineer.

13 4.10 Speed humps shall not be considered for streets that serve as bus routes or are
14 commonly used by emergency vehicle as an access corridor.

15 4.11 Speed humps shall not be installed on a street where they would cause an
16 aggregate 30 seconds of delay in Fire Department response time or if they cause the response to
17 exceed six minutes.
18

19
20 4.12 Street Lighting must exist on the street blocks where speed humps are proposed to
21 be installed.
22

23 **5.0 - Procedures**

24 5.1 After a petition is received, the City Engineer will:

25 a. Verify that each petition contains the requisite number of signatures by calculating the
26 total number of residents that are entitled to sign the petition and ensure that the two-thirds
27 criterion has been met. A maximum of one (1) vote per household.
28

1 b. Obtain necessary traffic data.

2 c. Verify compliance with all warrants.

3 5.2 All requests for speed humps that meet all policies and warrants will be given to
4 the City Engineer. The City Engineer will review all relevant issues and then make
5 recommendations as to which streets should receive speed humps, according to the criteria
6 checklist.
7

8 5.3 The City Engineer will make recommendations to the City Council for approval of
9 installing speed humps on a particular street.

10 5.4 Staff will field locate the approved speed humps for the installation.

11 **6.0 - Installation**

12 **Construction**

13 6.1 The City shall procure an annual contract for speed humps installation.

14 6.2 All speed humps shall be constructed in accordance with City adopted standards.

15 6.3 The speed humps shall be installed across the entire roadway to the lip of the
16 gutter with the last one foot tapered flush with the pavement to minimize gutter running and to
17 preserve gutter flows.
18

19 6.4 Prior to construction, the sponsoring group shall deposit to the City the dollar
20 amount required per the annual contract or, obtain a private Contractor to install all required
21 speed humps.
22

23 6.5 A private contractor shall obtain a "Street Cut" permit prior to beginning
24 construction.
25

26 **Warning Devices—Traffic Signage and Pavement Markings**

27 6.6 A standard Caltrans W17-1 30" warning sign stating "Humps" with 5 inch series E
28 letter should be installed between 50 and 100 feet from the speed hump.

1 6.7 Speed advisory signs stating 15 mph should be installed below the “Humps”
2 warning signs.

3 6.8 Signs and markings shall be installed with speed hump construction.

4 6.9 Speed hump markings shall be placed as a series of white markings to identify the
5 location of the speed hump, per the latest California MUTCD standards and guidelines. Where
6 the speed hump markings do not also function as a crosswalk or speed table, the markings shall
7 comply with Section 3, Figure 3B-29, Options A, B, or C in the CAMUTCD. If markings are
8 used for a speed hump that also functions as a crosswalk or speed Table, the markings shall
9 comply with CAMUTCD Figure 3B-30, Options A or B.

10 6.10 8-foot high “HUMP” and “AHEAD” legends should be painted in white, at visible
11 locations on the pavement, in-line with the roadside warning sign posts, and spaced at 50-foot
12 intervals between 50 and 100 feet in advance of each speed hump. If the City Engineer
13 determines that it is necessary to further enhance the conspicuity of the speed humps where added
14 visibility is desired or where the device is not expected, 12-inch white advance speed hump
15 markings of increasing lateral width in the approaching travel lane direction may be used in
16 advance of the speed humps. In such cases, the advance speed hump markings shall be designed
17 and implemented in conformance with Section 3B.26 and Figure 3B-31 of the CAMUTCD. All
18 pavement legends should remain for up to one year after installation of the undulation after which
19 time the legend may be removed with the signed concurrence of residents representing at least
20 51% of the affected residences on the street segment.

21 6.11 One-foot wide longitudinal triangular markings should be painted on each speed
22 hump across the full 12-foot width of the undulation.

23 6.12 A double yellow centerline may be provided in the vicinity of the speed hump
24 where determined by the City Engineer.

1 **7.0 - Placement of Speed Humps**

2 Speed humps should be placed according to the following guidelines:

3 7.1 Speed humps should be placed a minimum of 200 feet away from intersection,
4 stop signs or sharp curves so that drivers are unlikely to approach them at high speeds. This
5 ensures that sufficient driver reaction time is provided.

6 7.2 Speed humps should be spaced from 200 to 500 feet apart.

7 7.3 The final positioning of the speed humps should take into consideration the
8 following which should be field verified prior to installation:
9

10 a. All speed humps shall not be located over manholes or within 30 feet of hydrants.

