

Procedures for the Installation of Speed Humps/Dips on County Maintained Roads - October 1, 2003

The Department of Public Works considers speed humps/dips as traffic enforcement tools as their purpose is to encourage motorists to travel at or below the prima facie speed limit in residential areas.

The California Highway Patrol (CHP) has primary responsibility for enforcing the provisions of the California Vehicle Code on streets in the unincorporated area of the County, and any request for the installation of the speed hump/dip must first be approved by the CHP.

The Department of Public Works (DPW) will not recommend that speed humps/dips be installed on roads where the basic speed law as provided by Section 22350 of the California Vehicle Code establishes the speed limit for the road.

Procedures to be Followed

A. Public Works to Notify Municipal Advisory Councils and Homeowners Associations

Once a year, DPW will contact Municipal Advisory Councils to the Board of Supervisors (Councils), and known active homeowners associations (Associations) and request that they prioritize and submit by a date certain as established by DPW (date certain), locations of speeding or other traffic related problems in their area that could possibly be ameliorated by the installation of a speed hump/dip.

B. Review of Requests by Municipal Advisory Councils, Homeowners Associations or Public Works

Residents, neighborhood associations or a group of neighbors concerned about a neighborhood speeding problem in an unincorporated area under the purview of a Council, must submit to the Council a letter of request for a speed hump/dip identifying the location of the speeding problem, and indicating the possible cause of the problem (i.e. cut-through traffic, neighborhood traffic, specific individuals, etc.). A proposed location on the street and a contact person must be identified in the letter.

Residents, or a group of neighbors concerned about a neighborhood speeding problem in an unincorporated area under the purview of a known Association but not under the purview of a Council, must submit to the Association a letter of request for a speed hump/dip identifying the location of the speeding problem, and indicating the possible cause of the problem (i.e. cut-through traffic,

neighborhood traffic, specific individuals, etc.). A proposed location for a speed hump/dip on the street and a contact person must be identified in the letter.

Residents, or a group of neighbors concerned about a neighborhood speeding problem in an unincorporated area that is not under the purview of a Council or where there is no recognized Association, may submit to the Department of Public Works a letter of request for a speed hump/dip, identifying the location of the speeding problem, and indicating the possible cause of the problem (i.e. cut-through traffic, neighborhood traffic, specific individuals, etc.). A proposed location for a speed hump/dip on the street and a contact person must be identified in the letter.

Letters of request as described above, must be signed by owners of at least 51% of the property (based on number of properties) from the block where the device is proposed to be located. Requests for speed hump/dips in tenant occupied residential areas or in tenant occupied commercial areas, must be signed by at least one tenant from each of the multi family residential units or commercial units that comprises at least 51% of the number of properties located on a block. The letter must also include the addresses of all the properties located on the block, legibly printed.

C. Consideration by a Council or Association

The Council or Association as appropriate, will consider the requests received and prioritize and make recommendations with regards to installing speed hump/dips at the locations requested, and submit the requests together with the letters of request to DPW by a date certain as provided in A. above.

DPW will prioritize requests received by a date certain for speed hump/dips received from areas that are not under the purview of a Council or where there is no recognized Association. Requests submitted from areas that are under the purview of a Council or recognized Association that are sent directly to Public Works will be referred to the Council or Association as described in B. above.

D. Initial Review by the CHP and Public Works

DPW will meet with the CHP to discuss the list of proposed sites that are submitted by the date certain as provided in A. above. Requests received after the date specified will not be considered until the next year. The CHP, based on their knowledge of the area and other pertinent information as may be provided by DPW, will establish the most probable sites where speed hump/dips could ameliorate a possible condition, taking into consideration areas where traffic may diverted to other parallel streets.

E. Field Check by the CHP

The CHP will then conduct field checks on those streets that they believe warrant consideration. The CHP will observe the speed of traffic as described in the request by the residents/owners and determine if further study is warranted. The CHP will confirm in writing if they believe that a speeding problem exists, and if the problem can or cannot be ameliorated by the installation of a speed hump/dip. The CHP will also comment on the proposed location of the device as recommended in the request, or recommend alternate location(s) for said device(s) if they believe the device(s) are warranted.

F. Investigation by the Department of Public Works

DPW has limited funding available for the investigation and installation of speed hump/dips. Therefore, DPW will conduct up to ten speed surveys per year on the highest locations as recommended by the CHP to determine if 20% of the traffic is traveling at least 5 miles per hour (mph) over the prima facie speed limit for the area. No further action will be taken by DPW if it is determined that less than 20% of the traffic is traveling at least 5mph over the prima facie speed limit. Speed humps will be considered for areas where more than 20% of the traffic is traveling 5 mph over the prima facie speed limit, and speed dips will be considered where more that 20% for the traffic is traveling more than 10 miles over the speed limit. Emergency service providers will also be contacted to solicit their input on the installation of specific devices.

G. Confirmation of the Proposed Installation of Speed Hump/dips

DPW will send a letter to the contact person, and the Council or Association as appropriate, on those streets where a speed hump/dip is warranted as determined in F. above, notifying them that DPW will recommend the installation of the type of speed hump/dip as determined in F. above, subject to the following conditions:

1. DPW, when a speed hump/dip is recommended, will also recommend a location to the contact person and the contact person shall be responsible for obtaining agreement of the adjacent property owners. DPW will not recommend that a speed hump/dip be installed:
 - a) unless the adjacent property owners are in agreement as evidenced in writing; or
 - b) where an adjacent property owner has objected to the installation of the speed hump/dip in writing.

However, DPW will recommend the installation of the speed hump/dip contrary to 1a. or 1b. above, where no other suitable location is found, and the majority of the property owners or residents, on the block under

consideration for a speed hump/dip, indicate in writing that they consider that the overriding circumstances justifies the installation of the speed hump/dip as proposed, and requests the County to move forward with the installation of the device.

2. Payment of a fee as established by the Board of Supervisors.

H. Approval by the Board of Supervisors

The Board of Supervisors will consider the recommendations of DPW and the CHP at a regular scheduled Board meeting and DPW will notify the property owners on the street where a speed hump/dip is proposed of said meeting. Only speed hump/dips as approved by resolution of the Board of Supervisors will be installed.

I. Other Terms and Conditions

Subsequent requests for a speed hump/dip on a street will require a new dated petition as described in A. above together with supporting data as to why the applicant believes the condition in their area has changed to a point where speed humps/dips are warranted.

J. Removal of Speed Humps/Dips

DPW will not be removed unless a subsequent resolution directing the removal of the speed hump/dip is approved by the Board of Supervisors. The Board will consider the recommendation of the CHP in making its decision to remove a speed hump/dip.