

## **6.0 Standard Procedure for Implementation of Speed Humps**

Following are the procedures for implementation of speed humps:

- Step 1        Initiation
- Step 2        Traffic Engineering Study
- Step 3        Traffic Engineering Analysis/Classification
- Step 4        Neighborhood Consensus / Public Involvement Phase
- Step 5        Recommendation to the County Manager
- Step 6        Installation of Speed Humps

### **6.1 Step 1: Initiation**

Speed humps can be requested by any of the following methods:

6.1.1 Neighborhood request (a minimum of five signatures from the owner of five separate properties in the neighborhood will be required before study will be initiated)

6.1.2 Regulatory Agency Request (i.e. Sheriff)

6.1.3 Staff Field Review

## **6.2 Step 2: Traffic Engineering Study**

Traffic Engineering staff will review the concern with the person(s) initiating the request to assure that the scope and details of the concern are clearly identified.

A traffic study may include any or all of the following, depending on the scope of the concern:

- Traffic conditions at the location
- Existing traffic signs and pavement markings
- Motorist' travel patterns
- Effect of the roadway system in the vicinity
- Construction in the nearby area
- Traffic or roadway plans for the vicinity and contributing roadway system
- Time of day / day of week relationship
- Apparent causes of the concern
- History of the location
- Determination of roadway classification (local, collector or arterial)
- Video location
- Emergency Services concerns
- Stormwater Drainage Impact

Traffic studies may be necessary to obtain the following information:

- 24-hour traffic count to determine the average daily traffic (ADT)
- Vehicle speed check to determine the 85<sup>th</sup> percentile speed
- Vehicle turning movement counts
- Origination/Destination study
- Pedestrian counts
- Crash report summary
- Collision diagram studies

### **6.3 Step 3: Traffic Engineering Staff Analysis/Classification**

Traffic Engineering staff will analyze traffic data, field information and other available information pertaining to a particular area of concern in determining appropriate traffic control measures of recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

#### **6.3.1 Class I: Minor Excessive Speed and Volume**

**Speed** – Measured 85<sup>th</sup> percentile speed less than 10 miles per hour above the posted speed.

**Remedial Action:**

The Traffic Engineering Division may request the Sheriff's Office to increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

**Volume** – Peak hour volume equal or less than 12 percent of the average daily traffic, or equal or less than 10 daily trips per household accessed.

**Remedial Action:**

None

**6.3.2 Class II Excessive Speed and/or Volume**

**Speed** – Measured 85<sup>th</sup> percentile speed of 10 miles per hour or greater in excess of the posted speed.

**Volume** – Peak hour volume greater than 12 percent of the average daily traffic, or more than 10 daily trips per household accessed.

**Remedial Action** – Speed Hump Approval process may advance to Step 4, Neighborhood Consensus / Public Involvement Phase.

**6.4 Step 4: Neighborhood Consensus / Public Involvement Phase**

A Neighborhood Consensus / Public Involvement process will be established in accordance with County policy in order to obtain and document neighborhood consensus for the recommended control measure. Where applicable, the process shall also be endorsed by an officially incorporated homeowner's association for the subdivision/development.

#### **6.5 Step 5: Recommendation to the County Manager**

Upon completion of the aforementioned steps, a resultant Traffic Engineering staff recommendation will be presented to the Public Works Director and County Manager for consideration.

#### **6.6 Step 6: Installation of Speed Humps**

Upon approval by the Public Works Director and County Manager, as well as the confirmation of availability of funds, the installation of speed humps will be scheduled.