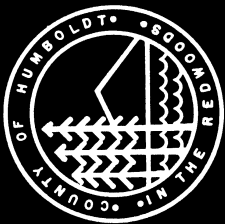


County of Humboldt • Department of Public Works
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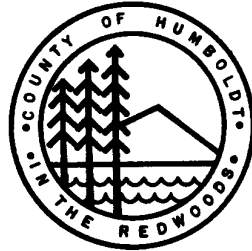


COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS



SPEED HUMP
POLICY

07/24/2007



**COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS
LAND USE DIVISION
1106 Second Street
Eureka, CA 95501
(707) 445-7205**

SPEED HUMP PROGRAM

On July 24, 2007, the Board of Supervisors of the County of Humboldt adopted guidelines to allow the placement of speed humps on County maintained right of ways. The guidelines are broken down in the following sections:

CONTENTS

A. SPEED HUMPS	2
B. ELIGIBLE STREETS	4
C. PROCEDURES FOR INSTALLATION	5
D. PROCEDURES FOR REMOVAL.....	6
E. INSTALLATION GUIDELINES	7
F. CONSTRUCTION COST ESTIMATE (2007 DOLLARS)	7
G. PETITION REQUESTING INSTALLATION OF SPEED HUMPS	8
H. VERIFICATION STATEMENT.....	9
I. LIST OF ROADS NOT SUITABLE FOR SPEED HUMPS (2007) WITHOUT BOARD OF SUPERVISORS APPROVAL.....	10
J. LIST OF AGENCIES CONTACTED.....	11

A. SPEED HUMPS

WHAT IS THE DIFFERENCE BETWEEN A SPEED HUMPS AND A SPEED BUMP?

Speed humps are used on public streets in residential areas to reduce traffic speeds. Speed humps are 12 feet wide and 3 inches to 4 inches high. Their parabolic shape is designed to permit vehicles to traverse them at reasonable speeds without significant discomfort to the passengers.

Speed bumps are not used on public streets. They are typically found in shopping centers, apartment complexes, and other private properties. Speed bumps are usually 2 feet to 3 feet wide and 4 inches to 6 inches high. They usually cannot be traversed comfortably at speeds greater than 10 miles per hour.

WHAT IS THE PURPOSE OF A SPEED HUMPS?

The purpose of a speed hump is to reduce the speed of vehicles on residential streets where excessive speeding occurs. Excessive speed is defined as the following:

- The 85 percentile speed (the speed at which 85% of the drivers travel at or under) is 7 or more miles per hour above the posted speed limit.

Speed humps are not designed to reduce the volume of traffic on residential streets; however, some drivers may divert to other streets to avoid the humps.

WHERE ARE SPEED HUMPS USED?

Speed humps are not intended for use on all streets. They are permitted on residential streets that have at least 1200 feet of uninterrupted length between stop signs or traffic signals where the posted or prima facie speed limit is 25 mph. They are not permitted on arterial streets or on streets that serve as a primary route for emergency vehicles without Board of Supervisors approval.

ARE SPEED HUMPS EFFECTIVE?

Speed humps have been shown to significantly reduce the speed of vehicles on residential streets. Studies indicate the 85th percentile speed (that speed below which 85% of all vehicles travel) decreased by 6 to 7 miles per hour after speed humps were installed.

HOW MANY SPEED HUMPS DO YOU INSTALL ON A STREET?

The number depends on the length of the street. For the humps to be effective they should be installed in a series, approximately 500 feet to 600 feet apart.

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ARE THERE DISADVANTAGES TO HAVING SPEED HUMPS ON MY STREET OR MY NEIGHBOR'S STREET?

There is a potential for more vehicle noise.

Some drivers will drive closer to the curb so that only one side of the car goes over the speed hump. While this places the vehicle closer to the pedestrian areas, studies have shown these vehicles do not travel faster than other vehicles.

