

Lurin Avenue Proposed Speed Humps

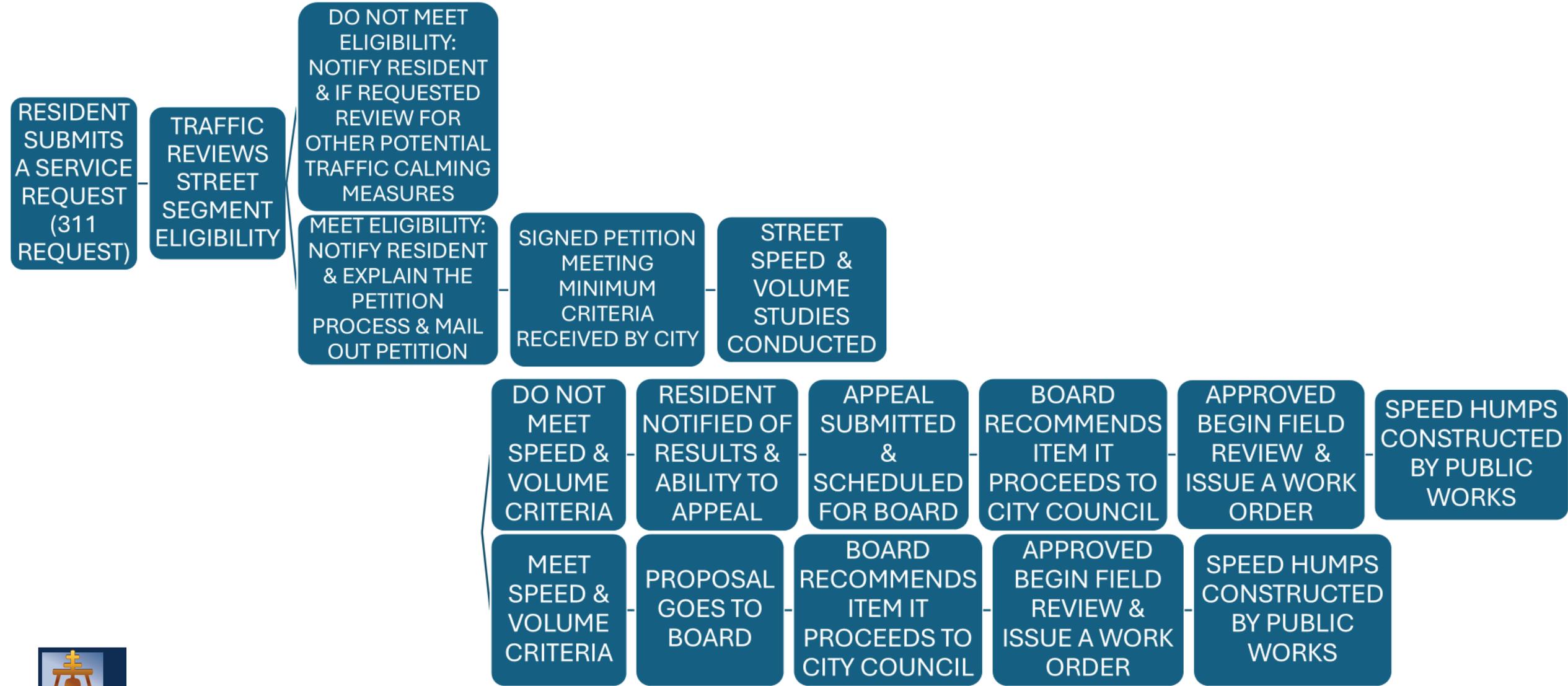
Public Works Department

Transportation Board
March 4, 2026

BACKGROUND

1. Neighborhood Traffic Management Program (NTMP) includes the traffic calming tools for various road types.
2. In 2014, use of speed humps were discontinued.
3. On May 2024, the City Council reinstated the use of speed humps as one of the alternatives in the secondary options of the NTMP.

SPEED HUMP PROCESS



LOCATION MAP

Request for speed humps along Lurin Avenue between Taft Street and Wood Road.

