



CITY OF COMMERCE AGENDA REPORT

Item No. __

TO: Honorable City Council

FROM: City Manager

SUBJECT: Approval of an Update to the City's Speed Hump Policy, and
Approval of Traffic Calming Measures on McDonnell Avenue
Between Triggs Street and Dunham Street

MEETING DATE: October 6, 2020

RECOMMENDATION:

It is recommended that City Council consider a Resolution approving the following items:

- 1) Update the Speed Hump Policy to expand the current eligibility criteria for a speed hump as well as other adjustments to the petition process for future requests and the process for speed hump removal requests; and
- 2) Traffic calming measures on McDonnell Avenue between Triggs Street and Dunham Street.

BACKGROUND:

The current Speed Hump Policy was approved by the City Council on February 4, 2020. The Speed Hump Policy presented at this time has been updated to expand on the current eligibility criteria for the installation of speed humps, better define the petition process for speed hump requests, and revise the criteria for the removal of speed humps.

Recently, the City received a request for the installation of speed humps on McDonnell Avenue due to speeding concerns. Staff reviewed the request to determine if speed humps on McDonnell Avenue between Triggs Street and Dunham Street is warranted based on the current Speed Hump Policy.

ANALYSIS:

A traffic study was conducted for McDonnell Avenue, which included a field and

technical review of existing conditions. Existing conditions of the study streets are shown on the map on the following page.



Staff reviewed the segment of McDonnell Avenue between Triggs Street and Dunham Street based on the City's Speed Hump Policy. It is recommended that speed cushions be installed along the segment specified. These traffic calming measures will aid in the reduction of both speed and traffic. Placement of official traffic control devices on public streets is guided by the California Manual of Uniform Traffic Control Devices (CA-MUTCD) Section 2B.04 for right of way assignment.

Recommendation 1: Update the City of Commerce Speed Hump Policy to expand the current eligibility criteria for a speed hump, better define the petition process for speed humps requests, and revise the criteria for the removal of speed humps.

It is proposed that the current eligibility criteria be expanded to include additional criteria for the installation of Speed Humps. The criteria will be more in line with the County of Los Angeles Speed Hump Guidelines. It is also proposed that the petition process is better defined so that when a resident submits a request for speed humps, either the requester or staff must acquire a minimum of 75% of the property owners' support on the street for the installation of Speed Humps. The speed hump removal criteria is also recommended to be revised to exclude the option for residents to request for a speed hump to be removed without the approval of the City Council.

The below modifications are the recommended updates to be included in the Speed Hump Policy:

Eligibility Criteria:

1. Speed humps should not be spaced closer than 200 feet when two humps are installed on a single block and should not be spaced closer than 350 feet when three humps are installed on a single block. A speed hump should not be placed within 150 feet of any intersection. A speed hump shall not be installed within any intersection.
2. A speed hump should not be installed if it conflicts or interferes with:
 - Drainage features including gutters, channels, drains, catch basins and manholes.
 - Compliance with NPDES regulations for storm water run-off.
 - Fire hydrants, water valves, water meters, utility manholes or other utility facilities.
 - Traffic control devices, including in-pavement signal detector devices.
 - Driveways, crosswalks, ramps and/or other ADA facilities/regulations.
 - Bicycle lanes.
 - Horizontal or vertical curves in the street alignment or street profile.
3. The City will attempt to not place a speed hump within 35 feet of any property edge where the resident of the subject property failed to endorse the petition or had specifically submitted a written objection to the speed hump. If needed, the City will adjust the spacing in between the speed humps accordingly for optimal operations.

Screening and Submittal Process:

1. When a resident submits an application for the request of Speed Humps the requestors or staff must acquire a minimum of 75% of the property owners' support [proof of ownership may be required] within the affected block(s) for official consideration. The Department will verify the petition showing that a minimum of 75% of the property owners on the street support the installation of Speed Humps. Only petition forms supplied by the Department of Public Works may be used for this purpose and only one (1) signature per address will be accepted.

For reference, cities such as Montebello, San Gabriel, Downey and West Covina have the same 75% minimum screening requirement.

Speed Hump Removal Criteria:

Following an adequate review and analysis period, a speed hump can be removed if the Director determines that traffic circulation and public safety concerns would justify the removal of the speed hump. Any requested or proposed removal pursuant to this policy shall require the approval of the City Council. The temporary removal of a speed hump to permit the reconstruction of the speed hump or the reconstruction or resurfacing of the street, provided that the speed hump will be restored thereafter, is exempt from requiring City Council approval.

