



City of Compton

Speed Hump Policy and Procedures

Update Adopted by the City Council on January 26, 2021

City of Compton

Speed Hump Installation Policy and Procedures

INTRODUCTION

Speed humps have been shown to be an appropriate mechanism for reducing speeds on certain streets when properly installed under the right circumstances. The purpose of this policy is to set forth a process for the implementation of speed humps, the procedures for their evaluation, and an analysis for installation.

The Compton City Council originally adopted the policy and procedures for the installation of speed humps in the early 1990s, and updated them in January 2021. The City Council's updated policy and procedures for the installation of speed humps will be posted on the City's website and made available to all interested parties.

GENERAL POLICY

Speed humps can 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 traffic collisions), as evidenced by a substantial majority of abutting residences signing a petition for the installation of speed humps.

Speed humps should only be used on local residential streets (i.e., streets where the primary function is to provide direct access to abutting residences) with a 25 mph speed limit. The speed limit on a residential street is typically 25 mph. A collector street, which connects the local residential streets to major streets, may have a speed limit greater than 25 mph. A collector street with a speed limit greater than 25 mph is not eligible for speed humps, even if it provides direct access to abutting residences. Experience has shown that the average motorist reduces speed to approximately 16 mph to traverse a 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residences to reduce speeds to 16 mph every 300 feet or so. 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 affect 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.

The majority of street mileage in Compton can clearly be classified as local residential streets. However, speed humps will not normally be considered for streets which are classified as collector streets or higher in the City's General Plan, or which are determined to provide a public transportation service, such as a bus route, to the community beyond

that of simply providing access to the immediate abutting residences. There is no absolute criteria that clearly distinguishes a purely local residential street from other relatively low-volume streets that provide important services to residents in addition to those immediately abutting the street in question.

However, streets carrying less than 1,000 vehicles per day, are almost always local residential streets, and streets carrying over 3,000 vehicles per day almost always provide important services to the larger community. In the final analysis, the suitability of a particular street for the installation of speed humps will be determined on a case-by-case basis.

Speed humps should be installed on logical segments of local residential streets. They will not normally be installed in isolated blocks along a continuous street, or on relatively short (less than 800 feet) cul-de-sac streets. A substantial majority of residents/property owners on logical continuous segments of a local residential street must support the installation of speed humps. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. The cost of installing speed humps on relatively short cul-de-sac streets, cannot normally be justified.

Speed humps should be installed only after a traffic survey, evaluation and analysis has been completed under the direction of the City Engineer. The analysis may conclude that other, less-restrictive measures, should also be tried prior to installing speed humps. These measures, which include the use of speed feedback signs and painting white edge lines on the street to visually narrow the street to 20' wide, are listed in Attachment A, Preliminary Traffic Calming Measures. Prior to the permanent installation of speed humps, temporary speed humps may be installed on a trial basis, to determine the speed humps' effectiveness. A list of frequently asked questions (FAQs) is provided in Attachment B.

ELIGIBILITY CRITERIA

To be eligible for the installation of speed humps, a street shall meet the following criteria:

1. The street must serve as direct access to abutting properties on a local residential street.
2. The street shall have a speed limit of 25 mph as determined in accordance with state law.
3. The street shall be no more than one lane in each direction.
4. The street width shall not exceed 40 feet from curb to curb.
5. The street should not be a primary access route for 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 emergencies.
 - c. Whether the Police and Fire Departments approve the proposed speed humps.

6. The street shall not be a truck route or a bus route.
7. The street should not have grades greater than 5%.
8. Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate sight distance from driveways, side streets and around curves to safely accommodate the installation of speed humps.
9. The installation of speed humps would not result in substantial traffic being diverted to adjacent or nearby residential streets, as determined by the City Engineer.
10. The 85th percentile speed (as determined by an engineering study) must be greater than 35 mph.
11. The street shall have a minimum traffic volume of 1,000 Average Daily Traffic (ADT) and should have a maximum traffic volume of 3,000 ADT.