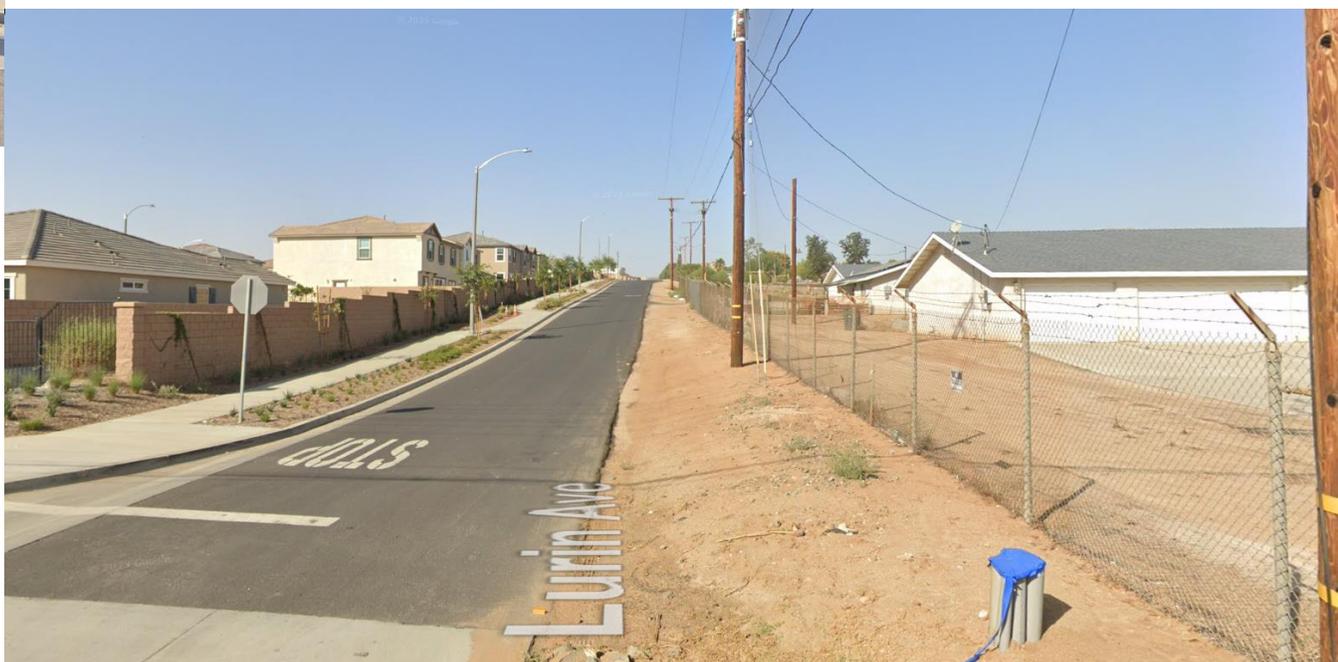


STREET VIEW PHOTOS / EXISTING CONDITIONS



Eastbound Lurin Avenue
at intersection with Taft
Street

Westbound Lurin
Avenue at intersection
with Wood Road



SPEED HUMP CRITERIA CHECKLIST

PETITION REQUIREMENTS	DATA	CONFORMANCE		
		YES	NO	COMMENTS
Petition contains: ▶ Signatures from a minimum of 70% of adjacent residents indicating support for speed hump installation (each parcel represents one vote)	11 of 15	X		73%
QUALIFYING & TRAFFIC DATA CRITERIA				
ALL 8 MUST BE MET				
1. The street segment must be a local residential street with no more than one lane in each direction and a minimum of ¼ mile in length: - 13 or more buildings fronting one side of the street or 16 or more buildings fronting both sides of the street	2570' (0.48 mi)	X		13 houses on one side
2. The legal speed limit is 25 MPH	25 MPH posted	X		
3. Street width may not exceed 40 feet	36'	X		
4. Street does not have a vertical grade of 8% or greater	R3814	X		Grade 8.52% from Sagebrush to 630' east of Obsidian
5. Street is not a cul-de-sac under 800 feet in length		X		
6. Minimum average daily traffic volume of 750 vehicles	857 ADT - 862 ADT	X		9/30/2025 10/01/2025
7. Maximum average daily traffic volume of 1,999 vehicles	862 ADT	X		9/30/2025 10/01/2025
8. Minimum combined 85 th speed of 37 MPH	37 MPH	X		Range 36 – 37 MPH
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?		X		8 out of 8

