

CITY OF LOS ALAMITOS

3191 Katella Avenue
Los Alamitos, CA 90720

TRAFFIC COMMISSION REGULAR MEETING

Wednesday, March 10, 2021 – 7:00 PM

SAFETY ALERT –NOTICE REGARDING COVID-19

Due to COVID-19, the City of Los Alamitos Traffic Commission Meeting on March 10, 2021 will be conducted by videoconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20. The public may access the meeting electronically or telephonically.

Pursuant to Executive Orders and given the current health concerns, members of the public can access meetings by using your phone to dial +1 (301) 715-8592 and enter the Meeting ID: 840-8124-6457. Your microphone will be disabled upon entry for the duration of the meeting. **Members of the public may not attend the meeting in person.**

The public can submit comments to trafficcommission@cityoflosalamitos.org with the subject line "PUBLIC COMMENT ITEM #" (insert the item number relevant to your comment) or "PUBLIC COMMENT NON-AGENDA ITEM." Comments **received by 4:00 p.m.** will be compiled and provided to the Traffic Commission and made available to the public before the start of the meeting. Staff will not read email comments at the meeting but the official record will include all email comments received until the close of the meeting.

Members of the public wishing to verbally deliver comments via the telephone conference can submit their requests to trafficcommission@cityoflosalamitos.org **until the close of the public comment period.** The Department Secretary will compile a list of speakers who have indicated a desire to speak. Before the close of the meeting, the Department Secretary will announce each speaker, enable the speaker's microphone, and begin the three-minute timer. The speaker's microphone will automatically be disabled at the end of three minutes.

All speakers shall observe civility, decorum and good behavior. Any item submitted to the Traffic Commission during the meeting shall become public record and subject to applicable disclosure laws.

NOTICE TO THE PUBLIC

This Agenda contains a brief general description of each item to be considered. Except as provided by law, action or discussion shall not be taken on any item not appearing on the agenda. Supporting documents, including staff reports, are available for on the City's website at www.cityoflosalamitos.org once the agenda has been publicly posted.

Any written materials relating to an item on this agenda submitted after distribution of the agenda packet are available for public inspection on the City's website at www.cityoflosalamitos.org.

It is the intention of the City of Los Alamitos to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee, or a participant at this meeting, you will need special assistance beyond what is normally provided, please contact the Development Services Department at (562) 431-3538, extension 301, 48 hours prior to the meeting so that reasonable arrangements may be made.

1. CALL TO ORDER

2. ROLL CALL

Chair Mejia
Vice Chair Randall Hill
Commissioner Dean Hill
Commissioner Murphy
Commissioner Patz
Commissioner Salai
Commissioner Singer

3. PLEDGE OF ALLEGIANCE

4. ORAL COMMUNICATION

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Members of the public wishing to verbally deliver comments via the telephone conference can submit their requests to trafficcommission@cityoflosalamitos.org **until the close of the public comment period.** The Department Secretary will compile a list of speakers who have indicated a desire to speak. Before the close of the meeting, the Department Secretary will announce each speaker, enable the speaker's microphone, and begin the three minute timer. The speaker's microphone will automatically be disabled at the end of three minutes.

5. APPROVAL OF MINUTES

A. Approve the Minutes for the Regular Meeting of February 10, 2021

ROLL CALL VOTE

Chair Mejia
Vice Chair Randall Hill
Commissioner Dean Hill
Commissioner Murphy

Commissioner Patz
Commissioner Salai
Commissioner Singer

6. STAFF REPORTS

A. Consideration of a Speed Hump Policy

This report provides the Traffic Commission with information to consider a policy on speed humps.

Recommendation:

1. Consider and discuss the development of a speed hump policy; and
2. Make a recommendation to City Council on the development and approval of a speed hump policy.

B. Traffic Commission Status Log

This is a tracking tool used by the Commission to track assignments and accomplishments.

Recommendation: Receive, file, and revise as necessary.

7. ITEMS FROM THE DIRECTOR/CITY ENGINEER

8. TRAFFIC COMMISSION INITIATED BUSINESS

At this time, Commissioners may report on items not included on the agenda, but no such matter may be discussed, nor may any action be taken in which there is interest to the community, except as to provide Staff direction to report back or to place the item on a future agenda.

9. ADJOURNMENT

I hereby certify, under penalty of perjury under the laws of the State of California that the foregoing Agenda was posted at City Hall, 3191 Katella Ave., Los Alamitos, CA 90720 and on the City's website at www.cityoflosalamitos.org not less than 72 hours prior to the meeting. **Dated this 4th day of March, 2021**



Maria Veronica M. Enciso, Department Secretary

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – February 10, 2021

1. CALL TO ORDER

The Traffic Commission met in Regular Session at 7:09 p.m. on Wednesday, February 10, 2021 in a video conference, Chair Patz presiding. As a result of the State of Emergency in California due to the threat of COVID-19 and pursuant to Governor Newsom Executive Order N-25-20 issued on March 12, 2020, all members of the Traffic Commission attended telephonically.

