



APPROVED  
BY THE CITY COUNCIL

MAY 27 1997

OFFICE OF THE  
CITY CLERK

A.2

DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
DIVISION

May 13, 1997

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT:** Report Back on Speed Humps Program Modifications

**LOCATION/COUNCIL DISTRICT:** Citywide, all districts.

**RECOMMENDATION:**

This is a report back on the Speed Humps Program modifications approved by the City Council on November 7, 1995, and recommends the City Council adopt the attached resolution that revises the program selection guidelines.

**CONTACT PERSON:** Bridget Smith, Associate Engineer, Traffic Engineering, 264-8365

**FOR COUNCIL MEETING OF:** May 27, 1997

**SUMMARY:**

In November 1995, the City Council approved a resolution amending the Speed Humps (undulations) Program. The amendments were made to increase the program's cost effectiveness and to better respond to citizen concerns about speeding on local residential streets. This report summarizes the effect of the program changes and also addresses Council Member questions on using other materials for speed humps and having "community built" speed humps. This report also recommends a change to the program selection guidelines.

**COMMITTEE/COMMISSION ACTION:** None.

City Council  
Report Back on Speed Hump Modifications  
May 27, 1997

## **BACKGROUND INFORMATION:**

The City of Sacramento began constructing undulations (speed humps) in 1980 in response to neighborhood speeding problems. The program was modified in 1995 and became known as the Speed Humps Program.

Three components comprise the Speed Humps Program. Each has their own criteria and separate priority list published annually in the *Transportation Programming Guide (TPG)*:

- Residential - focused on reducing vehicular speed on residential streets,
- Parks and Schools - focused on reducing vehicular speed on streets that include park and/or school frontage, and
- Bypass - focused on reducing cut-through traffic volumes on residential streets.

The major program changes approved by Council in 1995 and their effects are summarized in Attachment A.

### Proposed Change to Program Selection Guidelines

Based on feedback received from the community and Council Member's staff, following are existing and proposed program selection guideline changes:

- \* Residents would still be required to submit a petition to initiate study **(existing)**
- \* Streets would still be required to meet existing qualifying criteria **(existing)**
- \* Streets would still be assigned points using either Bypass or Residential criteria **(existing)**
- \* Merge the Residential and Bypass streets lists and sort by Council District **(proposed)**
- \* Assuming an annual CIP budget of \$100,000, the top ranked street from each council district would be selected. And based on need, the next highest ranking streets city wide would be selected. **(proposed)**

Staff recommends these proposed changes take effect in FY 97/98. In Attachment B is the combined ranked list (Residential and Bypass lists) sorted by Council District.

Because of the importance of child safety around our parks and schools, it is recommended that the Parks & Schools list continue to be separate and completely funded each year.

## **FINANCIAL CONSIDERATIONS:**

Not applicable.

## **ENVIRONMENTAL CONSIDERATIONS:**

City Council  
Report Back on Speed Hump Modifications  
May 27, 1997

None.

**POLICY CONSIDERATIONS:**

This program meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

**MBE/WBE:**

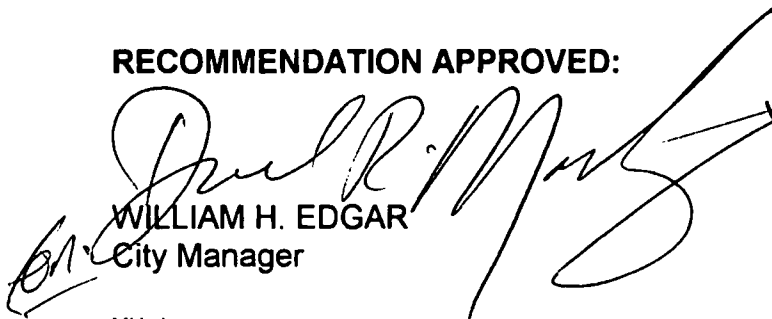
Not applicable.

Respectfully submitted,



Martin W. Hanneman  
Manager, Traffic Engineering Division

**RECOMMENDATION APPROVED:**



WILLIAM H. EDGAR  
City Manager

**APPROVED:**



Michael Kashiwagi  
Director, Department of Public Works

MH:eh  
spdhmps2.rpt

## Attachment A

The major program changes approved by Council in 1995 and their effects are summarized below:

### Reducing the Street Length Criteria

By reducing the street length criteria from 1500 to 750 feet, 81 streets qualified for speed humps in 1996 that had never before been eligible based on street length. (Only six streets would have been qualified in 1996, if the street length criteria had not been reduced.) Several of these 'shorter' streets are now in the top ranks of the priority lists.