Other Conditions (Fire Department, Ward location):	Ward 4	RFD request – Speed Hump Type II (Plan 251)
Collision History Review:	2020 - 2025	3 total collisions none speed related
Special Circumstances:		From Sagebrush St to 630' east of Obsidian Dr grade is above 8% and thus no speed humps on this portion

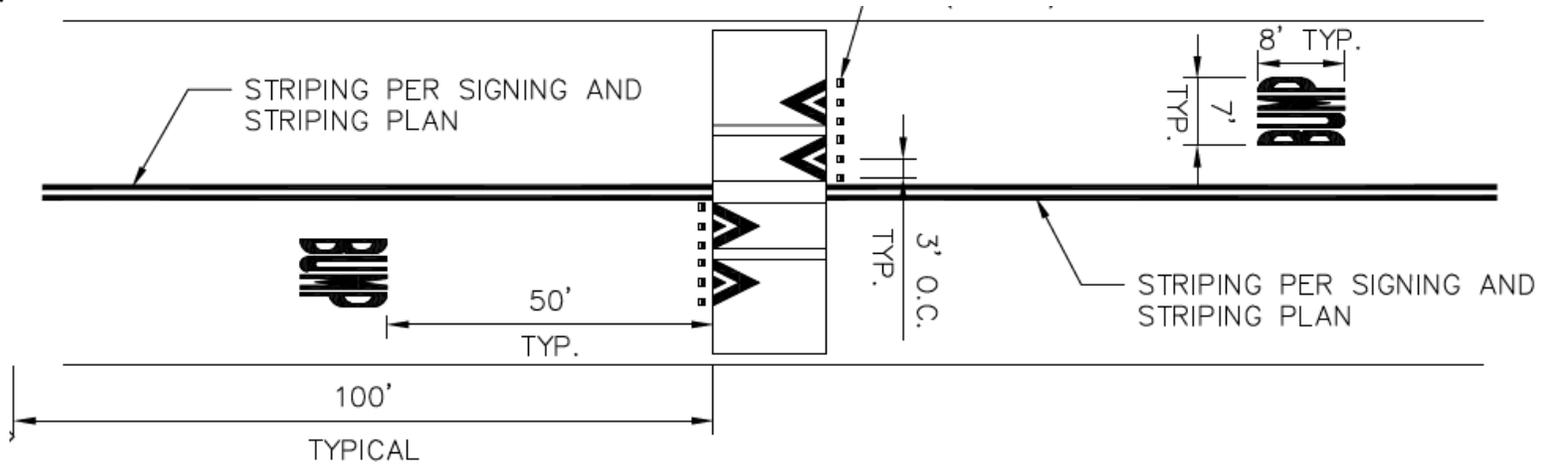
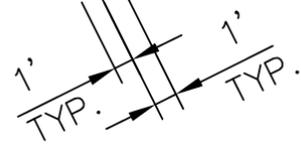
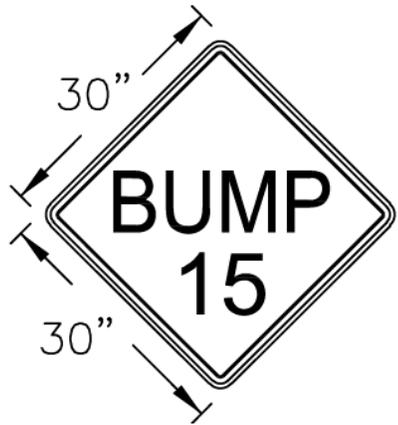
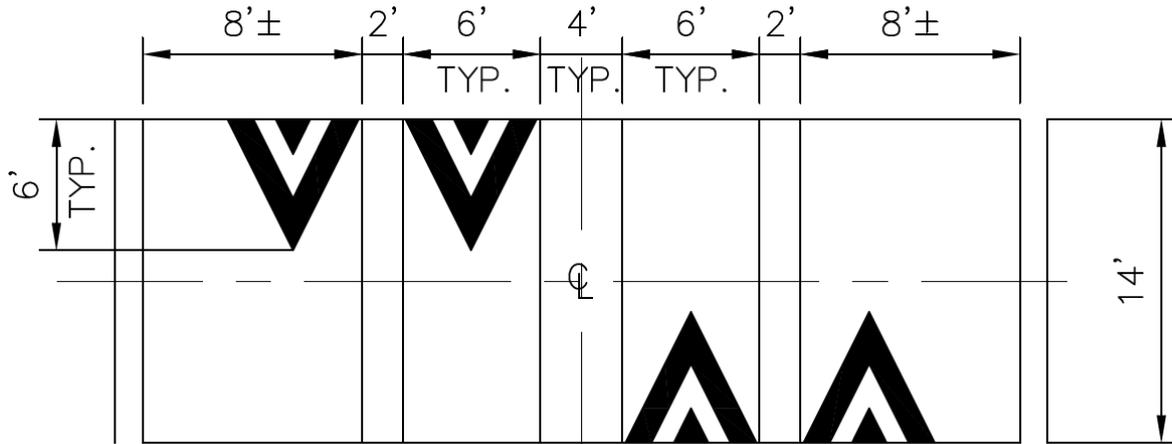
Traffic Count Data:

