



San Clemente Speed Hump Policy

Background:

Increased traffic volumes and speeding vehicles along residential streets often prompt citizen concern and protests, even where traffic volumes are not particularly large. While neighborhood streets are typically public property, and thus belong to everyone, most of residents feel an ownership of these streets and therefore take vocal exception to discourteous drivers.

Excessive speed is a frequent resident complaint. Negative reaction to speed is often a translation of concern over safety. Even though high speed vehicles may be occasional, they are seen as an insult by thoughtless drivers to the peace, quiet, safety and quality of life within the neighborhood.

The City has adopted a “Traffic Calming Policy and Resource Manual” to assist the residents and staff in developing the appropriate neighborhood traffic management programs for their areas. The Manual provides tools for the City to successfully implement Traffic Calming programs on public streets. Speed Humps are one of these tools. Speed Humps have been effectively utilized by public agencies to regulate speed on residential streets.

Policy:

1. Speed Humps are pavement undulations installed along a roadway for the purpose of regulating traffic speed.
2. Speed Humps will be permitted in public streets unless individual circumstances indicate that their installation will not be consistent with the public interest and safety.
3. Speed Humps will be considered after following the process as defined in the “Traffic Calming Policy and Resource Manual” and after implementing other non-intrusive tools for controlling the speeds.
4. Speed Humps will be installed upon receipt of the required petition, approval of the City Council, and in conformance with the standard design in effect at the time of installation.
5. Speed Humps should be about 3 inches high and there should be at least 2 humps per block spaced between 250 and 300 feet.
6. The City Council has the discretion to alter or remove any or all speed humps at any time.
7. Speed Humps will also be removed upon receipt of the required petition and approval of the City Council.

Basic Criteria:

The installation of Speed Humps should be considered if all the following conditions are met:

I. Street Characteristics:

1. The street is a local residential street as defined by the City of San Clemente General Plan and the California Vehicle Code.
2. The street is not designated as a truck or transit route or a primary or routine access route for emergency vehicles.
3. The street block length shall be a minimum of 800 feet in length. This will allow the installation of two (2) speed humps. Shorter blocks will be considered as part of a longer street.
4. The grade of the street shall not exceed a sustained grade of 6%.
5. The street must have adequate horizontal and vertical alignment and sight distance.
6. The posted speed limit is 25 mph, and fifteen (15%) percent of drivers' speed exceed 32 mph.
7. The average traffic volume must be between 500 and 3,000 vehicles per day, total in both directions.
8. The volume threshold may exceed the above criteria, if the others conditions are met and the property owners are willing to pay for the installation costs. \

II. Neighborhood Support:

1. A request signed by the majority of all the street's households must be received in order to start the evaluation process. If the City determines that the street conditions meet the criteria for the installation of speed humps staff will present the item to the Planning Commission for their recommendation and to the City Council for their approval. One signature per household will be accepted.
2. The City will notify the property owners and the residents of the affected street and potentially impacted streets, prior to the Planning Commission and/or City Council meetings.