### Use a Single Hump Instead of Two Humps

Given that industry standards recommend the use of a single hump instead of two humps the City of Sacramento no longer places two humps per location, to reduce construction costs and increase flexibility of use. To recognize this change and to be more consistent with the transportation industry, the humps are no longer called undulations, but speed humps. Single humps can be spaced closer together than double humps, thus making them easier to place and much more effective in reducing speeds.

There is not enough information yet to determine what cost saving has been realized by reducing the number of humps to be constructed. Generally the materials used to construct speed humps has been reduced by 50% by using one hump instead of two. However, because of an overall increase in materials costs, construction costs have not been drastically reduced.

### Requiring a Petition from Residents to Initiate a Study

Before November 1995 studies were initiated based on a request from only one concerned resident. A petition from ten residents of the affected street is now required to facilitate project management and reduce costs. Residents must show support for speed humps before a study is initiated. This helps discussion on the affected street regarding speed humps. Since all residents of the street will have input on the decision to install speed humps, the petition process allows those requesting speed humps to learn how many neighbors support the proposal. The petitions are given only to those streets who meet certain program requirements and are likely candidates for a speed humps priority list.

In 1996, Public Works received 89 requests from citizens for speed humps on streets that qualified for the Speed Humps Program. Of those, 66 (75%) returned the petition necessary to have their street studied. Since approximately five hours of staff time are necessary to collect data for each request, 115 staff hours (approximately \$5000) were saved by requiring petitions.

### Using On-call Contracting Services for Construction

Previously speed humps construction was let in one large contract requiring a formal bid process that took several months to complete. Since the fiscal year begins in July the bid was typically not awarded before winter, and humps could not be constructed until spring of the following year. Now an informal bid process is used. This assures that the city will

receive a competitive price and can respond quickly once residents have approved the construction of speed humps (typically within four to six weeks). Several contracts can be let, instead of one large contract, allowing greater flexibility to manage the number of streets to receive speed humps each year.

#### Using Door Hangers for Public Notification and Balloting

To increase the response rate and reduce costs, door hangers were used to ballot residents for speed hump approval. On average 40 to 50% of those residents balloted vote. The response rate has not increased with the use of door hangers, but has actually decreased slightly this year. However, there are many variables and one year is not enough time to determine the effect on the response rate. Staff recommends continuing with the door hanger ballots for another year.

#### Construction Costs

Public Works staff has investigated several ways to reduce costs of constructing speed humps. Besides moving from dual to single hump placement, the number of signs has been reduced, without reducing safety, so that signs are now placed only at the beginning of the affected street segment.

Staff has also compared our 1995-1996 construction costs with other cities in California. These costs, illustrated in the table below, do not include staff time, since this information was not available from most jurisdictions. All materials and construction costs are included:

<b>Agency</b>	<b>Construction Cost (per hump)</b>
City of Berkeley	\$1500
City of Fresno	\$1500
City of Modesto	\$2400
City of Sacramento	\$1300

#### Other Materials

Staff has researched alternate materials for constructing speed humps including rubberized asphalt (made from recycled tires), foam, and steel. However asphalt concrete, the material currently used to construct speed humps, remains the most cost-effective material suitable for constructing speed humps.

#### Community Built Speed Humps

Staff has considered how the community could get involved in speed humps construction. Unfortunately the opportunities are very limited. Private contractors will not allow the public to become involved in construction for liability reasons. Allowing residents to work with city crews using equipment and handling hot and toxic materials could open the city up to many liability issues. To protect the city, trained city staff must do inspection of the final product to ensure specifications are met.

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 1**  
 (POINT ORDER)