*857-862 Average Daily Traffic (ADT)

*36-37 Miles Per Hour (MPH) speed survey



SPEED HUMP (TYPE II) PROPOSED

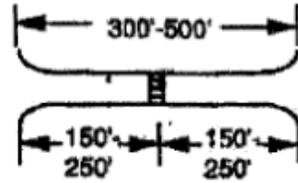


*Based on Fire Dept request, utilize Speed Hump (Type II) 7

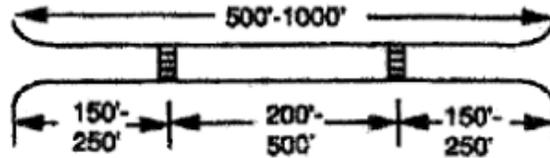


SPEED HUMP SPACING EXHIBIT

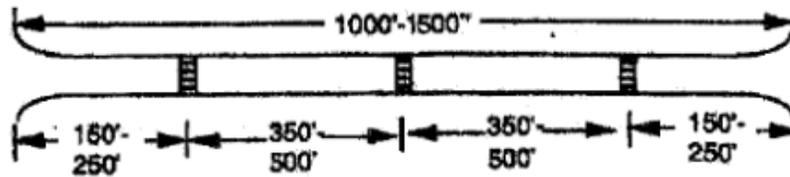
One Hump -
Single Short
Block



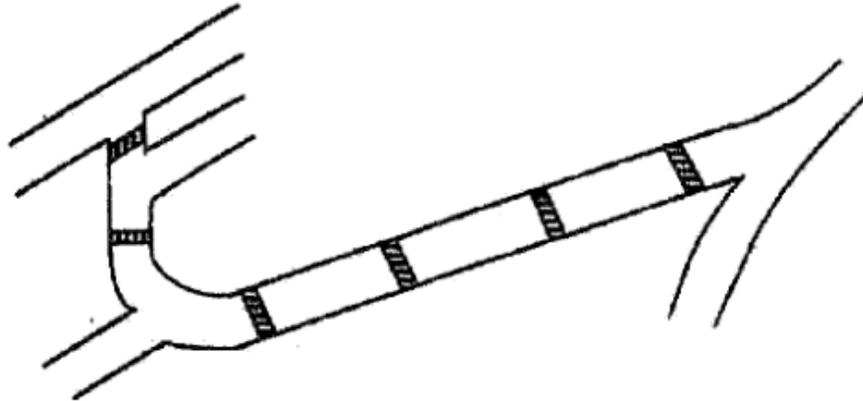
Two Humps -
Single Moderate
Length Block