2. ROLL CALL

Present: Commissioners:

Chair Mejia,
Vice Chair Randall Hill
Patz, Murphy, Dean Hill, Salai,
Singer (7:15 p.m.)

Present: Staff:

Chris Kelley, City Engineer
Ron Noda, Acting Deputy City Manager
Brent Malatesta, Sergeant
Maria Veronica Enciso, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Salai.

4. PRESENTATION

A. Active Transportation Plan

5. ORAL COMMUNICATION

Department Secretary Enciso confirmed that one public comment was received by the 4:00 p.m. cut off.

Commissioner Singer commented on the public comment non-agenda item that was received.

Commissioner Patz quickly informed the new commissioners how the Traffic Commission conducts the meeting and reorganization.

6. TRAFFIC COMMISSION REORGANIZATION

A. Annual Traffic Commission Reorganization

This report provides relevant information for the Traffic Commission's annual reorganization, by the election of the Chair and Vice Chair.

Department Secretary Enciso called for nominations for the position of Chair.

Commissioner Patz nominated Commissioner Mejia.

Commissioner Singer nominated Commissioner Hill.

Department Secretary Enciso proceeded with voting for Commissioner Mejia for the Office of Chair.

Commissioner Patz	Aye
Commissioner Mejia	Aye
Commissioner Randall Hill	Aye
Commissioner Dean Hill	Aye
Commissioner Murphy	Aye
Commissioner Salai	Aye
Commissioner Singer	Aye

Unanimously carried: The Traffic Commission appointed Commissioner Mejia as Chair.

Chair Mejia asked if there were any nominations for the position of Vice Chair.

Commissioner Singer nominated Commissioner Randall Hill as Vice Chair.

Chair Patz asked if there were any further nominations and there were not.

Commissioner Patz	Aye
Commissioner Mejia	Aye
Commissioner Randall Hill	Aye
Commissioner Dean Hill	Aye
Commissioner Murphy	Aye
Commissioner Salai	Aye
Commissioner Singer	Aye

Unanimously Carried: The Traffic Commission appointed Commissioner Randall Hill as Vice Chair.

7. APPROVAL OF MINUTES

A. Approve the Minutes for the Special Meeting of November 10, 2020

Chair Patz mentioned he provided comments to Department Secretary Enciso.

Motion/Second: Patz/Murphy

Carried 5/0: The Traffic Commission approved the minutes of the Special meeting of November 10, 2020 with amendments given to Department Secretary Enciso.

ROLL CALL VOTE

Chair Mejia	Aye
Vice Chair Randall Hill	Aye
Commissioner Patz	Aye
Commissioner Dean Hill	Abstain
Commissioner Murphy	Aye
Commissioner Salai	Abstain

8. STAFF REPORTS

A. Establishment of Posted Speed Limit

Willdan has completed the Engineering and Traffic Survey for 17 segments on seven different roadways in the City of Los Alamitos.

Traffic Engineer Iranitalab summarized the staff report.

Commissioner Singer asked Traffic Engineer Iranitalab about posted speed limit and receiving a speeding ticket. Sergeant Malatesta explained the citing of a speeding ticket.

Commissioner Dean Hill asked about the speed limit that is along Cerritos Avenue as it goes through the City of Long Beach and City of Cypress. Traffic Engineer Iranitalab mentioned that the speed limit in those areas are 45 mph and the area in front of Los Alamitos High School is 35 mph.

Vice Chair Randall Hill expressed the confirmation that all the listed speed limits will be increased.

Commissioner Patz followed up that unless there is a methodology then the speed would increase 5 mph (due to the MUTCD).

Traffic Engineer Iranitalab shared that it is a losing battle.

Vice Chair Randall Hill asked about using the Active Transportation Plans as a reason to lessen the speed limit.

Traffic Engineer Iranitalab explained that it cannot be used as an excuse [to lessen speed limits].

Chair Mejia shared that he recalled the last speed survey that was conducted only had one street where the speed limit was raised. He then asked when this will be going to the City Council. Traffic Engineer Iranitalab stated it would be in March.

B. 2020 Los Alamitos Traffic Collision Report

This report provides the Traffic Commission with information regarding traffic collisions in Los Alamitos for 2020.

Acting Deputy City Manager Noda summarized the staff report.

Sergeant Malatesta shared additional information to the staff report.

Commissioner Patz shared that it was interesting to see a breakdown of the information regarding the reported versus non-reported traffic collision.

Vice Chair Randall Hill mentioned that there were two more accidents in the year 2020 than 2019 and asked if the ratio go up due to speed. Sergeant Malatesta shared that speed is usually the factor.

C. Traffic Commission Status Log

This is a tracking tool used by the Commission to track assignments and accomplishments.

Chair Mejia quickly informed the new Traffic Commissioners what the status log is.

Traffic Engineer Iranitalab quickly shared that the visually impaired project on Florista Street and Los Alamitos Boulevard has been completed.

Commissioner Murphy noted the following:

- Item C5 – asked when the project will begin
- Item B6 – asked for an update

Commissioner Patz asked about the speed hump policy. Acting Deputy City Manager Noda shared that it will included in the next Traffic Commission Meeting.