<u>STREETS</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
INDIANA AVE	NORTHGATE BLVD/NATOMA WAY	101.6	1
BRIDGEFORD DR	NORTHGATE BLVD/NORTHVIEW DR	95.4	1
NORTHGLEN ST	W EL CAMINO AVE/HAGGIN AVE	93.8	1
CAMARILLO DR	SOTANO DR/END OF ST	92.0	1
RIO LOMA WAY	RIO NORTE WAY/RIO DEL SOL	90.0	1
OLD WEST DR	PONY EXPRESS DR/BRIDGEFORD DR	84.4	1
BOWMAN AVE	NORTHGATE BLVD/END OF ST	82.3	1
REGATTA DR	NORTHVIEW DR/RINALDO WAY	81.0	1
WISCONSIN AVE	NORTHGATE BLVD/NATOMA ST	77.9	1
POTOMAC AVE	NORTHGATE BLVD/NATOMA ST	77.6	1
SAGEMILL WAY	CROSSMILL WAY/PEBBLEWOOD DR	76.8	1
KENMAR RD	BARROS DR/SOTNIP RD	74.2	1
CAREY RD	DEL PASO ROAD/BARROS DR	73.1	1
CURRAN AVE	NORTHGATE BLVD/NATOMA WAY	70.4	1
IBERIAN DR	SYRACRUZ/EDMONTON DR	67.9	1
ROCKHAMPTON DR	SAN JUAN RD/ASHLEY WY	65.0	1
CLEVELAND AVE	AMERICAN AVE/END OF STREET	64.8	1
WIESE WY	ERIN DR/MENDEL WY	61.1	1
AZURITE WY	FUNSTON DR/WEST TO 90 DEGREE	60.7	1
NORWICH CT	NORTHVIEW DR/END OF ST	56.6	1

Note: \* -- indicates Bypass street

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 2**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
JESSIE AVE	TAYLOR ST/RIO LINDA BLVD	105.6	2
BALSAM ST/RENE AVE	NORTH AVE/FELL ST	99.1	2
EXCHANGE ST	RIO LINDA BL/WEST TO END OF STR	89.6	2
<i>BALSAM/KATHARINE/YOUNG*</i>	<i>BELL AVE/RALEY BLVD</i>	88.4	2
GLOBE AVE	DEL PASO BLVD/EDGEWATER RD	84.9	2
CONNIE DR	HELENA AVE/MARCONI AVE	81.3	2
REDONDO AVE	GROVE AVE/EDGEWATER RD	79.0	2
CARROLL AVE	NORWOOD AVE/ALTOS AVE	77.4	2
DUBOIS AVE	EATON CT/END OF ST	77.1	2
VERANO ST	DEL PASO BLVD/MAHOGANY ST	76.1	2
BELASCO AVE	FAIRFIELD ST/ALTOS AVE	72.2	2
<i>EDGEWATER RD/REDWOOD*</i>	<i>ALTOS AVE/EL CAMINO AVE</i>	68.7	2
RENE AVE	ASTORIA ST/WINTERS ST	66.2	2
SONOMA AVE	FAIRFIELD ST/ALTOS AVE	65.9	2

Note: \* -- indicates Bypass street

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 3**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
35TH ST*	R ST/FOLSOM BLVD	166.6	3
38TH ST*	H ST/J ST	142.8	3
33RD ST	MCKINLEY BLVD/C ST	111.2	3
SAN ANTONIO WAY	H ST/D ST	93.1	3
49TH ST	FOLSOM BLVD/END OF STREET	87.9	3
MORLEY AVE	BRECKENWOOD WAY/BRECKENWOOD 90 DEG	76.6	3
SILICA AVE	RAY ST/ETHAN WY	67.7	3
42ND ST	F ST/H ST	67.2	3
54TH ST	F ST/H ST	65.6	3

Note: \* -- indicates Bypass street



1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 4**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
<i>MONTEREY WAY*</i>	<i>POTRERO WAY/WENTWORTH AVE</i>	112.1	4
7TH AVE	LAND PARK DR/RIVERSIDE BLVD	110.2	4
<i>5TH AVE*</i>	<i>17TH ST/FREEPORT BLVD</i>	103.1	4
32ND AVE	RICKEY DR/GILGUNN WAY	86.7	4
FORDHAM WAY	43RD AVE/47TH AVE	82.1	4
JACKS LANE	32ND AVE/34TH AVE	77.0	4
GILGUNN WY	FRUITRIDGE RD/27TH AVE	77.0	4
SHERWOOD AVE	MEAD AVE/DEL RIO RD	76.2	4
SAGAMORE WAY	PIEDMONT DR/RIVERSIDE BLVD	74.4	4
<i>BABICH AVE/MEER WAY*</i>	<i>FREEPORT BLVD/SUTTERVILLE RD</i>	74.3	4
58TH AVE	13TH ST/S LAND PARK DR	73.9	4
SWANSTON DR/REGINA W	RIVERSIDE BL/VALLEJO WY	73.3	4
OREGON DR	MONTEREY WAY/ASHLAND WAY	72.0	4
FORDHAM WAY	13TH ST/14TH ST	69.2	4
CASILADA WAY	RIVERSIDE BLVD/PIEDMONT DR	68.3	4
LA CAMPANA WY	FRUITRIDGE RD/34TH AVE	68.0	4
34TH AVE	GILGUNN WAY/RICKEY DR	67.8	4
THEO WY	EUCLID AVE/CURVE	59.7	4
SANTA BUENA WAY	SWANSTON ST/10TH AVE	47.8	4

