



Agenda Report

Fullerton City Council

MEETING DATE: MAY 4, 2021

TO: CITY COUNCIL / CITY MANAGER

SUBMITTED BY: CITY MANAGER'S OFFICE

PREPARED BY: MEG McWADE, DIRECTOR OF PUBLIC WORKS
DAVID LANGSTAFF, SENIOR TRAFFIC ENG. ANALYST

SUBJECT: PROPOSED SPEED LUMP POLICY

SUMMARY

Consideration of proposed policy for installation of speed lumps as recommended by the Transportation & Circulation Commission.

RECOMMENDATION

Adopt Resolution No. 2021-XX.

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

PRIORITY POLICY STATEMENT

This item matches the following Priority Policy Statements:

- Infrastructure and City Assets
- Public Safety.

FISCAL IMPACT

The proposed policy seeks full cost recovery for speed lump installation. The current non-refundable administrative fee established by City Council for traffic studies is \$438. Staff will determine construction fees on a case-by-case basis based on established design criteria and an engineer's estimate of probable cost. Staff will disclose these costs to the requestor(s) at each step in the process.

After speed lumps, signs and markings installation, the City will maintain and replace as necessary at no additional cost to the residents. The City will consider removal of any lump(s) in place for two or more years. If approved, the requestor(s) would pay for the removal. Residents would have a five-year waiting period after removal before they could request City Council consider granting reinstallation of speed lumps.

DISCUSSION

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

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

In February 2019, City Council asked Staff to research speed hump policies, best practices and design standards of other cities in the region to develop citywide policy for T&CC and City Council consideration. Generally, parking lots use speed bumps and public streets utilize speed humps. Speed bumps have an abrupt and jarring effect requiring motorists to slow to speeds of less than 10 mph. Speed humps have a longer design with a more gradual rise encouraging motorists drive at the 25 mph speed limit on residential streets.

In May 2019, the City Traffic Engineer provided 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 allows emergency vehicles to traverse the device by means of flat tire channels, a design feature that minimizes delay in responding to emergencies.

The City Traffic Engineer recommended inclusion of new warning signs and markings. Exhibit "A" (Attachment 2) provides the proposed speed lump design standard. 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. T&CC members had extensive discussion on the matter and 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 2019, T&CC reconsidered the speed lump matter. Staff provided additional clarification on administration of a speed lump program and provided the Commission with a summary of recent speeding complaints. The T&CC discussion primarily centered on the costs to implement speed lumps as opposed to other speed control alternatives. Ultimately, T&CC voted 2 - 1 to recommend the speed lump policy and procedure documents to City Council as recommended by the City Traffic Engineer along with an amendment to reduce the installation fees by one-half.

Staff did not forward the speed lump policy and procedure documents as recommended to City Council for consideration pending identification of a funding source for the City's half cost for installation, as recommended by the T&CC. Additionally, the City Traffic Engineer who developed the policy, retired necessitating recruitment of a replacement. Following hiring a new City Traffic Engineer and appointment of new T&CC members, Staff brought this item back to the T&CC. The new City Traffic Engineer reviewed the documents related to this matter, made minor changes/revisions to the policy and suggested staff take the matter to T&CC once more for review and concurrence. Staff also combined the previously approved, but separate, policy and procedure documents into a single comprehensive "Speed Lump Policy & Procedures" document, provided as Exhibit "B" (Attachment 2). This combined document contains the 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. Since bike lanes are considered "lanes" any two-way street with bike lanes essentially creates a four-lane roadway facility requiring centerline striping. A street with bike lanes, by definition, does not qualify for speed lumps since the guidelines limit speed lumps to two lane roadways only.

On March 1, 2021, T&CC reviewed and discussed the revised policy documents. Commission members generally concurred with the new technical evaluation criteria, the public safety review provisions and the revised petition process. However, Commission members questioned the equity of a policy requiring full cost recovery for neighborhoods that cannot afford to pay installation costs. Additionally, Commission members expressed concern regarding the City's current fiscal challenges and the City's ability to fund installations. Staff clarified that the proposed policy would provide another option to residents and staff to combat speeding in residential neighborhoods and City Council has the ultimate authority to waive fees and costs and shift funding priorities. With that understanding, T&CC approved forwarding the proposed policy to City Council for consideration. Subsequent to the T&CC action, staff made a minor modification to the "Speed Lump Policy & Procedures" document to allow a requestor(s) to request waiver of installation costs from the City Council.

Attachments:

- Attachment 1 - PowerPoint Presentation
- Attachment 2 - Resolution No. 2021-XX with exhibits
- Attachment 3 - T&CC Staff Report (March 1, 2021 w/o attachments)
- Attachment 4 - Draft copy of meeting minutes (March 1, 2021)