11 b. Speed humps should be located downstream of storm drains.

12 c. Speed humps should be located on property lines when possible.

13 d. Speed humps should be 10 feet away from driveways.

14 e. Vertical curves and grades should be evaluated with respect to advance visibility of
15 speed humps. Typically, all speed humps should be placed at least 200 feet away from sharp
16 horizontal curves and be readily visible from at least 200 feet if placed near vehicle curves.
17

18 f. Speed humps should not be placed on horizontal curves of less than 300 foot radius.
19

20 7.4 Speed humps should not be placed on street with grades greater than 6% or in a
21 location that is not clearly visible for at least 200 feet.
22

23 **8.0 - Speed Hump Removal**

24 8.1 Speed humps must be in place for at least twelve months before they become
25 eligible for removal through the petition process.

26 8.2 Speed humps shall be removed with the documented approval of such removal
27 request by at least sixty (60%) of the property owners of the approval area, as defined previously
28

1 in this Resolution.

2 8.3 Speed humps shall be removed by the City as traffic volume increases and exceeds
3 an average traffic volume of 5,000 vehicles per day, or the street's functional classification is
4 changed from residential or collector street, at the location of the speed humps.
5

6 8.4 After a speed hump is installed, applicants or petitioners who paid for installation
7 of the speed hump shall not be eligible for any refund of their monies paid, regardless of the
8 reason for removal of the speed hump(s).

9 **9.0 - Process for Speed Hump Removal**

10 9.1 Requests for speed hump(s) removal shall be submitted to the City Engineer.

11 9.2 The City Engineer shall determine the area requiring property owner approval of
12 the removal request (approval area).
13

14 9.3 The Public Works Department shall prepare a petition identifying all of the
15 developed properties in the approval area, and provide the petition to the applicant.

16 9.4 The applicant shall then circulate such petition and obtain signatures from all of
17 the owners of the approval area. Sixty percent (67%) or more of the property owners of the
18 approval area must support removal of the speed humps for the process to continue.

19 9.5 If sixty percent (67%) or more of the owners of the approval area sign the petition
20 in support of removing the speed hump(s), the City shall remove the speed hump(s), signs, and
21 pavement markings. Removal of speed hump(s) shall be at the petitioner's expense.
22

23 **10.0 - Cost of and Payment for Speed Humps**

24 10.1 The cost of all materials, including, but not limited to, asphalt, concrete, signs, and
25 pavement markings, engineering studies, speed survey shall be paid by the applicant and/or
26 supporters from the approval area. The cost of materials is subject to market pricing fluctuations
27 and shall be determined by the Public Works Department at the time the approval petition is
28

1 prepared for circulation.

2 10.2 In the case of new developments or new streets, the developer shall be responsible
3 for the entire cost of the speed humps, including material, equipment, and labor. The costs of the
4 speed humps shall be determined by the Public Works Department at the time the improvement
5 plans are approved by the City, and payment shall be received by the City prior to final plat
6 approval, project acceptance, or issuance of the certificate of occupancy.
7

8 10.3 All speed humps shall be installed and maintained by City staff after the request
9 process or development review process has been completed and payment received.

10 **PASSED, APPROVED AND ADOPTED** this 16th day of February 2016.

11
12
13 
14 Richard A. DeLaRosa, Mayor

14 ATTEST:

15
16 
17 Carolina R. Padilla, City Clerk

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN BERNARDINO) ss
3 CITY OF COLTON)

4 CERTIFICATION

5 I, **CAROLINA R. PADILLA**, City Clerk of the City of Colton, California, do hereby
6 certify that the foregoing is a full, true and correct copy of **RESOLUTION NO. R-12-16**,
7 duly adopted by the City Council of said City, and approved by the Mayor of said City, at its
8 Regular Meeting of said City Council held on the **16th day of February, 2016**, and that it
9 was adopted by the following vote, to wit:

10	AYES:	COUNCILMEMBER	Toro, Jorrin, Navarro, González, Bennett,
11			Suchil and Mayor DeLaRosa
12	NOES:	COUNCILMEMBER	None
13	ABSTAIN:	COUNCILMEMBER	None
14	ABSENT:	COUNCILMEMBER	None
15			

16 **IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal
17 of the City of Colton, California, this _____ day of _____, 20__.

18
19
20
21 _____
22 CAROLINA R. PADILLA
23 City Clerk
24 City of Colton

25
26
27
28 (SEAL)