Vice Chair Randall Hill noted the following:

- Item A30 – update the requested by to Randall Hill
- Item A34 – requested for an update
- Item C1 – move to completed

9. ITEMS FROM THE DIRECTOR/CITY ENGINEER

Acting Deputy City Manager Noda further updated the Traffic Commission of the Old Town West Traffic Calming Project.

City Engineer Kelley discussed the following:

- The arterial street name signs have been installed on Los Alamitos Boulevard.
- Contractors working at the Marriot Fairfield Inn & Suites have wrapped up the offsite work.
- The offsite improvements are being done this week at Oak Walk.
- SoCalGas will be wrapping up their project [at the intersection of Los Alamitos Boulevard and Katella Avenue].

10. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Patz shared that at the corner of Regan Street and Briggeman Drive is a need for a stop sign. Acting Deputy City Manager Noda shared that City staff is aware of this and the Public Works team will have it installed.

Commissioner Singer shared that there is a rusty handrail on the southeast corner of Los Alamitos Boulevard and Katella Avenue at the [Chase] bank. Acting Deputy City Manager Noda shared that this was placed for safety reasons.

Commissioner Singer asked about the renaming of the street of Civic Center Way to Epson Way. Acting Deputy City Manager shared that it was completed in the summer and to reach out to him to discuss his other questions.

Chair Mejia discussed the following:

- Thanked the City staff because the street name signs looks great.
- Thanked Acting Deputy City Manager Noda for getting crosswalks more visible, they look terrific.
- Asked about two fire hydrants located near Katella Deli on Lexington Drive and Katella Avenue, if the one fire hydrant will be removed.
- Asked about a reflective study of stop signs. Traffic Engineer Iranitalab shared there is no consistent policy.
- Shared that there are washout signs in the city.
- Asked if the City found out who the Edison representative was. Acting Deputy City Manager confirmed that he did.

11. ADJOURNMENT

Motion/Second: Patz/Singer

Carried 7/0: The Traffic Commission unanimously voted to adjourn the meeting until March 10, 2021.

The Traffic Commission adjourned at 9:31 p.m.

Javier Mejia, Chair

Attest:

Ron Noda, Secretary

City of Los Alamitos

TRAFFIC COMMISSION AGENDA REPORT

MEETING DATE: March 10, 2021

ITEM NUMBER: 6A

To: Chair Javier Mejia & Members of the Traffic Commission

Presented By: Ron Noda, Acting Deputy City Manager

Subject: Consideration of a Speed Hump Policy

SUMMARY

This report provides the Traffic Commission with information to consider a policy on speed humps.

RECOMMENDATION

1. Consider and discuss the development of a speed hump policy; and
2. Make a recommendation to City Council on the development and approval of a speed hump policy.

Background

Discussions on whether there should be a City policy regarding speed humps have been held at several Commission meetings in the past. In August of 2019, The City received a petition signed by residents on Chestnut Street and Walnut Street in the Old Town West neighborhood requesting the installation of speed humps to reduce the impact of vehicle speeding and the safety of pedestrians. Staff proposed a pilot program involving street striping and installation of speed limits signs to calm the speed of vehicles in Old Town West. The Old Town West Calming project was approved by City Council at the October 12, 2020 City Council meeting. City Council requested staff to present a speed hump policy to the Traffic Commission for recommendation.

Discussion

Speed humps have been used as a traffic calming device in some jurisdictions intending to reduce speed of vehicles traveling along that road. A speed hump is recognized in the Manual of Uniform Traffic Control Devices (MUTCD) as an acceptable traffic control device in the State of California, and it is important to distinguish speed humps from speed bumps. Speed bumps are generally found in shopping center parking lots and may cause a vehicle to experience a sharp jolt; speed humps on public roadways are designed to

provide a smoother, although in some cases uncomfortable, ride. Speed bumps are not appropriate for use within the public right-of-way.



[Screencast-O-Matic.com](https://www.screencast-o-matic.com)

Some of the advantages of speed humps are:

- Reduce traffic speeds – the 85th percentile speed on streets with speed humps decrease by 3-5 miles per hour.
- Discourage neighborhood cut-through traffic.

Some disadvantages of speed humps are:

- Impact to emergency vehicles – depending on the type of vehicle, emergency vehicles may experience delay in response time.
- Increase traffic volume on adjacent streets – traffic on adjacent, non-speed hump streets may increase up to 30%.
- Increase noise level.
- Street maintenance costs increase due to additional labor and materials with the initial cost of installation between \$3,500-\$6,000 per speed hump.
- Potential public liability for damaged vehicles and increased claims.
- Loss of parking space.

The Traffic Calming Study and Implementation Plan for the City of Los Alamitos (December, 2004), acknowledges that the past City Council has decided not to develop guidelines or procedures for the use of speed humps in the City.

As mentioned, several agencies in Southern California such as the city of Brea, Indio, and Laguna Beach allow for the installation of speed humps on residential streets. Each policy is somewhat different from the other, as some of the defining criteria varies and is often tailored to local conditions.