Some residents feel the additional traffic signs and street painting that accompany the installation of speed humps detract from the appearance of their neighborhood and could affect the property values.

Some drivers may speed up between the humps to make up for time lost while slowing down to go over the humps.

There could be a diversion of traffic to adjoining parallel streets from streets where speed humps are installed.

Emergency response times are delayed approximately 10 seconds per speed hump.

COUNTY MAINTAINED RIGHT OF WAYS –VS– NON-COUNTY MAINTAINED RIGHT OF WAYS

The County does not have jurisdiction over the placement of traffic calming devices (speed humps, speed bumps, etc.) on non-County maintained rights of ways.

Under this policy, the County will allow the placement of speed humps on County maintained right of ways. The procedure is described below.

WHO WILL PAY FOR THE COSTS TO INSTALL (OR REMOVE) THE SPEED HUMPS?

The County of Humboldt does not have a program to pay for the installation or removal of speed humps outside of larger specifically funded projects.

The following methods are available for the installation of speed humps:

- For mitigating additional traffic caused by new development, speed humps may be installed at the time of development and fully funded by the project developer (off-site mitigation of traffic impacts). Speed humps authorized under this item need to be incorporated into project conditions and approved by the Planning Commission.
- For engineered traffic calming in new subdivisions, the developer will be required to fund the entire cost.
- For new County projects where speed humps are recommended as mitigation during the environmental review of the new project, funding shall be included in the project.

County of Humboldt – Department of Public Works

- For retrofit of existing roads – applicants requesting the speed humps will need to provide all funding. Applicants will be required to fund the entire cost of the speed hump(s), including any permitting/design/bidding costs as well as construction costs.

In addition, proposed projects to install speed humps will require review for compliance with the California Environmental Quality Act (CEQA). Most projects will likely be exempt from the requirement to prepare an environmental review document under CEQA. Within the coastal zone, a coastal development permit may be necessary for the construction of speed humps. The applicant will be responsible for the cost of the CEQA review and preparation of an environmental document as well as the cost of obtaining a coastal development permit, as applicable.

WHO WILL MAINTAIN THE SPEED HUMPS?

When the speed humps are constructed on County maintained right of ways to County standards, the County will then accept future maintenance responsibility for the humps.

B. ELIGIBLE STREETS

A road being proposed for speed humps shall meet all of the following criteria, unless an exception is otherwise approved by the Board of Supervisors:

1. Road Classification - The road shall not be designated an arterial by the Department of Public Works.
2. Width - The road shall not have more than two (2) through lanes for vehicular travel.
3. Residential - The majority (at least 51%) of abutting development shall be residential uses.
4. Minimum Length Uninterrupted by Stop Signs or Traffic Signals – 1,200 feet.
5. Minimum Speed Profile - 85th percentile speed must be or exceed 32 miles per hour.
6. Emergency Services - The road shall not be a priority route for emergency services without emergency service agency approval.
7. Transit - The road shall not be a transit bus route without transit agency approval.
8. Traffic Volume - The road shall not have an average daily traffic count (total of both directions) above 13,000.
9. Traffic Safety - The placement of speed humps must not result in a traffic safety hazard.

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C. PROCEDURES FOR INSTALLATION

When an individual or neighborhood group desires to have a speed hump(s) installed on a County road, then the following procedure shall be used.

Installation Process
<p>First Informal Meeting with Public Works Staff – Meet with staff to discuss speed humps in your neighborhood. Staff will determine an appropriate target area to circulate a petition as well as the emergency response agencies to contact. Contact Department of Public Works, Land Use Division staff at 707-445-7205.</p>

<p>Emergency Response Agency Approval – Meet with the Department of Public Works and the appropriate emergency response agencies to determine what issues, if any, exist for the proposed speed humps.</p>