City of San Clemente

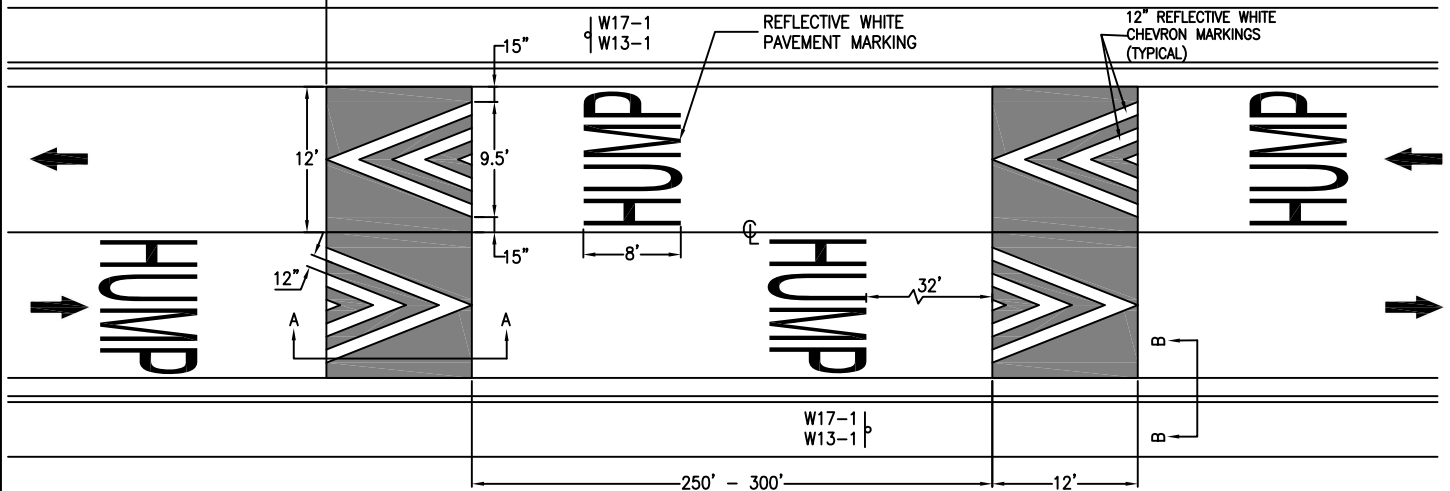
Speed Hump Policy

4. The City will coordinate with Orange County Fire Authority (OCFA) for its review to determine the impacts, if any, on emergency response time.
5. If the basic criteria are not met and 67% of the residents of the street are in favor of the speed humps installation, staff will present the item to the Planning Commission for its recommendation and to the City Council for its approval.
6. The speed humps will be removed if the City receives a petition of the majority (50% +1) residents on the street or if the City Council determines that removal is necessary in the best interest of the public.

III. Humps Design and Installation:

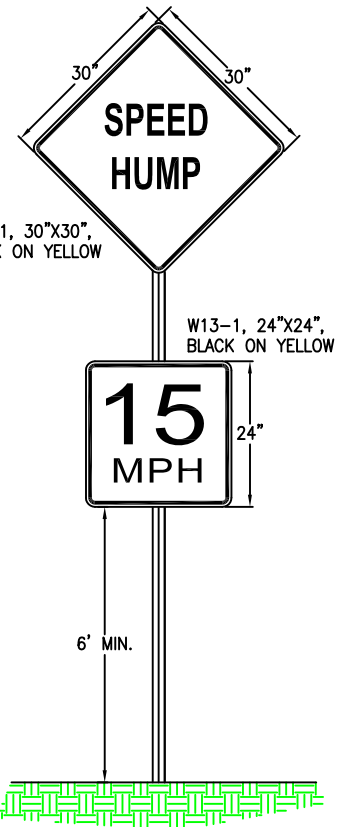
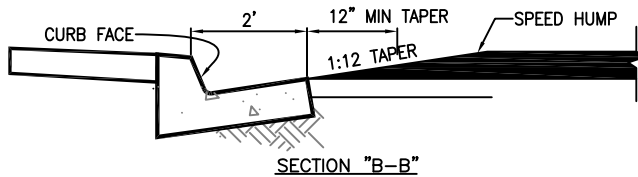
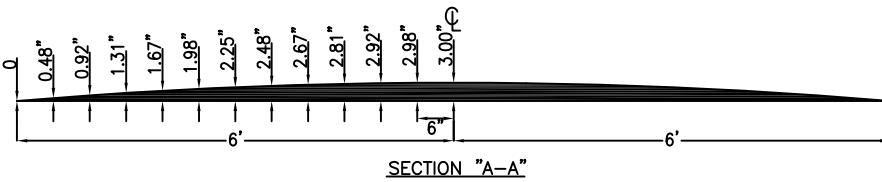
1. The speed humps will be approximately 12 feet wide and 3 inches high.
2. Speed lumps will be allowed instead of speed humps, if OCFA determined the need for the lumps to minimize the impact on its response time. Speed lumps are a variation of the speed hump by adding two-wheel cut-outs designed to allow large vehicles such as emergency vehicles, to pass with minimal slowing.
3. Proper warning signs and pavement messages will be installed in advance of the speed humps or speed lumps.
4. After the Planning Commission's recommendation and City Council approval, the installation of the speed humps will be prioritized and scheduled based on the availability of funds, schedule of street improvement within the area. The schedule may be expedited, if the residents are willing to fund the installation costs.

TRAFFIC SIGNAL OR STOP SIGN 150' - 200' MIN. (TYPICAL)



LEGEND:

- - DIRECTION OF TRAVEL
- ⊥ - SIGN AND POST



NOTES:

1. ALL WORK, DEVICES AND MATERIAL SHALL CONFORM TO THE STANDARD PLANS AND SPECIFICATIONS OF CALTRANS AND THE MUTCD (CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES), LATEST EDITION.
2. SPEED HUMPS SHALL NOT BE INSTALLED OVER OR NEAR MANHOLES, WATER VALVES, DRAINAGE INLETS, FIRE HYDRANTS, DRIVEWAYS, ETC.
3. EDGE OF SPEED HUMPS SHALL BE 5 FEET MINIMUM FROM EDGE OF DRIVEWAY.
4. SPEED HUMPS SHALL BE PLACED ADJACENT TO EXISTING STREET LIGHTS, IF POSSIBLE.
5. SPEED HUMPS SHALL BE PLACED BETWEEN PROPERTY LINES.
4. LOCATION OF SPEED HUMP(S) SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO INSTALLATION.
5. SPEED HUMPS SHALL BE CONSTRUCTED OF ASPHALT CONCRETE OR OTHER MATERIALS APPROVED BY THE CITY TRAFFIC ENGINEER.

APPROVED BY:

W.E. CAMERON, CITY ENGINEER 23764 R.C.E. NO. DATE



City of San Clemente

Public Works Department - Engineering Division

MARK	REVISIONS	APPR.	DATE

<p>Standard Speed Hump</p>	<p>STD.NO. ST- 21</p>
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