The comparison of the cities' policies revealed the following:

- Requires an installation petition from residents of the affected street/neighborhood.
- Requires approval from police and fire departments.
- Requires a traffic study to be performed.
- Adoption of placement policy and/or restrictions.

Some local agency policies mention that less restrictive measures can be attempted prior to installing speed humps. Most agencies include an incremental approach to first resolving speeding problems by utilizing signing (education), passive (radar trailer for educational value) and active (police officers) enforcement approaches before considering installation of speed humps or other design features.

Providing residents of a neighborhood has submitted a formal request for the installation of speed humps, a series of information gathering steps that includes collecting traffic counts, researching collision reports, collecting speed profile data and conducting an inventory of existing conditions.

Once the analysis of the above data is completed, it would be compared to criteria set by the City. The criteria can include the following:

- Minimum traffic volume,
- Roadway length, width or classification,
- Reported collisions that can be identified as being caused by unsafe speeds,
- Nearby traffic controls such as stop signs,
- Number of travel lanes,
- Whether the roadway is a primary emergency response route, and
- Whether public transportation is routed on the roadway.

Most often, a request for speed humps is based on excessive speeding, whether perceived or actual. Collection of speed profile data over a 24-hour period will reveal the extent of speeding. More importantly, it will also identify the time and volume of speeding that allows for special enforcement during those peak periods. Roadway traffic volumes have a large bearing on speeding complaints as does the noise created by the roadway surface material and the traffic volume, particularly when a large percentage may be pass-through traffic – traffic not related to the neighborhood it may be passing through. Residential speeds have generally been found to have an 85th percentile speed of about 31 to 35 miles per hour (MPH). Furthermore, a typical residential roadway has a daily traffic volume of 600 to 1200 vehicles per day. Generally, only two-lane roadways are considered that have:

- 1) A volume of 800 to 1200 vehicles per day.
- 2) Are longer than 800 feet.
- 3) Have no intervening controls such as stop signs.
- 4) Have an 85th percentile speed between a certain range (say 30 to 35 MPH)

Roadways that serve public transit or are primary emergency response routes should not be included for consideration of speed hump installation.

The Traffic Commission will recommend to City Council whether or not to adopt a speed hump policy and direct staff to prepare a series of standards and requirements to serve as the standard for considering the application of neighborhood traffic management for speed humps standards. There appears to be three alternatives from which the Council may chose:

1. Continue without an official policy.
2. Consider a policy of no speed humps in the City of Los Alamitos.
3. Develop a speed hump

Fiscal Impact

There is no fiscal impact. If the City Council supports the Commission recommendation, then it would be prudent to direct staff to provide a more detailed cost analysis of a speed hump program and a recommended funding source.

Attachments

1. *Draft Los Alamitos Speed Hump Policy*
2. *Speed Hump Policies from City of Laguna Beach, Brea, and Indio*

CITY OF LOS ALAMITOS SPEED CONTROL HUMP PROGRAM

POLICY

It is the policy of the City of Los Alamitos to require the following guidelines for installing speed humps. The Traffic Commission and/or City Manager shall forward recommendation for speed humps but the Los Alamitos City Council is the body to provide direction for the installation or elimination of speed humps on public right-of-ways.

PROCESS

A petition, signed by the head of the household, of 65% or more of residences fronting the street and the adjacent street(s) that may be affected by the diverted traffic. Once the petition is received, City staff shall conduct appropriate studies of traffic volume and speed, area conditions, potential diversion of traffic to adjacent streets, and other factors deemed necessary. The Police and Fire Department shall review with respect to delivery of emergency services. The City shall notify residence on the subject street(s) a minimum of two weeks prior to consideration of the item at the Traffic Commission. If the Traffic Commission recommends the petition, City Council shall consider the staff report, receive citizen input, and make final determination with respect to inclusion of the street in the program. At any time before petition is reviewed by the Traffic Commission and/or City Council, staff may present other traffic calming options in lieu of speed humps.

GUIDELINES

1. The street width is 40 feet or less.
2. The street has a daily traffic volume of 3,000 or less vehicles.
3. The street should be no more than one lane in each direction.
4. The street should not have a grade greater than 5%.
5. The street should not be a major thoroughfare for through traffic.
6. Streets eligible for installation of speed humps shall have a speed limit of 25 mile per hour (mph) or less.
7. The street cannot be a Regional Transit bus route.
8. The street cannot be a designated emergency response route.

INSTALLATION GUIDELINES

1. Speed hump dimensions – 3 inches to 4 inches in height, 12 feet in width, full height shall extend to 2 feet from gutter and taper to join existing pavement at edge of gutter.
2. Place speed humps 200 feet away from intersections, stop signs, or tight turns.
3. Place speed humps 25 feet from fire hydrants and manholes.
4. Space speed humps between 200 feet to 500 feet between humps.
5. Warning signs shall be placed approximately 100 feet ahead of the first speed hump.
6. Pavement markings shall be placed approximately 100 feet ahead of each speed hump.
7. Speed humps should not be placed on sharp horizontal curves due to motorcycle and bicycle stability issues.

