

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
FULLERTON, CALIFORNIA, ESTABLISHING POLICY,
PROCEDURES AND STANDARDS FOR THE
INSTALLATION OF SPEED LUMPS

THE CITY COUNCIL OF THE CITY OF FULLERTON HEREBY RESOLVES AS
FOLLOWS:

1. That a policy and standard for the installation of speed lumps, as shown in Exhibit's "A" & "B" attached, is hereby adopted when warranted on select streets within the City of Fullerton.
2. That the administrative fee, as determined in the fee schedule approved by Council, and construction costs associated with the installation of speed lumps, shall be the responsibility of the resident(s) of the block they are installed upon unless waived by Council.
3. That when said speed lumps are approved, the Director of Public Works is authorized to install said speed lump(s) and applicable signing.
4. That removal of said speed lump(s) and any associated cost shall be the responsibility of the resident(s) of the block they are installed upon.
5. That if removed, said speed lump(s) shall not be reinstalled for five years upon Council approval.

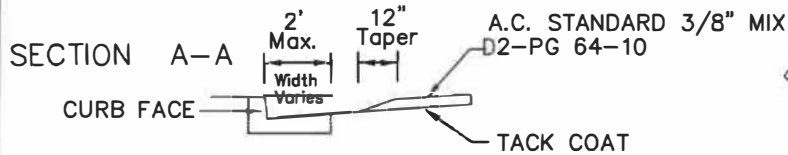
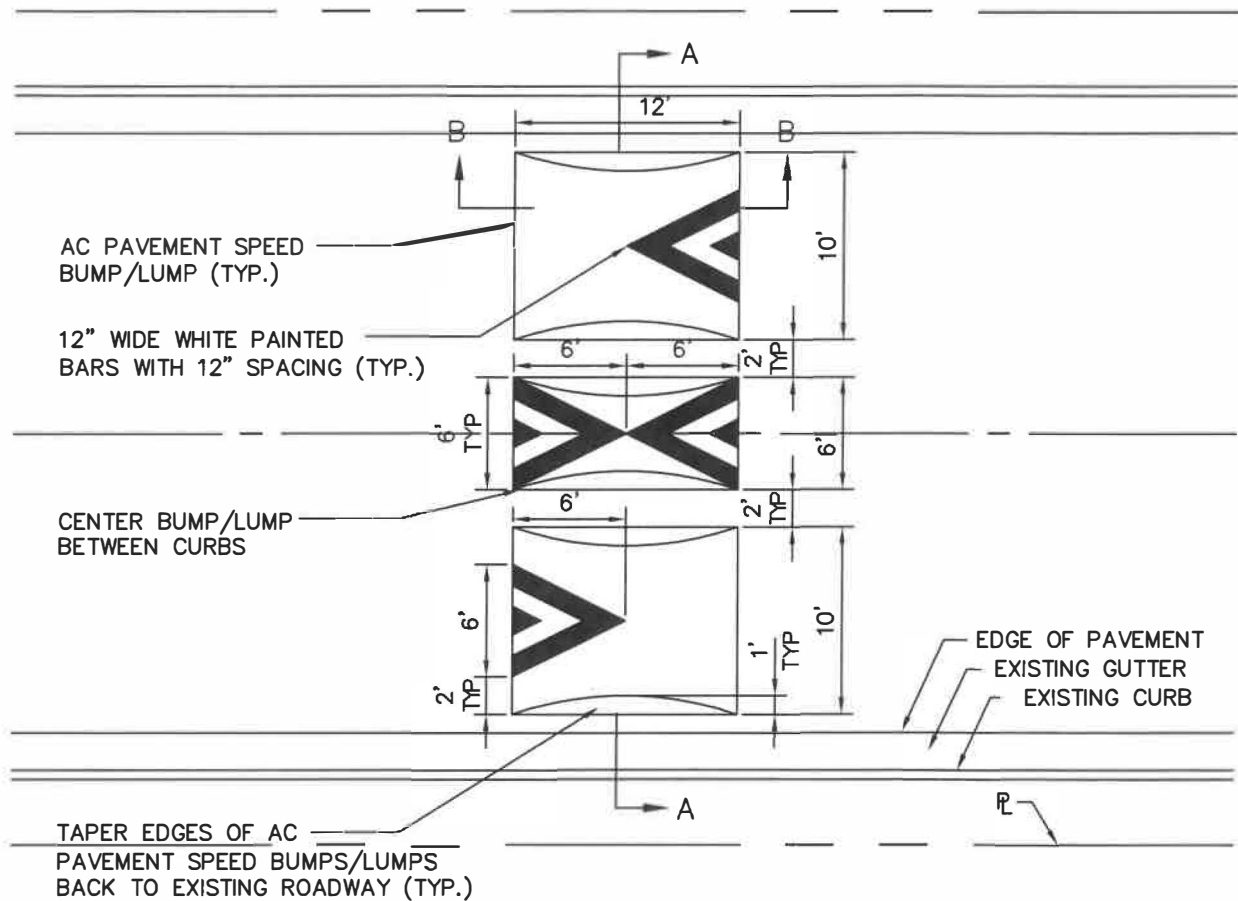
ADOPTED BY THE FULLERTON CITY COUNCIL ON _____, 2021