<p>Petition – A petition signed in support of the speed humps by legal residents of at least 66% of the residential dwelling units on the street and adjacent streets that may be impacted as determined by the Department of Public Works. Each business is to be considered equivalent to one residential unit for the purposes of this poll.</p>
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<p>Staff Review – Upon receipt of the petition, County staff shall conduct appropriate studies of traffic volume and speed, area conditions, accident frequency, potential diversion of traffic to adjacent streets, and other factors deemed necessary. If the project appears feasible, then the applicant shall fund the necessary environmental compliance requirements under CEQA. If the road is located within the coastal zone, then the applicant may need to fund and obtain a coastal development permit.</p>

Local Roads and Collector Roads that are not priority routes for emergency services
<p>Public Works Director – The Director of Public Works shall make the final determination with respect to inclusion of the street in the speed hump program.</p>

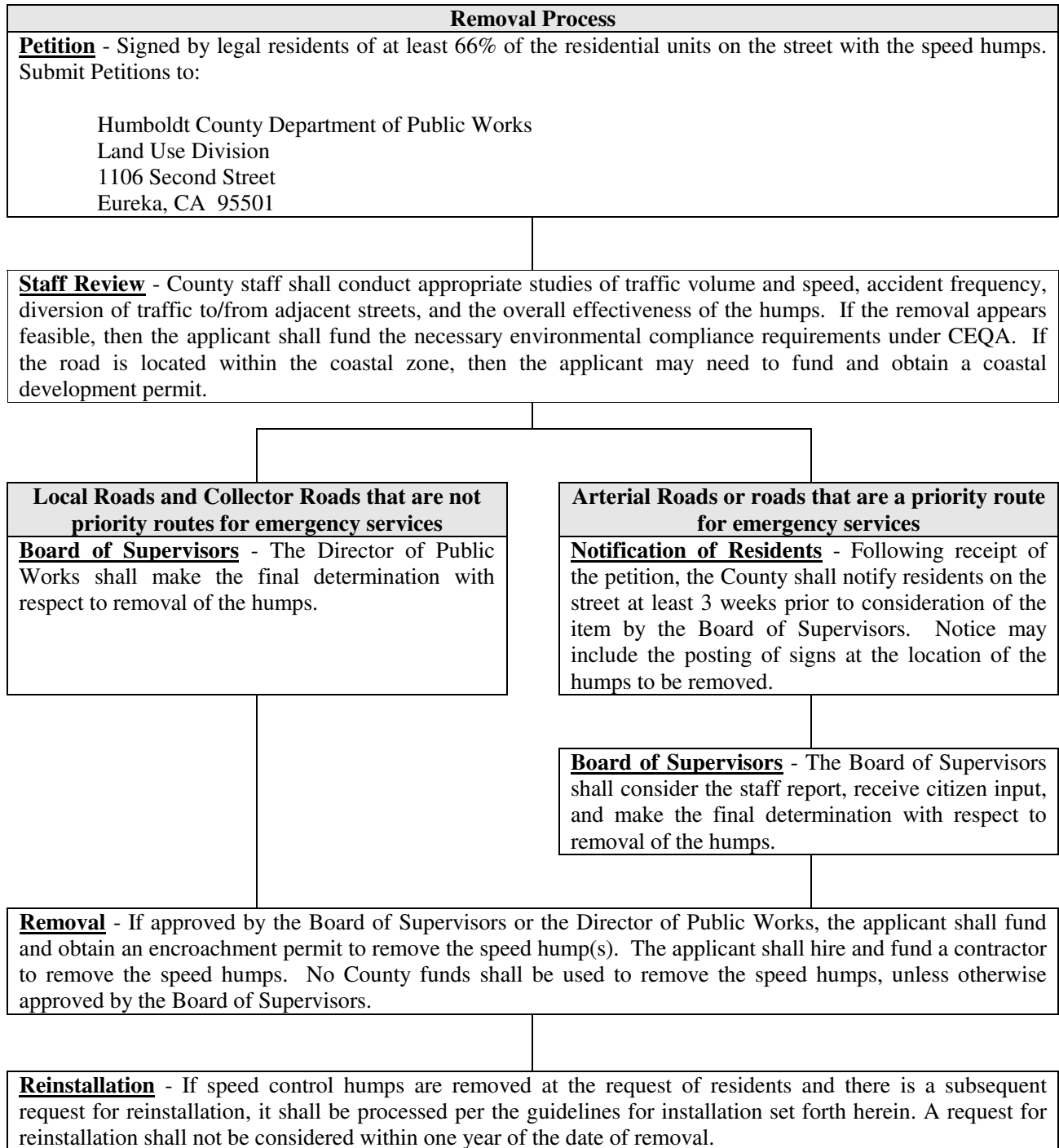
Arterial Roads or roads that are a priority route for emergency services
<p>Notification of Residents – The County to notify each resident on the subject street at least 3 weeks prior to consideration of the item by the Board of Supervisors. Notice may include the posting of sign/notice at the location of the proposed hump(s). When the proposed hump(s) is likely to divert traffic to other local roads, then those local roads may be posted with a sign/notice as well.</p>

