



TRANSPORTATION & CIRCULATION COMMISSION AGENDA

MEETING DATE: March 1, 2021

TO: TRANSPORTATION & CIRCULATION COMMISSION

FROM: PUBLIC WORKS/TRAFFIC ENGINEERING DEPARTMENT

SUBJECT: PROPOSED SPEED LUMP POLICY

SUMMARY

Consideration of proposed City policy for the installation of speed lumps.

RECOMMENDATION

Review the Proposed Speed Lump Policy, as outlined in Exhibit "A" Proposed Speed Lump Policy (Attachment 1), and recommend approval to the Council.

DISCUSSION

The City of Fullerton currently does not have an established policy regarding the evaluation, approval, funding, and implementation of speed bumps, humps, or lumps. Consequently, the City does not currently have any such devices deployed on public streets in the City.

In May of 1998, Council considered a recommendation from the T&CC to establish a speed "bump" policy. At the time Council expressed concerns that speed bumps could create additional neighborhood noise, pose a safety hazard, and/or result in increased maintenance costs. Ultimately, Council expressed their appreciation to the T&CC for bringing the matter forward, but decided to take no further action on the matter.

In February of 2019, at the request of Council, staff was asked to research speed "hump" policies, best practices, and design standards of other cities in the region, for the purposes of developing a citywide policy for further consideration by the T&CC and Council. As a general rule, a speed "bump" is often seen in parking lots where "humps" are more likely to be used on public streets and differ in both size and design; i.e. typically wider and not as high as a speed bump.

In May of 2019, the City Traffic Engineer, in lieu of presenting a draft policy on the installation of speed humps, provided the T&CC with an introduction to speed "lumps" and requested consideration and input on policy and procedure documents that reflect their best use practices. Although similar in design as a hump, a lump differs in that it allows emergency vehicles the ability to traverse said device by means of flat tire channels, a design feature that minimizes delay in responding to emergencies.

In moving towards the physical design standards of lumps the City Traffic Engineer recommended inclusion of new warning signs and markings. The proposed speed lump design standard is provided as Exhibit B (Attachment 2). The City Traffic Engineer also recommended minor changes in the evaluation criteria and a reduction in resident petition requirements from the 1998 draft policy documents. The T&CC members had an extensive discussion on the matter and ultimately decided to delay a decision until the next regularly scheduled meeting to allow staff sufficient time to consider the input provided and for members to contemplate the matter more fully.

In July of 2019, the matter was brought before the T&CC once again along with information related to staff's current approach and a summation of speeding complaints received. The T&CC discussion primarily centered around the costs to implement speed lumps as opposed to other speed control alternatives. Ultimately, the T&CC voted 2-1 to recommend to Council the speed lump policy and procedure documents as recommended by the City Traffic Engineer; along with an amendment to reduce the installation fees by one half.

The speed lump policy and procedure document proposed has yet to be forwarded to Council for their consideration since a funding source could not be identified for the City's half cost for installation, as recommended by the T&CC. Additionally, the City Engineer retired necessitating recruitment of a replacement. Since a new Traffic Engineer and new T&CC members were recently appointed, it was determined that this matter should be brought back before the T&CC for reconsideration.

The new City Traffic Engineer reviewed the documents related to this matter and is suggesting that the Commissioners take a fresh look at the issue of approving and funding speed lumps. Staff has taken the liberty of combining the previously approved but separate policy and procedure documents into a single comprehensive "Speed Lump Policy" document, which is provided as Exhibit "A" (Attachment 1). This combined document contains minor changes to the previously recommended evaluation criteria by providing a public safety review, a streamlined resident petition process, and eliminates the complexity of determining fair-share implementation costs.

It should be noted that the proposed policy in front of the Commission today seeks full cost recovery for the installation of any speed lumps. This includes both administrative and construction costs. The administrative fee, as established

by Council, is currently \$438 and is non-refundable regardless of any decision by either the T&CC or Council. Construction fees will be determined on a case-by-case basis based on an engineer's estimate of probable costs, based on design criteria. These costs will be disclosed to requestor(s) at each step in the process.

Once the speed lumps, signs and markings are installed, the City will be responsible for maintenance and replacement as required at no additional cost to the residents of the block they are installed upon. Removal of any lump shall also be the responsibility of any requestor(s) and shall not occur within 2-years of their installation date. If removed, said speed lumps shall not be reinstalled for 5-years and only upon approval by Council.

DR/DLangstaff:mc

Attachment 1 - Exhibit "A" Proposed Speed Lump Policy
Attachment 2 - Exhibit "B" Standard Speed Lump

c: Commissioners
Police Traffic Bureau
Fire Department