



## EXHIBIT A

# City of Commerce

## Speed Humps/Speed Cushions Guidelines

(Approved by Commerce Traffic Commission on October 17, 2007)

(Approved by Commerce City Council on February 5, 2008)

**Objective:** When less restrictive means, such as traffic signs and speed enforcement, have not been effective, speed humps or speed cushions may be considered on roadways with the following characteristics:

- Local, residential street with one travel lane in each direction
- Roadway width is not more than 40 feet
- There are no curves that would make it difficult for drivers to see the speed humps or cushions as they approach them
- Traffic volumes between 500 and 2,000 vehicles per day
- Speed limits of 30 mph or less
- Actual measured 85th percentile speeds greater than 35 mph
- Speed humps shall not be installed on roadways with grades of five percent or more
- Not a transit route or primary emergency response route

Additionally, the Fire Department must review and approve the location on a case-by-case basis to ensure fire response times are not unduly affected. Upon Fire Department approval, Public Services must receive a petition showing at least 75% of the fronting residents in favor of installing them.

### Advantages and Disadvantages of Speed Humps/Speed Cushions

Advantages
1. Potential to reduce traffic speed
2. Reduces traffic volumes
3. Can be used to reduce cut-through traffic
4. Self-enforcing
5. Minimal impact to on-street parking
6. Minimum maintenance
7. OK for emergency vehicles

Disadvantages
1. Care needed if placed on transit routes
2. May transfer problems elsewhere
3. Not aesthetically pleasing
4. May cause vehicles to encroach into bicycle lanes

The requester(s) shall circulate the attached petition and collect at least 75% of the fronting residents in favor of installation. After collecting the required signatures, the requester(s) shall submit the petition to Community Development Department - Public Services Division.



# EXHIBIT A

## GUIDELINES FOR INSTALLING SPEED CUSHIONS

1. Local, residential street with one travel lane in each direction
2. Roadway width is not more than 40 feet
3. There are no curves that would make it difficult for drivers to see the speed cushions as they approach them
4. Traffic volumes between 500 and 2,000 vehicles per day
5. Speed limits of 30 mph or less
6. Actual measured 85 <sup>th</sup> percentile speeds greater than 35 mph
7. Speed cushions shall not be installed on roadways with grades of 5% or more
8. Not a transit route or primary emergency response route (Transportation and Fire Department approval is required)
9. Petition must show at least 75% of the fronting residents in favor of installation