<p>Board of Supervisors – The Department of Public Works shall prepare a report for the Board of Supervisors. The Board of Supervisors will have a public meeting to consider the staff report, receive citizen input, and make the final determination with respect to inclusion of the street in the speed hump program. The applicant shall fund the public hearing.</p>
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<p>Construction – If approved by the Board of Supervisors or the Director of Public Works, the applicant shall fund and obtain an encroachment permit to construct the speed hump(s). The applicant shall hire and fund a contractor to construct the speed humps. No County funds shall be used to construct the speed humps, unless otherwise approved by the Board of Supervisors.</p>
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D. PROCEDURES FOR REMOVAL

After the speed hump(s) is installed, residents along the road may decide that the speed hump(s) is not an appropriate solution for the road. The following process shall be used for the removal of speed humps.



County of Humboldt – Department of Public Works**E. INSTALLATION GUIDELINES**

1. Hump Dimensions – In general, speed humps should be 3 inches to 4 inches in height, 12 feet in width; the full height of the speed hump shall extend to 1 foot from gutter and taper to join existing pavement at the edge of gutter. The exact specifications shall be provided by the Department of Public Works.
2. Spacing – Typical spacing is 300 feet to 600 feet between humps; 25 feet to fire hydrants and manholes; unless otherwise approved by the Department of Public Works.
3. Signs and Markings – Signs and markings shall be installed in accordance with the most current edition of the Manual of Uniform Traffic Control Devices (MUTCD) adopted by the State of California.
4. Street Lighting – Based upon the specific location of the speed hump, the Department of Public Works may require street lighting. The applicant is responsible for all costs and arrangements necessary to have the street lighting installed. Applicants may be required to establish a lighting assessment district to fund the street lighting. The Department of Public Works will not authorize the construction of speed humps until the street lighting is in place and energized.
5. Notification – Residents on the street shall be notified of the planned hump installation at least 3 weeks prior to construction. Notice may include posting of temporary signs.

F. CONSTRUCTION COST ESTIMATE (2007 DOLLARS)

The construction cost for one (1) speed hump is approximately \$4,000.

The following fees apply, regardless of the number of speed humps to be constructed:

- The cost for a preliminary environmental compliance review by County staff for a proposed speed hump project is \$50. Most projects will likely be exempt from further evaluation under CEQA. If a project is not exempt from CEQA, the environmental document typically required for speed hump installation or removal is a negative declaration. The cost to prepare and execute a negative declaration is approximately \$2,300.
- If a project is located within the coastal zone and requires a coastal development permit, the cost to prepare and execute a coastal development permit is approximately \$1,700.
- A public hearing by the Board of Supervisors is approximately \$200.00.