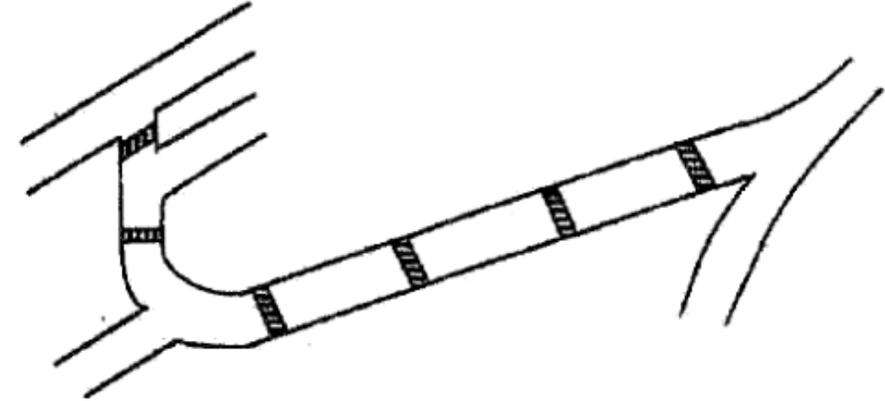
Three Humps -
Single long
blocks



Multiple Humps -
Lengthy
continuous
segments and
multi-block
segments



Multiple Humps -
Lengthy
continuous
segments and
multi-block
segments



At least one hump per block. Follow spacing concepts above within each component block. Maximum and minimum separation and "first hump" criteria may be relaxed somewhat to conform to particular site conditions.



PROPOSED SPEED HUMP LOCATIONS



 Potential Speed Hump Locations (x5)

 Potential Sign Locations (x10)

DISADVANTAGES OF SPEED HUMPS

Disadvantages of speed humps include:

- Capital cost (minimum 2 to 4 speed humps per street);
- Tendency to speed in between humps;
- Noise from braking
- Potential delays to emergency vehicle response times (use Type II
- Diversion of traffic

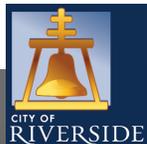


ADVANTAGES OF SPEED HUMP INSTALLATIONS

Vehicle Speed Reductions in the range of 5mph-13mph

Countermeasure	Safety Focus	Area	Roadway	Reference	Sites	Speed Limit (mph)	Volume (vpd)		Mean Speed (mph)			85 th %tile Speed (mph)			Period	Location	Notes
							Before	After	Before	After	Change	Before	After	Change			
Vertical Deflections Within the Roadway																	
Speed Hump—rounded, raised area placed across the roadway, typically 12 to 14 feet long	pedestrian	urban	local	1 (1999)	178	—	48 to 11544	46 to 110443	—	—	—	35	27	-8	—	various	
	pedestrian	urban	local	2 (2005)	7	—	400 to 4362	401 to 3384	—	—	—	32	26	-6	—	VA	
	pedestrian	urban	local	3 (2000)	4	—	475 to 1506	433 to 1343	—	—	—	36	31	-5	—	WA	
	pedestrian	urban	local	4 (2005)	1	25	1300	—	22	23	1	37	29	-8	1-mon	FL	
	pedestrian	rural/urban	local	5 (2002)	3	25	218 to 746	—	24	18	-6	28	22	-6	1-mon	IA	
	pedestrian	urban	—	1 (1999)	4	—	—	—	—	—	—	36	29	-7	—	—	with speed table
	pedestrian	urban	—	1 (1999)	2	—	2456 to 3685	2593 to 2931	—	—	—	38	25	-13	—	—	with choker

Source: Federal Highway Administration (FHWA) Engineering Speed Management Countermeasures. 2014.



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

LOCAL STREET (40' width residential, 2 lane, <2,000 volume, 25 mph max. speed limit)

Initial Options:

- Informational Brochure Mailed
- Radar Trailer Deployment
- Changeable Message Board Display
- Speed Limit Signs
- Timed Parking Restrictions
- Preferential Parking Zones
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Stops Signs
- Truck Prohibition Signs
- Turn Prohibition Signs
- Street Narrowing by Striping
- Speed Feedback Signs
- Speed Humps
- Street Closures



RECOMMENDATIONS

That the Transportation Board approve speed humps along Lurin Avenue between Taft Street and Wood Road based on meeting all eight technical criteria.