Note: \* -- indicates Bypass street

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 5**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
<i>E PACIFIC AVE*</i>	<i>SUTTERVILLE RD/WILMINGTON</i>	130.3	5
<i>35TH ST*</i>	<i>T ST/V ST</i>	130.3	5
<i>ENCINAL AVE*</i>	<i>VENTURA ST/24TH ST</i>	114.0	5
<i>32ND ST*</i>	<i>12TH AVE/16TH AVE</i>	112.3	5
24TH AVE	ATLAS/DEEBLE ST	105.2	5
49TH ST	FRUITRIDGE RD/LAWRENCE DR	102.5	5
GERBER AVE	T ST/BEND	101.2	5
57TH ST	14TH AVE/19TH AVE	98.9	5
34TH AVE	28TH ST/FRANKLIN BLVD	98.8	5
12TH AVE	44TH ST/STOCKTON BL	92.7	5
33RD AVE	28TH ST/FRANKLIN BLVD	91.8	5
1ST AVE	37TH ST/SAN JOSE WY	89.6	5
48TH ST	LAWRENCE DR/FRUITRIDGE RD	88.0	5
11TH AVE	40TH ST/43RD ST	87.9	5
20TH AVE	FREEPORT BLVD/23RD ST	85.9	5
MEER WAY	FREEPORT BLVD/LARSON WAY	85.5	5
55TH ST	21ST AVE/19TH AVE	84.3	5
40TH ST	8TH AVE/12TH AVE	84.0	5
10TH AVE	STOCKTON BL/50TH ST	74.0	5
28TH ST	BROADWAY/2ND AVE	73.9	5
46TH ST	ETHEL WY/PERRY AVE	73.3	5
36TH ST	12TH AVE/10TH AVE	72.1	5
12TH AVE	40TH ST/42ND ST	70.9	5
<i>CASTRO WAY*</i>	<i>21ST ST/24TH ST</i>	69.9	5
VIRGINIA WY	FREEPORT BL/JOAQUIN WY	69.8	5
MC GLASHAN ST	LAWRENCE DR/FRUITRIDGE RD	69.3	5
28TH ST	26TH AVE/29TH AVE	67.5	5
36TH ST	16TH AVE/19TH AVE	66.9	5
52ND ST	14TH AVE/11TH AVE	64.6	5
23RD ST	12TH AVE/ 8TH AVE	52.7	5
DEEBLE ST	24TH AVE/21ST AVE	36.3	5

Note: \* -- indicates Bypass street

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 6**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
<i>BENNINGTON WY*</i>	LAKE FOREST DR/OCCIDENTAL DR	116.2	6
58TH ST	11TH AVE/14TH AVE	97.2	6
GLENVILLE CIR	LA RIVIERA DR/GLENROY WAY	87.2	6
BRIGGS DR	TORTOLA WY/CITY / COUNTY LINE	87.0	6
CIBOLA WAY	58TH ST/21ST AVE	83.0	6
39TH AVE	WILKINSON ST/POWER INN RD	80.5	6
TIERRA WOOD WY	BRIDLE TRAIL WY/TIERRA GREEN WY	79.6	6
69TH ST	BENDER CT/18TH AVE	78.2	6
60TH ST	21ST AVE/19TH AVE	74.8	6
PRISCILLA LN	FRUITRIDGE RD/VANDENBERG DR	74.6	6
RANCHO PICO WY	CUNNINGHAM WY/RANCHO ADOBE DR	74.3	6
WHITTIER DR	25TH AVE/EMERSON RD	72.7	6
2ND AVE	61ST ST/T ST	69.4	6
SUN RIVER DR	43RD AVE/ELDER CREEK RD	64.7	6
50TH AVE	SUN RIVER DR/EAST TO 90 DEGREE	63.3	6
MARSALLA CT	SOUTH OF 14TH AVE/END OF ST	63.0	6
63RD ST	11TH AVE/8TH AVE	60.0	6
VALLECITOS WY	SUN RIVER DR/EAST TO 90 DEGREE	58.2	6
GREAT FALLS WY	OCCIDENTAL DR/LAKE FOREST DR	52.7	6