Bruce Whitaker
Mayor

ATTEST:

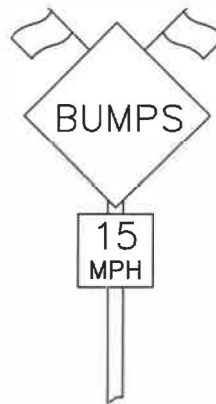
Lucinda Williams, MMC
City Clerk

Date



INSTALLATION DETAILS:

1. Speed humps shall not be placed over manhole, watertables, junction chambers, etc.
2. Edge of speed hump shall be 5 feet minimum from edge of driveway.
3. Whenever possible speed humps shall be placed at property lines instead of mid-lot
4. Whenever possible speed humps shall be placed adjacent to street lights.

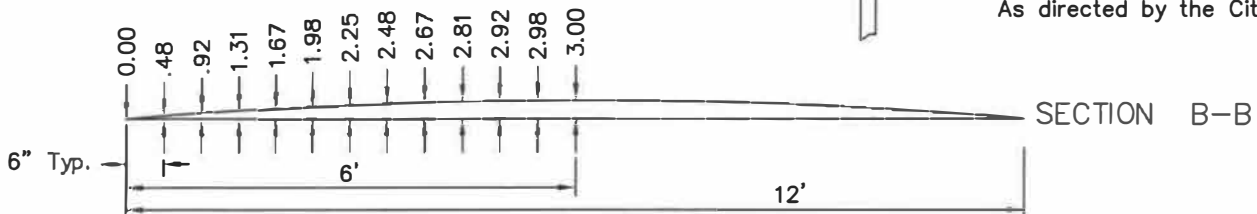


WARNING FLAGS
(1st week)

30"x30" W37R WARNING SIGN
BLACK ON YELLOW
6" SERIES "E" LETTERS

W6 (15) SIGN

SIGN LOCATIONS:
As directed by the City Engineer



REVISED DATE 4/24/19	CITY OF FULLERTON	DRAWN DGL DATE 12/11/97 SCALE: N/A
STANDARD 3" SPEED BUMP/LUMP		STD. NO.
APPROVED _____ DATE _____ CITY ENGINEER		

SPEED LUMP POLICY & PROCEDURES

Speed lumps are to be considered for installation by the City of Fullerton's Public Works Department on a resident request basis. Requestors wishing to pursue the installation of speed lumps on their street shall meet with and discuss their traffic and speeding concerns with the City Traffic Engineer, or designated representative. The City Traffic Engineer will listen to the requestor's concerns and will discuss with them the advantages and disadvantages of speed lumps, outline the program criteria, approval process, and probable costs. The City Traffic Engineer will also provide the requestor an initial assessment, based on engineering judgement, as to the applicability of speed lumps on their street based on the following criteria:

1. Street Classification

Speed lumps should only be installed on local residential streets where the primary function is to provide access to abutting residential properties. The suitability of a particular street for the installation of speed lumps will be determined on a case-by-case basis by the City Traffic Engineer.

2. Street Length

Speed lumps should be installed on one or more contiguous segments of a local residential street. They will not normally be considered for installation on isolated blocks or on relatively short streets or cul-de-sacs of less than 660 feet in length.

3. Vehicular Speed

Streets eligible for speed lumps shall have a prima facie speed limit of 25mph as determined in accordance with State law. To be considered for speed lumps, a street segment shall have an 85th percentile speed of 35mph or greater as determined by a radar speed survey.

4. Vehicular Volumes

To be considered for speed lumps, a street segment shall have a traffic volume over 1,200 vehicles per day or more than 120 vehicles in a one hour period.

5. Street Use and Lanes

To be considered for speed lumps, a street segment shall have no more than one lane in each direction or have a yellow centerline marking. Since bike lanes are considered "lanes" any two-way street with bike lanes essentially creates a four-lane roadway facility requiring centerline striping. Therefore, a street with bike lanes, by definition, does not qualify for speed lumps since the guidelines limit speed lumps to two lane roadways only.

In addition, a street segment shall not be a designated truck, transit, or school bus route, and shall not provide primary access to a school, police station, fire station, or medical facility served by paramedics or ambulance units.

6. Street Grade

To be considered for speed lumps, a street segment shall not have a continuous grade in excess of 5%.

