

City of Coalinga Speed Hump Program Overview

DRAFT



CITY OF COALINGA
The Sunny Side of the Valley



Introduction

The program is being implemented for residential collector streets, at or below 30 mph and with only one travel lane in each direction. Collector streets, posted 35 mph, could be treated with speed humps pending Fire Department approval. Such streets may require the installation of a “speed cushion”.

Speed humps and tables serve to reduce vehicular speeds as well as reduce cut-through traffic on local residential streets. Both effects are realized when speed humps and tables are installed on a street, regardless of the type of program for which a street qualifies.

The application of speed humps and tables are limited to streets where geometric configuration or design fails to passively deter many drivers from exceeding the speed limit or from using the streets as bypass routes. The proper application of speed humps and tables enhances public safety.

What are speed humps and speed tables?

Speed humps are typically paved, but may be constructed of durable rubber, and are approximately 3-4 inches high at their center and extend the full width of the street. Speed humps should not be confused with a speed “bump” that is often found in mall parking lots. There are several designs for speed humps. The traditional 12-foot hump has a design speed of 15 to 20 mph, a 14-foot one a few mph higher, and a 22-foot table, of 25 to 30 mph. The longer humps are much gentler for larger vehicles.

Speed Cushion

Typically, 3” high and 3.5’ long, speed cushions are an innovative solution that can help slow speeders and protect your roads without slowing emergency vehicles. Speed cushions slow cars to between 15-20 mph.

Design and Specifications

Signage

There are two types of advanced warning devices used to alert motorists of upcoming speed humps or tables: street signs and pavement markings. The signing includes a 30-inch sign stating “SPEED HUMP” in four-inch (4”) letters and a second line with an advisory speed of 15 MPH. Signage for a speed table includes a 30-inch sign stating “SPEED TABLE” in four-inch (4”) letters and a second line with an advisory speed of 20 MPH.

Markings and Design

Pavement markings and design have yet to be determined. These should be consistent and standardized across all installations.

Materials

The speed hump or table is of durable rubber construction. This is to allow for ease of installation and permit for moving or removing of the calming measure.

Examples are attached to this document.

Qualifying Criteria

For the installation of a speed hump or table to proceed, a petition from ten residents from the affected street must first be submitted, and the following criteria below must be met.

- The street is comprised of contiguous segments with no stop controls between the segments and all side streets entering at four-way intersections are stop controlled. The total length of the contiguous segments must be at least 750' in length.
- The street has only one travel lane in each direction (Two-Way Left-Turn Lanes are acceptable).
- The length is measured from the nearest flow line from the ends of the segment or continuous segments.
- Street frontage of subject street segment must be at least 75% developed residential.
- It does not significantly impede emergency response.

Once this criterion has been met, a vote will then commence. Of which, A minimum of 25% of ballots mailed shall be returned and a two-thirds majority of residents that vote is in favor of the installation of speed hump or table.

The details of the voting process can be found under the ***Voting Process*** section.

Installation, Removal, and Addition of Raised Devices

Installation of Raised Devices

Installation of a raised device will not be performed until the following steps have been completed:

- Voting for a specific segment has finalized.
- Staff has investigated the installation parameters and finalized a design.
- Council has approved the installation.

Cost and payment information can be found in the ***Cost and Payment*** section.

Relocation of Raised Devices

Changing the location of existing raised devices on a street may be considered when all of the criteria listed below are met.

- The raised devices were placed in a location conflicting with the adopted guidelines, and another location exists which does not conflict with the adopted guidelines.
- There is a petition with a two-thirds majority of the street's residents in favor of the relocation. One resident signature per household is allowed. A resident may be either an owner or tenant.
- A community meeting should be held to discuss the advantages of raised devices and receive feedback. Relocation of raised devices must be approved by City Council.

Removal of Raised Devices

Removing existing raised devices from a street may be considered when all of the criteria listed below are met.

- The devices are ineffective in reducing speeds of vehicles.

- Raised devices were placed in a location conflicting with the adopted guidelines, and no other location exists which does not conflict with the adopted guidelines.
- There is a petition with a two-thirds majority of street's residents' signatures in favor of removal of the raised device. One resident signature per household is allowed. A resident may be either a tenant or owner.
- A community meeting should be held to discuss the advantages of raised devices and receive feedback. Removal of raised devices must be approved by City Council.

Addition of Speed Humps or Tables

Adding additional speed humps or tables on a street may be considered when all of the criteria listed below are met.

- Where existing raised devices are deemed to be ineffective.
- The distance between existing raised devices or between a device and the end of the street segment must be at least five hundred feet (400') feet apart.
- There is a petition with ten signatures requesting additional raised devices.
- The segment will be balloted prior to installation. A minimum of 25% of ballots mailed shall be received and returned with a 2/3rd majority vote in favor of the addition.

Voting Process

A petition consisting of 10 residents, residents, or owners, must be signed, and returned to the City.

Once the petition has been received, residents in the affected area will be noticed via mail and provided a ballot. These ballots must be received prior to the indicated deadline. For the vote to pass, a majority vote of 2/3rds in favor of the installation must be reached, and at least 25% of the residents must have submitted a response.

When a street fails to receive the necessary votes, it may not be considered again for three years.

Cost and Payment

No payment structure has been developed at this time.

Cost for materials is estimated to be:

\$1000 per speed hump

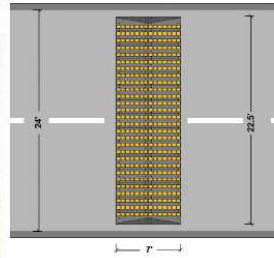
\$2000 per speed table

Design Examples

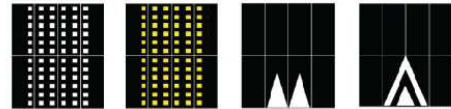
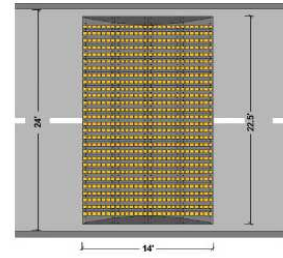
Speed Hump



7 Foot Dimensions



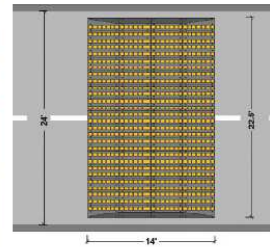
14 Foot Dimensions



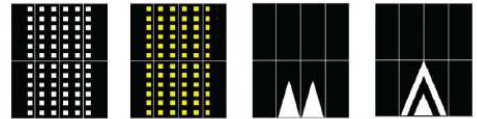
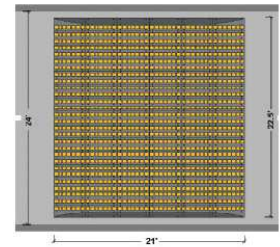
Speed Table



14 Foot Dimensions



21 Foot Dimensions



Speed Cushion



Unit Specifications