G. PETITION REQUESTING INSTALLATION OF SPEED HUMPS

We, the undersigned residents hereby request the County of Humboldt to install speed hump(s) on _____(street) between _____(street) and _____(street). We certify that we are legal residents of the property affected by the speed humps. We agree that speed humps and/or signs may be placed in front of our property at the discretion of the Department of Public Works (Property owner only). We agree that, if in the future we desire to remove the speed hump(s), the hump(s) will only be considered for removal after receipt of a petition from a substantial majority (66% or more) asking for the removal, along with sufficient funds for their removal. The Department of Public Works reserves the right to remove any or all of the humps at any time at no cost to the property owners.

Neighborhood Representative _____(name) Telephone _____(telephone)

DATE	SIGNATURE OF RESIDENT	ADDRESS (please print)	DAYTIME PHONE NUMBER	OK to install hump and/or sign in front of my residence? <input type="checkbox"/> yes <input type="checkbox"/> no	Owner or Renter? <input type="checkbox"/> Owner <input type="checkbox"/> Renter
				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
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				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
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				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter
				<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> Owner <input type="checkbox"/> Renter

County of Humboldt – Department of Public Works

H. VERIFICATION STATEMENT

The Department of Public Works will require a verification statement substantially similar to the following:

There are a total of _____ properties in the project target area as defined by the Department of Public Works associated with the petition for a speed hump(s) on _____ (street) between _____ (street) and _____ (street). There are _____ (number of signatures) valid signatures on the speed hump petition which represent _____ % (number of signatures / number of properties) properties within the target project area. I certify that the signatures on the speed hump petition are valid; and that only one signature per dwelling unit has been considered in the above percentage.

Signature

Date

I. LIST OF ROADS NOT SUITABLE FOR SPEED HUMPS (2007) WITHOUT BOARD OF SUPERVISORS APPROVAL

All County Maintained roads categorized as arterials. Call the Humboldt County Road Division dispatch at (707) 445-7421 to determine if the road you are concerned with is an arterial.

Humboldt Hill Road. This road has been listed as a primary fire access route by the Humboldt Fire District.

All roads within the Fortuna Fire Protection District. Call the Humboldt County Land Use Division at (707) 445-7205 to determine if the road you are concerned with is within the Fortuna Fire Protection District.

The following roads within the Arcata Fire Protection District:

- Azalea Avenue
- Bates Road
- Dows Prairie Road
- Grange Road
- Gwin Road
- Heartwood Drive
- Hiller Road
- Holly Drive
- Jacoby Creek Road
- Norton Road
- Park Road
- Pickett Road
- Peninsula Drive
- Sutter Road

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J. LIST OF AGENCIES CONTACTED

The following is a list of agencies that were asked to comment on the proposed speed hump program.

Agency	Support	Not Support	Did not Respond
California Department of Forestry (CDF/CALFIRE)			X
Arcata Ambulance			X
Arcata Fire Protection District	selective		
Blue Lake Fire Protection District			X
Carlotta Fire Department			X
City Ambulance		X	
Ferndale Fire Protection District	X		
Fieldbrook Volunteer Fire Department		X	
Fortuna Fire Protection District		X	
Garberville Fire Protection District			X
Humboldt #1 Fire Protection District	selective		
Kneeland Fire Protection District		does not apply	
Loleta Fire Protection District			X
Miranda Fire Protection District	X		
Orick Volunteer Fire Department			X
Palo Verde Volunteer Fire Department	X		
Petrolia Fire Protection District	X		
Phillipsville Volunteer Fire Department			X
Redway Fire Protection District			X
Rio Dell Fire Protection District		X	
Samoa Peninsula Fire Protection District	X		
Scotia Fire Department	X		
Shelter Cove Volunteer Fire Department c/o Resort Improvement District	X		
Sheriff Gary Philip	X		
Trinidad Fire & Police Department	X		
Weott Volunteer Fire Department c/o Weott CSD			X
Westhaven Volunteer Fire Department			X
Whitethorn Fire Protection District			X
Willow Creek Fire Protection District			X