Note: \* -- indicates Bypass street

1997/1998  
 SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS  
**DISTRICT 7**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
VALLEY GREEN DR*	CENTER PKWY/VALLEY HI DR	125.6	7
NORTH LAGUNA DR	FRANKLIN BLVD/EDDINGTON WAY	98.9	7
CAMINO ROYALE DR	FRANKLIN BLVD/E END OF ST	96.1	7
TORRENTE WAY	VALLEY HI DR/FRANKLIN BLVD	90.1	7
WHISPER WOOD WAY	FRANKLIN BLVD/VALLEY CREST CT	88.0	7
SURFSIDE WAY	BENHAM WAY/DRIFTWOOD ST	79.9	7
ARABELLA WAY	HARMON DR/POCKET RD	78.4	7
BENHAM WAY	ARABELLA WAY/SURFSIDE WAY	73.7	7
SUMMERBROOK WAY	CRESENTDALE WY/90 DEG BEND WEST	72.2	7
LINDBROOK WY	GRANDSTAFF DR/WYNDHAM DR	62.7	7
WEATHERFORD WY	BRENTFORD CIR/HITCHCOCK WY	60.0	7
SUMMER RIM CIR	EAST LEG/	59.1	7
HESBY WAY	BAMFORD DR/HANFORD WAY	56.0	7

Note: \* -- indicates Bypass street

1997/1998  
**SPEED HUMP PRIORITY LIST--COMBINED RESIDENTIAL & BYPASS STREETS**  
**DISTRICT 8**  
 (POINT ORDER)

<u>STREET</u>	<u>BOUNDED BY</u>	<u>POINTS</u>	<u>DIST</u>
TAMOSHANTER WY	65TH AVE/67TH AVE	103.6	8
ARCHEAN WAY	MACK RD/DECATHLON CIR	100.5	8
ALCEDO CIR	MANDY DR/90 DEG BEND	96.5	8
60TH AVE	CROMWELL WAY/AMHERST ST	92.5	8
63RD AVE	CROMWELL WAY/21ST ST	92.2	8
BILLINGS WAY	SHRADER CIR/DETROIT BLVD	90.6	8
60TH AVE	21ST ST/TAMOSHANTER WAY	89.6	8
REENEL WAY	AMHERST ST/W END OF ST	86.8	8
38TH AVE	MCLAREN AVE/BELLEAU WOOD LN	85.7	8
TEEKAY WAY	25TH ST/CADJEW AVE	81.8	8
CRAIG AVE	24TH ST/W 90 DEG BEND CRAI	79.0	8
MCALLISTER AVE	FREEPORT BLVD/BELLEAU WOOD LN	78.8	8
GOLF VIEW DR	56TH AVE/MONIFIETH WAY	73.8	8
MANORSIDE DR	MEADOWVIEW RD/71ST AVE	73.7	8
BARBEE WAY	QUINBY WAY/BROOKFIELD DR	71.4	8
LOMA VERDE WAY	29TH ST/69TH AVE	70.5	8
QUINBY WY	BROOKFIELD DR/WEST TO 90 DEGREE	69.0	8
TWILIGHT DR	90 DEGREE BEND/W OF 29TH ST	64.2	8
MCLAREN AVE	KITCHNER RD/MCALLISTER AVE	63.9	8
BRENTWICK WAY	JACINTO AVE/CRANLEIGH AVE	61.6	8
BALFOUR WY	68TH AVE/POIRIER WY	59.8	8
HOLLYBROOK DR	FALMOUTH WY/PORT HAYWOOD WY	59.5	8
NIANTIC WY	21ST ST/68TH AVE	53.6	8

Note: \* -- indicates Bypass street

APPROVED  
BY THE CITY COUNCIL

MAY 27 1997

OFFICE OF THE  
CITY CLERK

# RESOLUTION NO. 97-270

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## RESOLUTION MODIFYING SPEED HUMP PROGRAM

### BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1) That the selection guidelines for the Speed Humps Program be modified to the following:

- \* Residents would still be required to submit a petition to initiate study **(existing)**
- \* Streets would still be required to meet existing qualifying criteria **(existing)**
- \* Streets would still be assigned points using either Bypass or Residential criteria **(existing)**
- \* Merge the Residential and Bypass streets lists and sort by Council District. **(proposed)**
- \* Assuming an annual CIP budget of \$100,000, the top ranked street from each council district would be selected. And based on need, the next highest ranking streets city wide would be selected. **(proposed)**

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

14

FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_