CITY OF LAGUNA BEACH
GUIDELINES & CRITERIA FOR INSTALLATION OF SPEED HUMPS
(Approved by City Council on November 3, 2009)

A. APPROVAL PROCESS

Speed humps may only be installed on, or eliminated from, public streets by direction of the City Council. Upon recommendation of the Parking, Traffic, and Circulation Committee, the City Manager shall forward recommendations for speed humps to the City Council for consideration.

B. GUIDELINES

Speed humps, like any traffic control device, should be used with discretion. The indiscriminate use of speed humps could create problems that are worse than the problems to be solved. To provide guidance in the proper use of speed humps, the following guidelines are established:

1. The street should have a high incidence of speed-related enforcement problems and/or accidents.
2. The street should be no more than one lane in each direction.
3. The street should not have grades greater than 5%.
4. The street should not be a major thoroughfare for through traffic.
5. The impact on emergency vehicles shall be a factor in considering speed humps.
6. Humps should be placed 200 feet away from intersections, stop signs, or tight turns so that motorists traverse them relatively perpendicular and to allow for sufficient reaction time for motorists.
7. The humps should be spaced from 150 feet to 400 feet apart to adequately manage speeds.
8. Humps should be located near streetlights to illuminate them at night.
9. Humps should not be located over manholes or near hydrants.
10. Humps should be located downstream of storm drains.
11. Humps should be located on property lines, when possible.
12. Vertical curves and grades should be evaluated with respect to advance visibility of the devices.
13. Humps should not be placed on sharp horizontal curves due to motorcycle and bicycle stability problems.

C. DISQUALIFYING CRITERIA

Aside from the traffic calming effects of speed humps, they can create hazards or significant inconveniences when used in certain situations. Following are such circumstances under which speed humps should not be used. A request for speed humps where any of the following circumstances exist shall not be forwarded to the City Council for consideration unless it is determined by the City Manager that extenuating or other mitigating circumstances exist.

1. Where the longitudinal grade exceeds 8%.
2. Where the area is not illuminated by street lights within 200 feet in each direction.
3. Within 10 feet of a driveway.
4. Where the posted speed limit is greater than 30 mph.
5. Where the street centerline radius is less than 200 feet.
6. Within 100 feet approaching a "stop" sign or traffic signal.
7. Within an uncontrolled street segment length of less than 300 feet.
8. Within 150 feet of another speed hump.

CITY OF BREA

SPEED CONTROL HUMP PROGRAM

PROCEDURE AND PROCESSING

Installation

1. **Petition** - Signed by head of household of 65% of the homes on the street, as determined by Traffic Engineer.
2. **Staff Review** - City staff shall conduct appropriate studies of traffic volume and speed, area conditions, accident frequency, potential diversion of traffic to adjacent streets and other factors deemed necessary. Police and Fire Departments shall review with respect to delivery of emergency services.
3. **Notification of Residents** - The City shall notify each residence on the subject street as well as residences within the 300' of the subject street at least three (3) weeks prior to consideration of the item by the City Council.
4. **City Council** - The City Council shall consider the staff report, receive citizen input, and make the final determination with respect to inclusion of the street in the program.

Removal

1. **Petition** - Signed by head of household of 65% of the homes on the street.
2. **Deposit** - Petition shall be accompanied by sufficient funds to cover the cost of removal as determined by Traffic Engineer.
3. **Notification of Residents** - Following receipt of the petition, the City shall notify residents on the street at least three (3) weeks prior to consideration of the item by the City Council.
4. **Staff Review** - City staff shall conduct appropriate studies of traffic volume and speed, accident frequency, diversion of traffic to/from adjacent streets and the overall effectiveness of the humps.
5. **City Council** - The City Council shall consider the staff report, receive citizen input and make the final determination with respect to removal of the humps.
6. **Reinstallation** - If speed control humps are removed at the request of residents and there is a subsequent request for reinstallation, it shall be processed per the guidelines for installation set forth above. The cost for reinstallation shall be borne by the requesting residents if said request is made within five years after the humps were removed. No City funds shall be used for reinstallation within the five-year period.

ELIGIBLE STREETS

1. Local - Street shall not be designated as an arterial or commuter on City master plan of highways.
2. Residential - Majority of abutting development shall be fronting or side-on single family residential.
3. Minimum Length Uninterrupted by Stop Signs or Traffic Signals - 1200 feet.
4. Maximum Average Daily Traffic Volume - 3,000 vehicles
5. Minimum Speed Profile - 85th percentile speed must exceed 30 miles per hour.
6. Not a priority route for emergency services.
7. Not a bus route.

INSTALLATION GUIDELINES

1. Hump Dimensions - 3" to 4" in height, 12' in width. Full height shall extend to 2' from gutter and taper to join existing pavement at edge of gutter.
2. Spacing - 400' to 600' between humps.
25' to fire hydrants and manholes.
200' to intersections.
3. Warning Signs - "BUMPS AHEAD, 15 MPH" signs shall be placed ahead of the first hump.
4. Markings - "BUMP" pavement markings shall be placed approximately 100 feet ahead of each hump.
5. Notification - Each residence on the street shall be notified in writing of the planned hump installation of at least three (3) weeks prior to construction.