Speed humps are not recognized as official traffic control devices, but are considered geometric roadway features, and therefore, additions, alterations, or removal of any or all speed humps may occur at any time.

PROCEDURE FOR THE INSTALLATION OF SPEED HUMPS

A resident/property owner (applicant) of a local residential street who believes the residents/property owners on his/her street will support the installation of speed humps, shall submit a request in writing, including the reasons for the request, to the Engineering Division, which will consult with the Police and Fire Departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the City Council Policy for the installation of speed humps). There are several ways to initiate the request:

- Make a request for speed humps through the City of Compton App
- Contact the City's Public Works Engineering Department by phone at (310) 605-5505 or email at contactpw@comptoncity.org
- Go to www.comptoncity.org

Upon the determination that a street meets Eligibility Criteria 1 through 7, and, therefore, is eligible for further consideration, the City will provide the applicant with a petition, which has the eligible addresses of the abutting residences and the applicant will be advised to return the petition with signatures indicating that a clear majority (75% or more) supports the installation of speed humps on their street. *No more than one signature per address will be accepted.* If the property owner is different from the resident, the property owner, not the resident, shall be contacted. The petition will include the contact information for the property owner.

Prior to circulating the petition, the applicant must be knowledgeable about the process to remove speed humps (see Procedure for Removal of Speed Humps, below).

The applicant is required to contact every resident/property owner of the abutting properties on the subject street. The applicant must provide a copy of the City's *Speed Hump Policy & Procedures* or the link to the document on the City's website, to each resident/property owner contacted. If a resident/property owner is against the speed humps, the word "**OPPOSED**" will be noted on the petition signature space. If the applicant is unable to contact a resident/property owner, "**NO CONTACT**" will be noted on the petition signature space with the dates and times that contact was attempted. It is required that the applicant makes at least two (2) attempts on separate days to contact a resident/property owner.

To be considered for the program, signed petitions must be received by the Engineering Division. Upon verification of the petition, the City Engineer will make traffic speed and volume measurements and review the traffic collision history for the street in question. In addition, the City Engineer will submit the request to the Police and Fire Departments for their comments and approval. The City Engineer will conduct a study to determine if the street also meets Eligibility Criteria 8 through 11 to qualify for the installation of speed humps, and notify the applicant of the results. A report of the applicant streets and their eligibility will be sent to the City Manager for distribution to the City Council.

In the event the number of requests for speed humps exceeds the funds available, the City Engineer will rank the requests in a recommended order of priority and submit these recommendations for approval. The priority list recommended for approval will be based on traffic collisions, speed, traffic volumes and comments of the Police and Fire Departments. The City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list. Unless there is an overriding consideration, such as high incidence of speed-related collisions (a large condition on most local residential streets), priorities will normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question. A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Depending upon the number of petitions received and the types of street involved, it is possible that a "cut-off" speed (perhaps an 85th percentile speed of 30 mph) will be established below which streets will not be considered for the program.

PROCEDURE FOR THE REMOVAL OF SPEED HUMPS

If there is subsequently a desire by residents/property owners 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 residences (75% or more) approve the requested removal. The applicant must also be prepared to pay, up-front, for the removal of the speed humps (up to a maximum of \$1,000 per speed hump). To initiate the process, contact the City's

Public Works Engineering Department by phone (310) 605-5505 or email contactpw@comptoncity.org, or go to www.comptoncity.org.

As previously noted, the City may remove any or all of the speed humps **AT ANY TIME** for safety reasons. The 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 would be no cost to the abutting property owners.

