

## CITY OF CARSON

### POLICY FOR THE INSTALLATION OF SPEED HUMPS

#### APPLICATION PROCESS

City staff will review requests for the installation of speed humps once the following procedures have been completed:

1. An application/petition requesting the installation of speed humps on a designated street is circulated by a petitioner and submitted to the City Engineer. The application/petition must be signed by representatives (owner or resident) of at least two-thirds of the properties on each block before speed humps will be accepted for review by the City Engineer (one vote per property). Each signature must be identified by a typed or printed name, address, and telephone number. An application/petition form is provided by the Engineering Services Division, Development Services Group, Carson City Hall, 701 E. Carson Street, Carson, CA 90745.
2. Engineering Services staff will confirm that the application/petition represents two-thirds of the properties on each block.
3. An application/petition can also be circulated and submitted by the L. A. Unified School District, if the candidate street is adjacent to a school within the District and within the City limits.

#### INSTALLATION CRITERIA

The following criteria shall be considered in evaluating a location for the possible installation of speed humps. For locations that do not meet the criteria, petitioners may appeal the decision to the Public Works Commission.

##### 1. Engineering Study / Speed Survey

Speed humps shall only be installed to address documented safety or traffic concerns supported by traffic engineering studies and upon consideration of alternative traffic control measures. The engineering study shall include a speed survey, traffic counts, field observation, and measurements to confirm that the speed humps are both needed and feasible, and that they can be expected to alleviate an existing speeding problem. The potential impacts of traffic diverted to other residential streets must also be considered.

##### 2. Citizen Support

At a minimum, two-thirds of the residents along the affected block must support the request to install speed humps (one vote per property). Confirmation of the accuracy of the petition shall be conducted by City staff independent of, and in addition to the application petition. If the application was submitted by LAUSD, two-thirds of the residents on the affected block must also support speed humps.

3. **Street Type**

Speed humps shall only be installed on local neighborhood residential streets.

4. **Street Width and Number of Lanes**

Speed humps shall be used only on streets with no more than two travel lanes, where the overall pavement width (curb to curb) is 40 feet or less.

5. **Street Grades**

Speed humps shall be used only on streets with grades of 6% or less.

6. **Street Alignment**

Speed humps shall not be placed on horizontal curves with a centerline radius that is less than 300 feet or on vertical curves with less than the minimum stopping sight distance. If possible, speed humps should be located on tangent rather than curve sections.

7. **Speed Limit**

Speed humps shall only be installed on streets where the posted or prima facie speed limit is 25 mph or less.

8. **Violation Rate**

Speed humps shall only be installed at locations where a speed survey indicates that at least 50% of the observed vehicles are traveling at 5 mph above the speed limit or at least 10% of the vehicles are traveling at 10 mph above the speed limit.

9. **Traffic Volumes**

Speed humps shall only be installed on residential streets with an average daily traffic volume that is greater than 300 vehicles and less than 3,000 vehicles.

10. **Emergency Vehicle Access**

Speed humps shall not be installed on streets that are used as primary or routine emergency vehicle access routes.

11. **Transit Routes**

Speed humps shall not be installed on streets with established transit routes.

Adopted by Council 09/23/97  
Modified 6/02