FUNDING AND PRIORITY

1. Installation Program - Each year the program for installation of speed control humps will be reviewed by the City Council for inclusion in the budget.
2. Annual Funding - The City Council may budget a specified amount of the funds each year to be used for installation of speed humps at approved locations based on a priority basis.
3. Priority Determination - Priorities will be recommended by multiplying the percentage of vehicles exceeding 25 miles per hour by the 24-hour traffic volume. Streets yielding the highest numerical value as a result of this computation will have the highest priority.

CITY OF INDIO

Policy on Consideration of Citizen Requests for Speed Humps

INTRODUCTION

Speeding on local residential streets has been one of the most frequently mentioned concerns expressed by residents and one of the most difficult and elusive problems confronting many cities in California. In the City of Indio oftentimes the problem is resolved by proper enforcement of the speed limits or by installing additional advisory signs. Unless chronic speeding problems exist, speed humps are not warranted.

Nevertheless, residents continue to request the installation of some type of traffic control measure to address the real or perceived speeding problem in their neighborhood. In an effort to address these concerns, staff and your Traffic Commission has conducted extensive research on how other jurisdictions approach the issue of speeding on residential streets and submitted the findings and recommendations to City Council.

Often citizens request "speed bumps" to control speed but are unsure of the type and design approved for installation on public streets. For this reason, it is important to understand the difference between speed bumps and "speed humps". A speed bump is an abrupt pavement feature, three to four inches in height and "one to three feet in length at the base." They are commonly installed on private roadways and shopping centers but are not recommended for use on public streets. By comparison, a speed hump is, typically, three to four inches in height and "12 feet in length at the base" and is therefore much gentler in configuration without the "jarring" effect of speed bumps. Only speed humps are eligible for consideration under the Program. See attached Exhibit "A".

Following is a summary of the Standards and Procedures established by City Council for consideration of speed humps and other pavement surface features. If you feel that your street satisfies these Standards and are interested in petitioning the City, you must submit your request in writing to the City Engineer at 100 Civic Center Mall, Indio, CA 92201. The petition must be signed by at least 67% of the residents fronting on the street or any street that may be affected by the diverted traffic. After receipt of your petition, the City Engineer will notify you within 45 days whether your street is eligible for consideration and appropriate processing under the provisions of the Pavement Surface Features Program.

POLICY

It is the policy of the City to require that the following standards be met prior to consideration for installing speed humps on any street for the purpose of controlling speed.

STANDARDS

1. Speed humps shall only be considered on local non-Circulation Element streets where the primary function is to provide access to abutting properties.
2. Streets eligible for installation of speed humps shall have a speed limit of 25 miles per hour.
3. Speed humps shall only be considered on local residential streets where there is a demonstrated speeding problem as evidenced by at least 50% of the drivers exceeding the 25 mph speed by at least 10 mph, i.e., 35 mph or over.

4. The application of speed humps is limited to where other devices fail to deter drivers from exceeding the speed limit.

5. Speed humps may be considered only on local residential streets provided that the following conditions are satisfied:

a. Street must consist of one travel-lane in each direction. Note: Streets with two or more lanes in each direction have a higher degree of liability exposure when two vehicles approach a speed hump simultaneously. All of the cities surveyed prohibit speed humps on streets with more than one lane in each direction.

b. The street grade must not exceed 8%. Note: Experience has shown that motorists reduce their vehicle speed to about 16 miles per hour when approaching a speed hump. Braking of some types of vehicles to slow down to this speed on grades greater than 8% is difficult.

c. The residential street must be at least 750' long with no four-way intersections.

d. The street cannot be on a Regional Transit bus route.

e. The street cannot be a designated emergency response route.

f. Spacing between speed humps shall range between 150 and 500 feet. The Engineer shall determine exact spacing.

g. The construction configuration shall be determined by the Engineer, but generally shall be 3" (nominal) height and 12' feet (nominal) width. (See attached drawing).

6. Speed humps shall only be considered when:

a. The street width is 40 feet or less. Note: Typical local residential streets have roadway widths of 40 feet or less with parking. Many local streets in the City have widths of less than 30 feet with or without parking.

b. The daily traffic volume is less than 5,000.

7. The street must have adequate vertical and horizontal alignment and sight distance as determined by the City Engineer.

8. The Fire District and the Sheriff's Department must be consulted during the evaluation process for each project. Other agencies interested in the project may be consulted.

9. The City Engineer is authorized to place Speed Humps on any residential street when there is an existing safety issue or hazardous condition.

10. The City Engineer is authorized to require Developers to include "Traffic Calming Measures" on Street Circulation Layouts within Tentative/Final Tract Maps, that in his or her opinion could result in speeding. Traffic Calming Measures shall include (but not be limited to) "Speed Humps".