7. Roadway Alignment

Speed lumps will only be considered for installation on local residential streets determined by the City Traffic Engineer to have adequate vertical and horizontal alignment such that vehicles can traverse speed lumps perpendicularly and that motorists have appropriate sight distance of the speed lumps and warning signage.

8. Diversion of Traffic

Speed lumps shall not be installed on a street segment where, in the judgement of the City Traffic Engineer, speeding motorists are likely to divert to an adjacent residential street essentially relocating the speeding concern from one residential street to another.

9. Unique and Unusual Characteristics

In consultation with the Fire Marshall and the Chief of Police, the City Traffic Engineer can establish additional criteria for unique or unusual roadway or operational characteristics as applicable and necessary to protect public safety.

All costs associated with the evaluation, approvals, design, and installation of speed lumps will be the responsibility of the requestor and/or the residents that benefit from their installation. After installation, the City will maintain speed lumps, pavement markings, and signage as required at no additional cost to the residents of the block, or blocks, they are installed upon.

If the requestor(s) wishes to pursue the installation of speed lumps on their street, the requestor(s) shall submit a written letter to the City Traffic Engineer requesting the installation of speed lumps. That request is to identify the block, or blocks, for which speed lumps are being requested, the designation of a primary contact person for the request, an acknowledgement that all processing and construction costs are to be borne by the residents, and a commitment to circulate a City supplied petition among each of the properties on the block or blocks. The processing of the request will require the submittal of an administrative investigation and processing fee as established by Council Resolution. The administrative fee is non-refundable regardless of the outcome of the evaluation and approval process.

As a part of the written request evaluation process, the City Traffic Engineer is to consult with the Fire Marshall and Chief of Police to review the public safety aspects of the speed lump request in relation to the criteria outlined above. All three public safety officials must mutually agree that the block, or blocks, are appropriate candidates for speed lumps for the request to move forward to the resident petition process. If any one of the three public safety officials believes the installation of speed lumps would significantly impact public safety, the request shall be denied. There are no appeals to a public safety denial.

The City Traffic Engineer is to provide the requestor(s) with an official petition for circulation amongst the property occupants/representatives that will be affected by, or

receive the benefits from, the installation of speed lumps. The petition will clearly identify each property for which occupants are to be contacted regarding their opinion on the installation of speed lumps. The petition is to be circulated by the requestor(s) and returned to the City Traffic Engineer within 90 days. A 90% level of resident contact and a 2/3rds level of resident support on the petition is required to be considered valid. Petitions not returned within 90 days, lacking a 90% level of resident contact, or submitted with less than a 2/3rds level of support will result in a denial of the speed lump request. There are no appeals to a denial based on an invalid petition.

Should the City Traffic Engineer determine that the criteria outlined here within have been met, there are no significant public safety impacts, and the resident petition is valid, he or she will provide the requestor(s) with a construction cost estimate for the implementation of a speed lump project on the block, or blocks, requested. The requestor(s) must confirm in writing that they have received and concur with the construction cost estimate provided by the City Traffic Engineer before the matter moves forward.

Upon receipt of the requestor(s) written concurrence with the construction cost estimate, the City Traffic Engineer will present the matter and his or her findings to the Transportation and Circulation Commission (T&CC) for concurrence. The T&CC is to review the matter, hear public testimony, and vote to either deny the request or forward the request to Council for approval. Before the matter is forwarded to Council for final approval, the requestor(s) shall either deposit the full value of the construction cost estimate with the Public Works Department or alternatively request a full or partial waiver of the estimated costs in writing by letter addressed to the Council. A requestor may appeal a T&CC denial to Council. All Council decisions are final. If Council denies the request, the construction deposit will be returned to the requestor(s).

Nothing in this policy prevents the City Traffic Engineer, Chief of Police, or Fire Marshall from calling for the modification or removal of speed lumps, markings, or signs in the interest of public safety. Any such modifications or removals made in the interest of public safety will be the responsibility of the City and will not result in a refund of administrative or installation fees paid by residents.

Resident requests for the removal of speed lumps will not be considered within two years of installation. A requestor(s) wishing to pursue removal of speed lumps on a block, or blocks, is to obtain an official petition from the City Traffic Engineer for circulation among the affected property occupants. A 90% level of resident contact and a 2/3rds level of resident support on the petition is required to be considered valid. Once the petition is deemed valid and a deposit is received for the estimated cost of removal of the speed lumps and associated signs and markings, the City Traffic Engineer will notify the affected residents about the pending speed lump removal to provide them an opportunity to reconsider. Assuming the 2/3rds level of support for removal remains after thirty days, the City Engineer will call for the removal to occur. Reinstallation of speed lumps will not be considered for five years after removal.