



City of Murrieta City Council Policy

POLICY: SPEED HUMP POLICY

POLICY NO.: 800-01

DATE: October 6, 2015

PURPOSE

The use of speed humps and supplemental signage is used to accomplish one or more of the following:

1. Reduce vehicular traffic speeds on neighborhood streets.
2. Enhance the overall street environment and make roadways safer to pedestrians and bicyclists.

Speed humps for purposes other than specified above shall be established by resolution of the City Council.

Definition:

A speed hump is constructed of asphalt or rubber. A speed lump is a modification of a speed hump, and incorporates grooved channels to accommodate the wheel base of emergency response vehicles.

General

Although speed humps are installed as traffic calming measures to counteract the negative impacts of traffic speeding and cut-through traffic, the disadvantages are as follows:

- *Traffic could be diverted to other residential streets.*
- *Increase in noise levels to homes nearest the speed hump.*
- *Could increase emergency response time.*
- *Could increase vehicle damage claims.*
- *Could encourage speeding between humps.*
- *Could impact street maintenance/street sweeping.*
- *Parking could be affected at the speed hump locations.*

Engineering Judgment

When determining whether a speed hump is warranted, the following items shall be considered:

- a) A request must be initiated by residents and an application submitted per the Neighborhood Traffic Management Program (NTMP) requirements, meeting the following:
 - If there is a Homeowners Association (HOA), a letter of support from the HOA Board is required.

- If there is no HOA, a letter of support from the neighborhood is required, with a minimum of 25% of the affected homeowner's signatures.
- b) Street classification has to be local/residential.
- c) Speed limit has to be 25 mph or less.
- d) Speed survey is to be conducted:
 - The 85th percentile speed must show five or more miles per hour above the posted speed limit.
- e) Street segment must be at least 600'.
- f) Distance between traffic controls (stop or traffic signal) is at least 600'.
- g) Existing and future traffic volumes.
 - More than 1,500 vehicles per day.
- h) Street geometry/street width.
 - One lane in each direction.
 - Less than or equal to 40' wide (curb to curb).
 - Grade less than 5%.
 - Horizontal and vertical alignment should allow for adequate sight distance.
- i) The street is not a truck route, transit route and primary emergency vehicle route.
- j) Needs approval from Fire Department.
- k) Speed related accident history.
- l) Distance from adjacent jurisdiction.

If all the warrants listed above are met:

- m) A survey/petition shall be sent out from the City to the residents (property owners) within the affected area. The requirements are:
 - 70% signature approval from property owners on the subject street.
 - 100% signature approval from property owners adjacent to the traffic measure.
 - 51% signature approval from property owners on adjacent streets that may be impacted by the traffic measure. The impacted area will be determined by City staff.

The results of the analysis and survey will be taken to the next scheduled Traffic Commission meeting, for a recommendation to be made to City Council. If recommended to and approved by City Council, speed humps will be installed.

- n) Once installed, a second survey shall be sent out within six months, to verify if the speed humps shall remain.



Harry Ramos
Mayor