TRAFFIC COMMISSION STATUS LOG

ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	COUNCIL OR STAFF	TAKEN TO	REMARKS
ELECTED OFFICIALS INITIATED ITEMS - COMPLETED						
A1	install 4-way stop signs at 4-way stop intersections	Jul-15	J. Wilhelm			Completed
A2	Farquhar/Los Alamitos Alley Study		Emerson/Mejia			Completed
A3	No left turn sign by the post office on Reagan St	Jun-15	D. Patz			Completed
A4	Katella/Cherry crosswalk on eastside of Katella	Jun-15	J. Mejia			Pending - Put on 7-yr CIP
A5	High School Traffic Study		D. Hunt		TC - April 2015	Completed. Submitted request to the district and was denied. No further action at this time.
A7	Repaint arrows at bus pad on Katella @ Walnut	Apr-15	J. Mejia			Completed
A8	3-way stop sign @ Cherry St & Catalina St	Jan-13	J. Wilhelm		TC - May 2015 CC - June 2015	Completed
A9	Consider options for widening Civic Center Dr	Jan-14	J. Mejia			No longer applies
A10	Upgrade forklift crossing on Catalina	Jan-16	J. Mejia	Completed		Completed
A11	remove parking spaces on s/s Catalina opposite - near the Los Alamitos Medical Center	Mar-16	J. Mejia	Possibly Council		Completed
A12	PT/P study to downgrade fully protected operation for Rossmoor Way/Los Alamitos TS and Bradbury/Los Alamitos TS S/B and N/B directions	Jun-16	D. Emerson	Staff		Completed
A13	1. Los Alamitos Blvd @ Farquhar - safety light out 2. Los Alamitos Blvd @ Katella - safety light cycling 3. Los Alamitos Blvd @ Florista, safety light out 4. Los Alamitos Blvd @ Cerritos - Illuminated street name dark 5. Cerritos Ave @ Los Al High, ISNS is out 6. Cerritos Ave @ Humbolt, ISNS is out 7. Cerritos Ave @ Bloomfield, safety light out	Feb-19	J. Mejia	Staff		Completed
A15	Los Alamitos Blvd @ Orangewood Safety Light Out	Mar-08	Hill	Staff		Completed
A16	Safety light out at the intersection of Humbolt Street and Cerritos Ave.	May-17	Chair Patz	Staff		Completed
A17	Bloomfield speed sign is not working	Apr-17		Staff		Completed
A18	Parking Revision 10732 Los Alamitos Boulevard in Front of McNally Back to 24 Min. Zone.	Feb. 7	Commission	Council		Completed
A19	Real Estate Sign limiting visibility at the intersection of Florista and Pine	Apr-17	Commission			Completed
A20	Florista Signal Timing	Jul-17	Commissioner Hill	Staff		completed.
A21	Katella Avenue at Lexington Safety light is dark	Sept. 17	Commission	Staff		Completed
A22	Traffic signal indication at S/W corner missing	Sept. 17	Chair Patz	Staff		Completed

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ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	COUNCIL OR STAFF	TAKEN TO	REMARKS
A23	Move or upgrade mid-block crosswalk on Cherry s/o Florista	Mar-16	J. Mejia & D. Patz	Possibly Council		Completed
A24	five (5) traffic signs on the south side of Katella Avenue, between the 605 freeway and Wallingsford are starting to lean toward the street.	Feb-19	E. Singer	Staff	Public Works	Completed
A25	five (5) traffic signs on the south side of Katella Avenue, between the 605 freeway and Wallingsford are starting to lean toward the street.	Feb-19	E. Singer	Staff	Public Works	Completed
A26	parkway trees are blocking the effectiveness of the street lights, on the east side of Los Alamitos Boulevard, between the car wash and Bradbury Road.	Feb-19	E. Singer	Staff	Public Works	Completed
A27	alley, south of Katella from Lexington heading west: overgrown vegetation at the rear of the private properties	Feb-19	E Singer	staff	Code Enforcement	Completed
A28	repair of two speeds bumps in the alley between Lexington Drive and Noel Street, and between Katella Avenue and Green Avenue.	Mar-19	J. Mejia	Staff	Public Works	Completed
A29	request to adjust the new median lights on Los Alamitos Boulevard, so that the lights are triggered to turn on and off by the sensor and not the timer.	Feb-19	D. Patz	Staff	Public Works	Completed
A30	Scramble Timing at the intersection of Cerritos and Los Alamitos Boulevard	Apr-17	R. Hill	Staff		No further action required at this time. Will be evaluated after School Traffic Study Review
A31	Add red curb for sight distance on Katella for n/bound Bloomfield	Mar-16	D. Emerson	Possibly Council		No further action required at this time
A32	Vehicles in N/bound left turn lanes on Los Alamitos at Katella back up into thru lane	Jan-16	D. Emerson	Council		Reviewing - Would likely require capital improvements
A33	Replace speed bumps in alley - poor condition	Jan-16	J. Mejia	Staff		Completed
A34	Bring the traffic study for Shea Properties Arrowhead to Commission	Mar-16	J. Mejia	Staff		Waiting for study to be submitted
A35	Address sight distance for driveways on S/S Katella - Reagan to Cherry	Mar-16	J. Wilhelm	Possibly Council		Under observation. No further action required at this time
A36	Extend the "merge left" sign on Los Alamitos Boulevard (NB) to be moved closer to Katella Avenue	Apr-19	Singer	Staff	Public Works	Completed
A37	Painted "merging" street marks on Los Alamitos Boulevard north of Katella Avenue, south of Florista Avenue.	Jun-19	Traffic Commissioner Mejia	Staff	Public Works	Completed
A38	"No Parking" sign replacement at the west end of San Joaquin Avenue	Jun-19	Traffic Commissioner Patz	Staff	Public Works	Completed