SPEED HUMP DESIGN CRITERIA

The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Engineering Division. Speed hump design shall be in accordance with the *Guidelines for the Design and Application of Speed Humps and Speed Tables*, published by the Institute of Transportation Engineers, 2011, or latest version. The design shall also comply with the City's Speed Hump standard plan, and include the following criteria:

1. Speed humps shall be 12 feet long, 3 inches high and span the width of the street.
2. Speed humps shall be constructed of asphalt.
3. Speed humps will be strategically placed to control speed. Isolated humps shall not be installed. Spacing will generally be 200 to 400 feet.
4. Ideally, speed humps will be placed near street lights and on property lines, while avoiding driveways, catch basins, manholes, water gates, junction chambers, fire hydrants, and mid-lot locations.
5. Speed humps shall be accompanied by advance warning signs, pavement markings and an advisory speed of 15 miles per hour (mph) at least 100 feet in advance of each hump on both sides of the street. Signing and striping shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Attachment A

Preliminary Traffic Calming Measures

Speed humps can cause undesired side effects, such as slowing the response of emergency vehicles, requiring residents of the street to always travel slower than the speed limit to avoid excessive jolting of vehicles, and causing traffic to divert to other streets. Consequently, speed humps should be installed only after a traffic survey, evaluation and analysis have been completed under the direction of the City Engineer. The analysis may conclude that other, less-restrictive measures, should be tried prior to installing speed humps. The less-restrictive measures are also typically less costly than speed humps and can be installed sooner.

The City may consider installing one or more of the following measures prior to the installation of speed humps:

1. 25 MPH Speed Limit Signs & Pavement Markings – For wide residential streets, where motorists may not realize the speed limit is 25 mph.
2. Focused Speed Enforcement – Ongoing, intermittent speed enforcement concentrated in one area.
3. Speed Feedback Sign or Trailer – To show motorists that they are exceeding the speed limit and should slow down.
4. White Edge Line Striping – To visually narrow the travel lanes, which causes motorists to slow down.
5. Closely Spaced Delineators on Street Center Line – To provide “side friction”, which causes motorists to slow down.

Attachment B

Frequently Asked Questions

What are speed humps?

A speed hump is a traffic calming device used to slow traffic on residential streets having speed limits of 25 mph or less. In Compton, speed humps are made of asphalt, are the width of the roadway, and are 12 feet long and 3 inches high at the midpoint. They slow traffic by sloping up and then down. To be effective, two or more must be installed, spaced 200-400 feet apart.



Speed Hump

What is the difference between a speed hump and a speed bump?

Speed bumps and speed humps both serve to reduce vehicle speeds. However, speed humps can be used on public streets and are designed to slow traffic to 15 to 20 mph. Speed bumps, which are 2-3 inches high and 1 foot long, are meant to slow traffic down to 1 to 5 mph. As such, they cannot be used on public streets and are typically used in parking lots.



Speed Bump

Why does the City have speed humps?

Speeding on a residential street is a common complaint of concerned citizens. Although enforcement of speed limits by police departments is an effective means of reducing speeds, limited resources do not allow such enforcement on a regular and permanent basis. Research and the City's own experience have shown that speed humps are an effective approach to slowing down traffic on residential streets.

What are speed cushions?

Speed cushions are similar to speed humps, but they have strategic gaps to allow emergency vehicles to drive "through" the hump instead of over it. Passenger vehicles, which have narrower wheel bases, must still drive over the speed cushions. They are like speed humps to regular passenger vehicles, and slow traffic down without slowing down emergency vehicles. The result is a better emergency response time and less wear-and-tear on the emergency vehicles than with speed humps.

The City of Compton has begun using speed cushions, except for certain conditions where speed humps are used instead. Each speed cushion is 6 feet wide and 6 feet long, with two on each side of the roadway. Typically, speed humps will be installed on streets narrower than 30 feet wide, and speed cushions will be installed on streets that are 30 feet wide or wider.



Speed Cushions

Why can't stop signs be used for speeding? What about a traffic signal?

Stop signs and traffic signals are considered traffic control devices and not traffic calming measures. They are intended to control the flow of traffic and assign right-of-way, not reduce speeds. Federal guidelines clearly state that stop signs are not to be used to reduce speeding. Federal and state engineering standards are applied to determine if a stop sign or traffic signal is "warranted".

