

SPEED HUMPS



DOES THE CITY INSTALL SPEED HUMPS?

In 1999 the City Council adopted the Residential Neighborhood Traffic Management Program that established the objectives, policies, criteria and application procedures for a variety of devices and strategies to reduce excessive speed, excessive traffic volumes and pass-through traffic in residential neighborhoods. Speed Humps were one of these devices.

WHAT IS A SPEED HUMP AND WHAT IS IT INTENDED TO DO?

In Yorba Linda, the speed hump is a 12 foot wide x 3-1/2 inch high asphalt berm that is constructed across the entire width of a street.

The object of the speed hump is to cause approaching motorists to slow their vehicle as they approach and pass over the hump. For this reason they are most effective when used as groups of two spaced 350 ft. to 450 ft. apart. While speed reduction is the speed hump's main purpose, some traffic diversion often occurs when speed humps are installed on a neighborhood street.

As the signing and pavement marking associated with a speed hump installation and the probable increase in noise levels as vehicles approach and pass over the speed humps can be objectionable to near-by residents, an extensive notification and approval process is required with any application for speed hump installation.

WHERE CAN SPEED HUMPS BE INSTALLED? WHERE ARE THEY PROHIBITED?

Speed humps can be installed:

- On a local, residential street that is one lane in each direction and does not exceed 42 feet in width. It is preferable that a candidate street have curbs; and,

- Have a minimum unobstructed sight distance of 250 feet between an approaching vehicle and the advance speed hump signing. The sight distance requirement may be increased to 300 feet on streets with a grade in excess of 3%; and,
- Have an uninterrupted length of 800 feet between any other traffic control device such as STOP or YIELD signs or a traffic signal.

Speed bumps cannot be installed:

- On a local, residential street that is the primary access to a fire station or medical facility served by ambulances or other paramedical type vehicles; or
- Cannot be an established Orange County Transit Authority (OCTA) route; or,
- Cannot be constructed on streets with a continuous grade in excess of 5%; or,
- Cannot be installed on a street scheduled for reconstruction or major maintenance in a two year period following application. If approved under these circumstances their installation may be deferred; or,
- At any location deemed by the City Council to not be in the best interest of the community or public safety.

WHERE ARE SPEED HUMPS PLACED ON A STREET?

Speed humps are typically placed on property lines, preferably under a street light, finds equidistance from intersection to intersection. Speed humps are never placed in driveways

WHAT ARE THE CRITERIA FOR INSTALLING SPEED HUMPS?

Request for speed humps may be approved if all the following criteria are met:

- A written request is submitted to the City Traffic Engineer identifying the location of the problem, whether the problem is excessive speed and/or excessive traffic volume and the home address, e-mail address and telephone number of the initiating party;
- All general criteria for speed hump placement are reviewed and if met; a petition is prepared by the City identifying the candidate street(s), the address of each home with signature block for resident to indicate approval/disapproval of the speed hump installation, location of possible speed humps, an explanation of speed humps and the removal procedure. The petition is circulated by the Applicant or mailed by the City.
- The returned petition must indicate:
 1. All occupied homes have been contacted.
 2. 80% of the listed residents approve of a Study and possible speed hump installation.
 3. 100% of the residence adjacent to where the speed humps and signage would be placed approve of the installation.

- A traffic study is conducted to determine if the following criteria for speed hump installation is met:
 1. That for a minimum of six hours per day the 50th percentile speed on the Study street is in excess of 35 mph and for the same six hours there 100 vehicles per hour.
 2. That a three-day traffic count averages 2000 vehicles per day.
- The result of the Traffic Study indicating that the speed hump installation criteria was met or not met is submitted to the City Traffic Commission. If the request for speed humps is approved, the Traffic Commission and staff recommendations are submitted to the City Council for final disposition. If the request is denied by the Traffic Commission, the applicant can appeal that decision to the City Council.
- Data presented to the Traffic Commission will include an assessment of the speed hump installation by the Fire Authority.

The Applicant will be advised of all meeting dates, times, and places.

ARE THERE ALTERNATIVES TO SPEED HUMPS TO REDUCE EXCESSIVE SPEED ON NIEGHBORHOOD STREETS?

Yes, enhanced signing, speed feedback warning signs, concentrated enforcement of the 25 mph speed limit and use of the radar/speed trailer are a few of the methodologies available to reduce speed on residential streets.

HOW DO I APPLY FOR A SPEED HUMP INSTALLATION OR LEARN MORE ABOUT THE DEVICE OR PROCEDURES?

Please contact the Traffic/Transportation Division at: **(714) 961-7170** or via email: twang@yorba-linda.org