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ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	COUNCIL OR STAFF	TAKEN TO	REMARKS
A39	San Bonito Avenue street sign on Bloomfield Street going north to south is blocked by a block wall	Oct-19	Traffic Commissioner Patz	Staff	Public Works	Completed
A40	Katella Deli removal of damaged wall	Feb-19	Traffic Commissioner Mejia	Staff	Code Enforcement	Completed
A41	Overgrown tree on private property covering a signal at the intersection of Bradbury Road and Los Alamitos Boulevard	Jun-19	Traffic Commissioner Rodman	Staff	Code Enforcement	Completed
A42	Street name signs at Los Alamitos Bl/Florista-paint/vinyl peeling off	Jan-16	J. Seaman	Staff		Completed
COMMUNITY INITIATED ITEMS - COMPLETED						
B1	Extend signal time for cars crossing Katella @ Walnut/Wallingsford	Apr-June-15	Lindsey			Completed
B2	Conduct Four-Way Stop Study at the intersection of Walnut and Catalina	Apr-17		Staff		Completed
B3	Traffic Signal @ Wallingsford and Katella	May-17	Resident	Staff		Completed
B4	requesting the installation of a u-turn sign and/or paint a red curb in the Woodcrest neighborhood - school traffic imposes safety concerns (Los Alamitos High School)	Oct-17	Residents: Carol Wall & Betty Binder	public		completed.
B5	installation of a right-turn only sign at the exit driveway off Farquhar, on the east side of Jack in the Box leaving Bank of America parking lot going onto Farquhar.	Nov-17	Resident: Art DeBolt	public		completed and removed.
B6	Traffic signal at Katella and Los Alamitos	Jul-17	P. Dykhous	Staff		Completed: Traffic signal is operating as was intended
B7	Red curb request on north side of Sausalito Street east of the driveway into Sausalito Walk	Sep-18	Resident: Richard Murp	Staff	Public Works	Completed
B8	Installation of a crosswalk at the intersection of Green Avenue and Bloomfield Avenue	Jan-19	Resident:	Staff	Public Works	Completed
B9	Dedicated right turn lane on Cerritos Avenue in front of Los Alamitos High School	Oct-19	Traffic Commissioner Hill	Staff	Public Works	Completed
B10	Permit parking sign removal in New Dutch Haven neighborhood - as part of the permit parking review	Oct-19	Residents	Staff	Public Works	Completed
B11	Permit parking sign removal in Carrier Row neighborhood - as part of the permit parking review	Oct-19	Residents	Staff	Public Works	Completed
B12	Red curb request on south of Sausalito Street west of Los Alamitos Boulevard (next to Shenandoah's)	Sep-18	Resident: Richard Murphy	Staff		Completed

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ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	COUNCIL OR STAFF	TAKEN TO	REMARKS
B13	Request for the installation of equipment for the visually impaired on Florista Street and Los Alamitos Boulevard	Fall 2018	Resident	Staff	City Council	Completed
RECOMMENDATION APPROVED & PENDING IMPLEMENTATION						
C1	Analysis of other intersections near all schools within City limits which might warrant the installation of a crosswalk	Jan-19	Traffic Commission	Staff		Approved - pending implementation
C2	Street sweeping signage around the LAMC (initiated by excess trash and debris on the street)	Jan-19	Resident	Staff		Approved - pending implementation
C3	Installation of speed humps at Old Town West (Project updated to Traffic Calming)	Sep-19	Resident	Staff		Approved - pending implementation
RECOMMENDATION DENIED						
D1	installation of northbound speed limit sign on Bloomfield	Nov-19	Resident: Art DeBolt	public		denied
D2	change the alley (between Farquhar Ave & Howard Ave) to be one-way only	Nov-19	Resident: Art DeBolt	public		denied
D3	Remove "Keep Clear" on Farquhar at Cherry	Mar-16	D. Emerson	Staff	CC - March 2017	Denied
D4	Remove school signs for Laurel HS, which is closed	Nov-15	D. Patz	Staff		Denied per schools request
D5	Modify pedestrian signal/sign for NB right turns - East leg Bloomfield & Katella	Jan-14	J. Wilhelm	Staff		Denied
D6	Request to add permit parking on Maple Street in the Apartment Row neighborhood	Jan-20	Resident: Mark Giruad	Staff	Staff	Denied
D7	15 minute parking sign at 4012 Katella Ave, Suite 101	Mar-20	Business Owner: Hai Nguyen	Staff		Denied - Staff spoke to Business owner
ITEMS PENDING - TRAFFIC COMMISSION						
E1	Red Curb Request on 4021 Howard Avenue	May-17	Matthew Dastis	Staff		Item pending written request from Mr. Dastis. No written request yet.
ITEMS PENDING CONSIDERATION - CITY COUNCIL						