

# **SPEED HUMP POLICY AND PROCEDURES**

## **POLICY**

It is the general policy of the City of Westminster that residential streets and alleys should accommodate local traffic in a safe and efficient manner with due regard to surrounding land uses. Public ways shall be kept free from humps or other features which unduly restrict the movement of vehicular, pedestrian, and bicycle traffic.

A. Speed humps will not be permitted in said public ways unless individual circumstances indicate that their installation will be consistent with the public interest. Such circumstances are:

1. A petition will be required with a minimum of 75% of the residents in favor of the installation. The Public Works Department may require the petition to include residents of adjacent, parallel streets if in the department's opinion the humps may result in a diversion of traffic to those streets. In areas served by a recognized community association, a letter stating the association's position shall be included with the petition.
2. The section of road must have no more than one lane in each direction and be at least 1,200 feet long and has no STOP signs. The roadway width shall not exceed 48 feet.
3. The volume of traffic on the street shall be between 500 and 3,000 vehicles per day. Volumes outside this range indicate relatively low usage or that the street is an important link in the circulation system. The volume of traffic in alleys shall exceed 100 vehicles per day.
4. A radar spot speed survey shall show that the 85<sup>th</sup> percentile speed exceeds 35 MPH.
5. The street shall not be on an Orange County Transit District route.
6. The location shall be subject to approval by both the Police and Fire Departments so that emergency response times are not significantly affected.
7. Speed humps will only be considered for installation on local residential streets or alleys determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distance to safely accommodate the installation.
8. Speed humps, signing and striping will be maintained by the City only.

B. Speed humps may be altered or removed under the following circumstances.

1. Speed humps are considered experimental roadway features; therefore, additions, alterations, or removal of any or all of the humps may be undertaken by the City at any time by City Council action.
2. In the event that the residents of the street wish to remove the speed humps, they shall obtain the signature of 75% of the residents of the street and provide a cash deposit for the total cost of removal.

## **APPROVAL**

All requests for the installation/removal of speed humps shall be reviewed by the Traffic Engineer, and recommendations shall be presented to the Traffic Commission and City Council, regardless of the source of funding. Decisions of the Traffic Commission shall be subject to approval by the City Council.

Upon approval, residents who wish to fund the installation/removal of speed humps shall deposit a cash amount equal to the total for the construction. Any remaining amount shall be refunded to the residents.