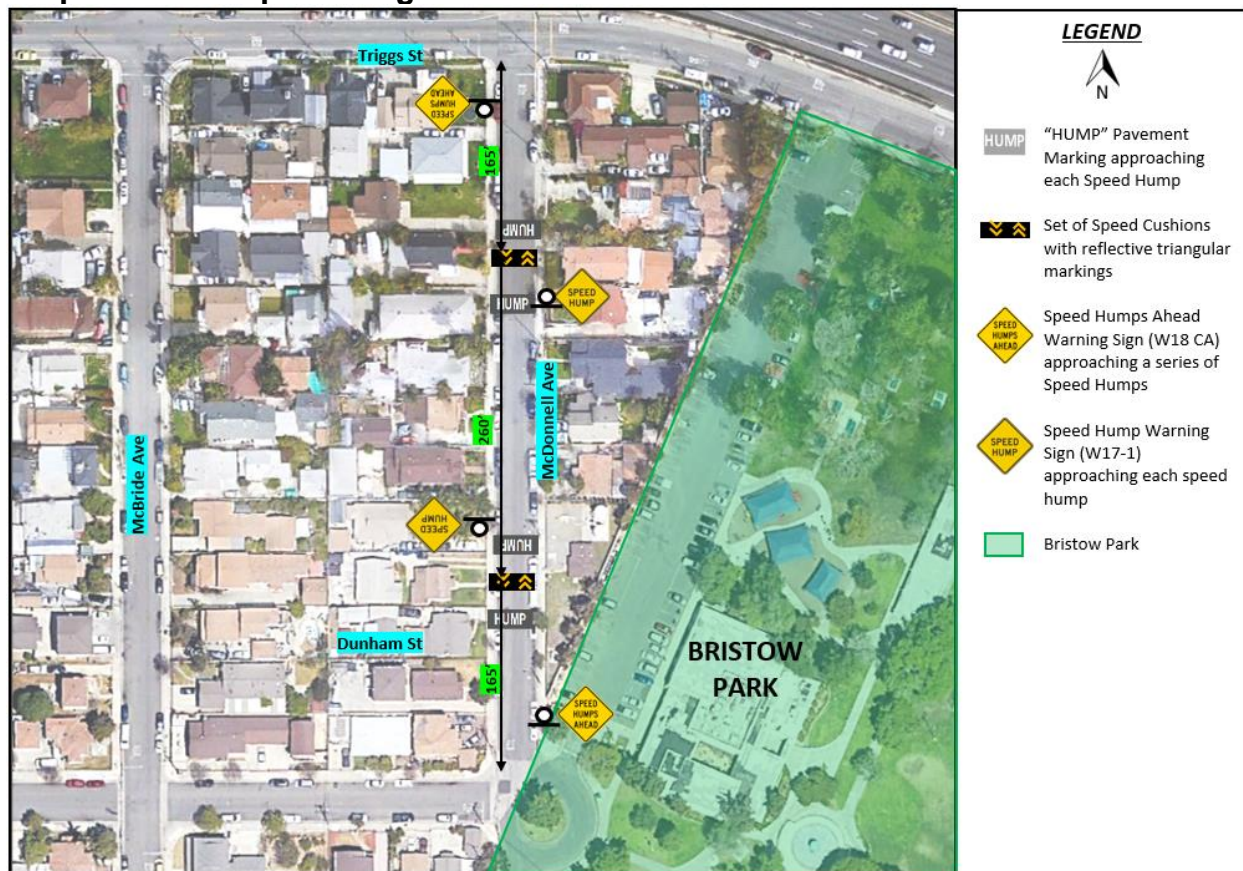
Please reference Attachment 2 for redline version of the policy for the proposed changes listed above.

Recommendation 2: Install speed cushions on McDonnell Avenue between Triggs Street and Dunham Street with pavement legends and signage.

Below is a list of the recommendations and specific location of where the signage and speed cushions should be installed per Recommendation 2:

1. Install 2 sets of speed humps (more specifically speed cushions, as speed cushions are designed to obstruct and slow ordinary passenger vehicles, while allowing free passage for emergency vehicles) with reflective triangular markings pointing in the direction of travel along the segment of McDonnell Avenue between Triggs Street and Dunham Street.
2. Install white thermoplastic “HUMP” pavement markings approaching the speed humps per CAMUTCD Section 3B.26.
3. Install “Speed Humps Ahead” (W84 (CA), 30x30) signs approaching the first set of speed humps per CAMUTCD Section 2C.29.
4. Install “Speed Hump” (W17-1, 30x30) signs approaching the second set of speed humps per CAMUTCD Section 2C.29.

Proposed Conceptual Diagram for Recommendation 2:



ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

The proposed improvements will be included in the current Street Rehab Project as additional work and cost will be covered under the approved project funds contingency.

RELATIONSHIP TO STRATEGIC GOALS:

This agenda item relates to the 2016 Strategic Plan:

Community Quality of Life

Guiding Principle 4, Support and evaluate community services, programs and events that promote healthy and quality lifestyles for our residents. Enhance public safety and social services through innovative programs that meet the needs of the residential and business communities.

Prepared by:	Daniel Hernandez, Director of Public Works
Reviewed by:	Vilko Domic, Assistant City Manager
Approved as to form:	Noel Tapia, City Attorney
Respectfully submitted:	Edgar P. Cisneros, City Manager

ATTACHMENT:

1. Resolution
2. Speed Hump Policy Update
3. Traffic Report