How do I know if my street qualifies for speed humps?

In order for a street to be eligible for speed humps it must initially meet Eligibility Criteria 1 - 7 as described in the *City of Compton Speed Hump Policy and Procedures*. An eligible street must be classified as a local residential street with a 25 mph speed limit and be approved by the Fire and Sheriff's departments. If it meets Criteria 1-7, a petition must demonstrate that a majority of the residents support speed humps. The street must then meet Eligibility Criteria 8-11, which include meeting thresholds for speeding and traffic volumes. Speed humps/cushions are installed once the street meets all of the Eligibility Criteria and is supported by 80% of the residents/property owners.

Do speed humps reduce cut-through traffic?

The primary purpose of a speed hump is to reduce speed as a traffic calming measure. Traffic diversion due to the speed hump installation is a side effect which may or may not occur. However, a possible disadvantage of speed humps is that motorists may avoid the speed humps by using nearby streets in the area. For this reason, one of the Eligibility Criteria is that the speed humps would not cause substantial traffic to be diverted onto other streets.

How do I request speed humps or get more information?

To start the process or for further information, please contact the City as follows:

1. For more information, download the City's *Speed Hump Policy and Procedures* from the City's website, at www.comptoncity.org.
2. Make a request through the City of Compton's App (download in the App store, search for Compton).
3. Contact the City's Public Works Engineering Department at (310) 605-5505 or at contactpw@comptoncity.org.

How are speed hump requests prioritized?

In general, applications are handled in the order they are received. Should the City Engineer determine, however, that a particular request has greater-than-normal safety concerns, the request will be given top priority. Speed hump requests may also be handled concurrently, with the time to complete each request dependent on factors such as availability of information, and required coordination with the applicant, or other agencies and jurisdictions.

How does the City prioritize the installation of speed humps?

In the event the number of requests for speed humps exceeds the funds available to install them, the City Engineer will rank the requests in a recommended order of priority and submit these recommendations for approval. The priority list recommended for

approval will be based on traffic collisions, speed, traffic volumes and comments of the Sheriff and Fire Departments. The City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list.

Unless there is an overriding consideration, such as high incidence of speed-related collisions, priorities will normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question. A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Any ties will be ranked by the percentage of residents in favor of the speed humps, based on the petitions. Any remaining ties will be ranked by the daily traffic volumes, from highest to lowest. Depending upon the number of petitions received and the types of street involved, it is possible that a "cut-off" speed (perhaps an 85th percentile speed of 30 mph) will be established below which streets will not be considered for the program. Any unfunded locations will be included in the City's Capital Improvement Program for the next fiscal year.

How much does it cost to install speed humps?

To be effective, a minimum of two speed humps or two sets of speed cushions must be installed. The cost to install two sets of speed cushions is approximately \$9,800, and the cost to install two speed humps is approximately \$7,300, where both include the cost of related signs and pavement markings. Each additional set of speed cushions at a location would increase the cost by approximately \$4,450. Each additional speed hump at a location would increase the cost by approximately \$3,200.

PETITION REQUESTING INSTALLATION OR REMOVAL OF SPEED HUMPS

We, the undersigned Residents/Property Owners of: _____ (street),
 from _____ (street) to _____ (street), do hereby request the City
 of Compton to consider the **Installation** **Removal** of Speed Humps on our Street, in accordance with the City's Policy and
 Procedures. We understand that as part of the process, a Petition must be submitted showing that at least **75%** of the residences support
 this request. **Only one (1) signature per address will be accepted.** We have read the Speed Hump Policy & Procedures and
 understand the process for installation and removal. The City may, however, remove any or all of the speed humps **AT ANY TIME** for
 safety reasons.

APPLICANT: Name: _____ **Submitted to City:** _____
 Address: _____ (Date)
 Phone & Email: _____

	Address	Date	Signature	Name (Print)	Phone & Email
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					