

POLICIES FOR THE INSTALLATION OF SPEED HUMPS
(Amended November 16, 2020)

1. Speed humps are an appropriate mechanism for reducing speeds on certain streets in Pasadena when properly installed under the right circumstances.
2. Speed humps can be considered for installation when the benefits normally derived by residents from a Local Residential Street (Functional Classification) or Access Streets – Residential (Pasadena Streets Types Plan) are significantly diminished by the speed of traffic (regardless of the number of reported accidents) as evidenced by a substantial majority of the abutting residents signing a petition for the installation of speed humps.
3. Speed humps shall only be used on streets designated Local Residential Street (Functional Classification) or Access Streets – Residential (Pasadena Streets Types Plan). The majority of street mileage in Pasadena can clearly be classified as both Local Residential and/or Access Streets - Residential. Speed humps will not be considered for streets which are classified as Neighborhood Connector streets or higher in the City's adopted Pasadena Streets Types Plan or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediately abutting residents.

However, it is not the intent of this policy to exclude de-emphasized streets from speed hump consideration. Experience has shown that a typical motorist reduces speed to approximately 16 MPH to traverse a 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residents to reduce speeds to 16 MPH approximately every 300 to 500 feet. Such installations would inevitably lead to driver frustration and negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than Local Residential Streets or Access Streets – Residential could have potentially severe traffic safety consequences, affect emergency services and other service delivery activities, and likely divert through traffic onto local residential streets which were not intended for that purpose.

4. Speed humps will be considered on streets where the traffic volumes in both directions (combined) are at least 1,000 vehicles per day and no more than 4,000 vehicles per day.
5. Speed humps should be installed on logical segments of Local Residential or Access Streets - Residential. They will not normally be installed in isolated blocks along a continuous street or on relatively short cul-de-sac streets. Speed humps should not be installed on street segment(s) less than 1,200 feet, or where traffic signals or stop signs exist less than 1,200 feet apart along the street segment(s). This distance is consistent with the criteria in the City's Residential Stop Sign Policy adopted by the City Council, and in most cases would typically cover only a two-block street segment in the City. Streets less than 1,200 feet and greater than 600 feet may be eligible for speed humps provided they meet all other criteria and the street is **contiguous** to street segments of 1,200 feet or longer with speed humps. Cul-de-sac streets longer than 1,200 feet may qualify for speed humps. Logical

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segments are considered to be segmented between arterial streets or between natural discontinuities such as a jog in the street. The cost of installing speed humps on relatively short cul-de-sac streets cannot normally be justified.

6. A true super majority (67%) of all abutting households on logical continuous segments of a Local Residential Street or an Access Street-Residential must support the installation of speed humps.
7. Streets eligible for the installation of speed humps shall have a speed limit of 25 MPH as determined in accordance with State Law, and shall have an 85-percentile speed of greater than 33 MPH. The need to reduce speed substantially at speed humps would not make these devices appropriate for streets posted higher than 25 MPH because of the severe speed differential such installation would create along the street. Severe differentials between the speeds of vehicles on a street are known to contribute to traffic collisions.
8. The street shall be no more than one lane in each direction.
9. The street should not be a truck route or a transit route.
10. The street should not have grades greater than 5%. On hilly/rolling streets, the eligible segment of the street shall meet the minimum distance requirements.
11. Speed humps will only be considered for installation on Local streets or Access Streets - Residential determined by the Department of Transportation to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps. Speed humps should not be installed on streets with horizontal curves with less than 300 feet centerline radius, and on streets with vertical curves with less than minimum safe stopping sight distance.
12. The street should not be an important access route for emergency vehicles. Factors to be considered are:
 - a. Whether the street is a primary route for emergency vehicles;
 - b. Whether the installation of speed humps could cause a significant delay in the response to emergencies.
13. Speed humps should not be installed on streets where a significant portion of the traffic will be diverted to nearby residential or Local street or Access Streets – Residential.
14. Speed humps should generally be avoided where the drainage gutter or flow of water is in the center of the roadway. Drainage and hydraulic impacts should be carefully evaluated on a case-by-case basis for such streets.

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15. Speed humps may be considered in residential alleys on a case-by-case basis based on all other criteria and engineering review.
16. Additions, alterations, or removal of any or all speed humps may occur at any time.
17. The representative(s) of a street not meeting the minimum criteria established in the above policies will not be able to appeal the decision to the City Council.
18. When a neighborhood has gone thru a Neighborhood Traffic Management Plan (NTMP) process, the City shall not entertain any other NTMP measures including speed humps, until all of the recommendations from the NTMP process have been fully implemented, measured or evaluated.

***Adopted by Pasadena Board of Directors, January 10, 1984.
Amended by Pasadena Board of Directors, November 12, 1985.
Amended by Pasadena City Council, July 19, 2004
Amended by Pasadena City Council, May 23, 2011
Amended by Pasadena City Council, November 16, 2020***

PROCEDURES FOR THE INSTALLATION OF SPEED HUMPS
(Amended November 16, 2020)

1. The City Council adopted policies and procedures for the installation of speed humps will be made available to all interested parties.
2. A representative of a Local Street (Functional Classification) or Access Streets – Residential (Pasadena Street Types Plan) who believes the residents on their street will support the installation of speed humps will submit a request in writing to the Department of Transportation (DOT) which will make traffic speed and volume measurements and review the traffic collision history for the street in question. DOT staff will then consult with the Police and Fire Departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the City Council's policies for the installation of speed humps).

Upon determination that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible.

3. Upon determination that a street is eligible for further consideration, the Department of Transportation will mail out paper ballots with self-addressed envelopes to all abutting households. A true super majority of at least 67% of all abutting households must vote in favor of the installation of speed humps on their street. Any ballots not returned will be considered a NO vote.

If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after a vote of all abutting households with the same true super majority of 67% asking for the removal along with sufficient funds for the removal up to \$700 per hump.

4. Upon verification of the ballots, staff will make every reasonable effort to notify the surrounding area of the proposal for speed humps on a particular street. Such notification may include information in City publications (IN FOCUS), and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed humps by people who travel the street on a regular basis, the Director of Transportation will consult with the various parties and attempt to reach consensus. If an agreement cannot be reached on a particular street, the matter will be referred to the City Council for final determination.
5. In the event the number of requests for speed humps exceeds the funds available, the Department of Transportation will rank the requests in a recommended order of priority and submit these recommendations to the City Council for approval. A comprehensive priority system to be developed by the Director of Transportation to consider additional factors including but not limited to: speeding, collisions, presence of schools or parks, bicycle routes, sidewalks, etc.

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6. The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Department of Transportation and Department of Public Works.

*Adopted by Pasadena Board of Directors, January 10, 1984.
Amended by Pasadena Board of Directors, March 30, 1987.
Amended by Pasadena Board of Directors, February 14, 1989.
Amended by Pasadena City Council, July 19, 2004.
Amended by Pasadena City Council, May 23, 2011
Amended by Pasadena City Council, November 16, 2020*