Orchard Street Proposed Speed Humps

Public Works Department

Transportation Board
May 7, 2025

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.

LOCATION MAP

Request for speed humps along Orchard Street between Jefferson Street and Verde Street.

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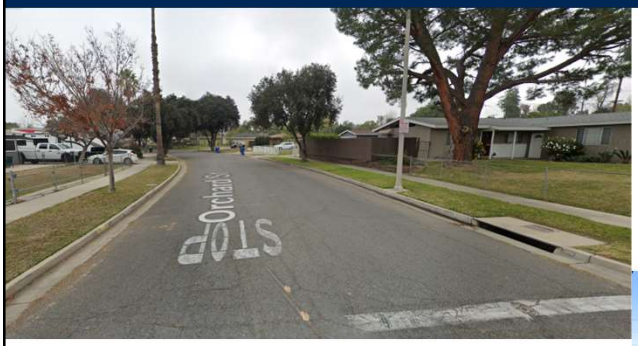
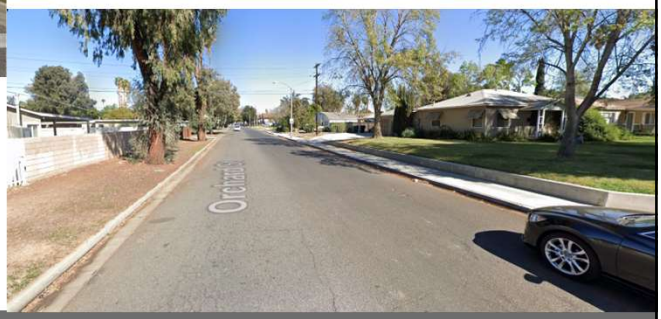
STREET VIEW PHOTOS / EXISTING CONDITIONS



Eastbound Orchard St at intersection with Jefferson St

Westbound Orchard St at intersection with Verde St



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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)	28 of 33	X		85%
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	2 Lanes	X		One each way
2. The legal speed limit is 25 MPH	25 MPH posted speed	X		
3. Street width may not exceed 40 feet	36 feet	X		
4. Street does not have a vertical grade of 8% or greater	0.57% - 1.19%	X		Various grades
5. Street is not a cul-de-sac under 800 feet in length	1500 feet in length	X		Continuous road
6. Minimum average daily traffic volume of 750 vehicles	2343 ADT	X		2/11/25
7. Maximum average daily traffic volume of 1,999 vehicles	2343 ADT		X	2/11/25 (exceeds threshold)
8. Minimum combined 85th% speed of 37 MPH	33 MPH		X	(8 MPH over posted speed limit)
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	

Other Conditions (Fire Department, Ward location):	Ward 5 Location	RFD request – Speed Hump Type II (Plan 251)
Collision History Review:	2022-2024	4 total collisions – 1 unsafe speed collision
Special Circumstances:	Near Schools	Madison Elementary School, Ramona High School

Traffic Count Data:

*2,343 Average Daily Traffic (ADT)

*33 Miles Per Hour (MPH) speed survey

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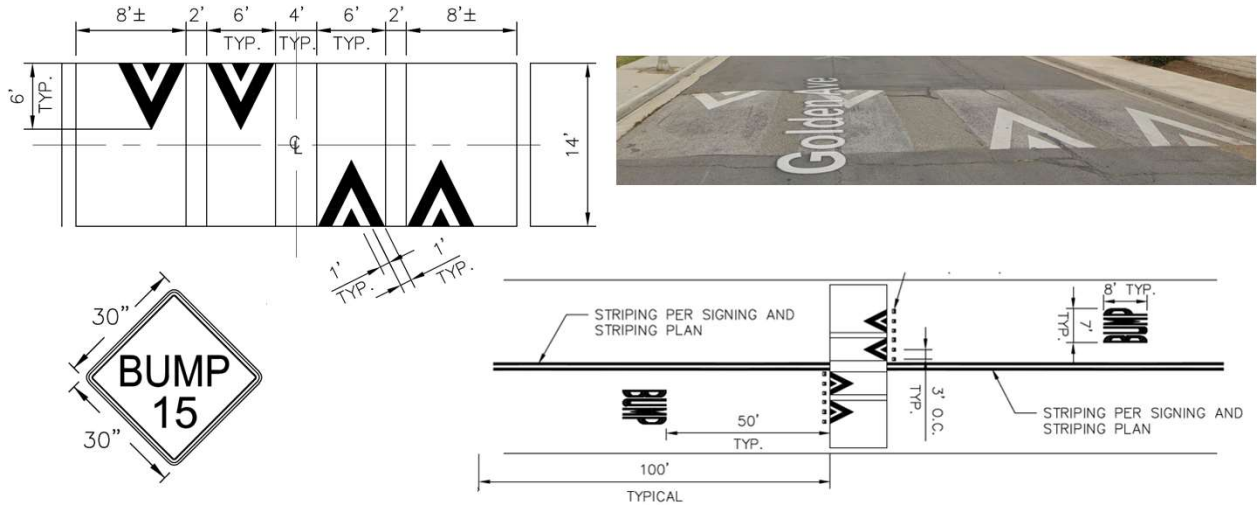
SPEED HUMP (TYPE II) PROPOSED



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

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PROPOSED SPEED HUMP LOCATIONS

Potential Speed Hump Locations (x4)

Potential Sign Locations (x8)

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

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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)			85th %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

STRATEGIC PLAN ALIGNMENT

Strategic Priority 2 – Community Well-Being

Goal 2.4 – Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust

Cross-Cutting Threads

- Community Trust
- Fiscal Responsibility
- Sustainability & Resiliency
- Equity
- Innovation

RECOMMENDATIONS

That the Transportation Board deny the appeal requesting speed humps along Orchard Street between Jefferson Street and Verde Street.