



**SPEED HUMP PROGRAM**

Effective Date: October 17, 2023

**TRANSPORTATION & MOBILITY DIVISION  
DEPARTMENT OF PUBLIC WORKS**

**CITY OF OXNARD  
SPEED HUMP PROGRAM**

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## **1. PURPOSE OF SPEED HUMPS**

The purpose of the speed hump is to reduce the travel speed of vehicles on residential streets where there is a history of excessive speeding incidents. Excessive speed is defined as:

The speed at which eighty-five percent (85%) of drivers travel at or under, which is nine (9) or more miles per hour above the posted speed limit. This is referred to as the “85<sup>th</sup> Percentile Speed”.

### **1.1 DIFFERENCE BETWEEN A SPEED HUMP AND A SPEED BUMP**

**Speed Humps** are used on public streets, in residential areas. The purpose of the Speed Hump is to reduce traffic speeds. Speed Humps are typically twelve feet (12') wide and between three (3") to four (4") inches high. Their parabolic shape is designed to permit vehicles to traverse them at reasonable speeds without significant discomfort to the passengers.

**Speed Bumps** are not used on public streets. They are typically found in shopping centers, apartment complexes, and on other private properties. Speed Bumps are usually two feet (2') to three feet (3') wide and four (4") inches to six (6") inches high. Typically, vehicles cannot traverse speed bumps at speeds greater than five (5) to ten (10) miles per hour, without causing discomfort to the passengers.

### **1.2 EFFECTIVENESS OF SPEED HUMPS**

Speed humps have been shown to reduce the travel speed of vehicles on residential streets. According to data provided by the Institute of Transportation Engineers (ITE), studies indicate that the “85<sup>th</sup> Percentile Speed” decreased by six (6) to seven (7) miles per hour after speed humps were installed. However, travel speeds may also increase up to one (1) mile per hour between the speed humps.

### **1.3 POTENTIAL IMPACTS OF SPEED HUMPS**

- A. There is no impact on non-emergency vehicle access.
- B. The average travel speed of vehicles is reduced by twenty percent (20%) to twenty-five percent (25%) after speed humps are installed.
- C. Midway between speed humps, travel speeds typically increase by approximately 0.5 to one (1) mile per hour, for each one hundred foot (100') of travel distance beyond the two hundred foot (200') approach and exit of consecutive speed humps.
- D. The volume of traffic diverted is estimated at approximately twenty percent (20%).
- E. The average rate of vehicle collisions may be reduced by approximately thirteen percent (13%).
- F. Impact on emergency vehicle response times:
  - i. The travel speed of emergency vehicles may be impacted by speed humps. Speed humps may cause a delay of approximately three (3) to five (5) seconds per speed

hump for a fire truck and up to ten (10) seconds for ambulances transporting a patient.

- ii. The volume of emergency vehicles traveling through an area with speed humps may be reduced.

## **2. CITY OF OXNARD - SPEED HUMP PROGRAM**

### **2.1 REQUEST PROCESS**

A. Applications for Speed Hump Installation shall be accepted from any resident, neighborhood council, school, or other entity whose property is abutting the requested street segment. Applicants should review the information below regarding Eligibility to determine if the area in question meets the eligibility requirements prior to submission of the application. If the Applicant believes that their property meets the Eligibility Criteria, then complete the application and mail to:

City of Oxnard  
Attn: Traffic Engineering Division  
Oxnard Service Center  
214 South C Street  
Oxnard, CA 93030

- B. The Traffic Engineering Division will perform an in depth traffic study of the area in question prior to making a determination. This process can take approximately two (2) months to complete.
- C. Once a determination is made by the Traffic Engineering Division , the Applicant will be notified of the outcome by mail.
- D. If approved to proceed by the Traffic Engineering Division , a map showing the proposed speed hump location will be mailed to the applicant along with Petition forms to be signed by designated area residents indicating support or opposition of the speed hump. It is the responsibility of the Applicant to collect the signatures by the date indicated on the response from the Traffic Engineering Division.
- E. Once the required signatures have been collected, a minimum of 67% or two thirds of the designated residents, the Applicant shall then return the collected Petition Forms to the Traffic Engineering Division for review.
- F. Completed applications will be reviewed and ranked according to the Criteria and Ranking System listed below and presented to the City Council for Budget approval.

## 2.2 ELIGIBILITY

Traffic Engineering staff will conduct the necessary traffic engineering studies and determine the street's eligibility for speed hump installation based on the following policy criteria:

- A. The street may not be a private street and must be accepted into the city-maintained street system.
- B. The street must be designated as a local road or a “residence district” as defined in the California Vehicle Code and may not be designated as a Major Arterial, an Arterial, a Minor Arterial, or a Collector; The road shall be either a residential road or local road defined as follows:
  - i. For the purposes of this policy a residential road, or “residence district,” as defined in the California Vehicle Code - Section 515, is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by thirteen (13) or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by sixteen (16) or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile in the above ratio of separate dwelling houses or business structures to the length of the highway exists. The “residence district” determination shall be consistent with California Vehicle Code - Section 240.
  - ii. A local road is defined as a road intended primarily to provide direct access to abutting residential buildings. Residential buildings include separate dwelling houses, apartment buildings, or multiple dwelling houses.
- C. The street may not be designated an emergency service travel route. The street will be considered an emergency response route if the installation of speed humps will significantly increase response times to other local streets within the residential area.
- D. The street may not be designated as a bus or commercial vehicle truck route.
- E. The minimum length of the street or street segment under consideration for speed humps shall not be less than one thousand (1,000) feet, which is uninterrupted by stop signs or any other traffic control device. Speed humps will not be considered for installation on cul-de-sacs unless they have an uninterrupted street length of 1,000 feet or more.

- F. The local street or residence district must have a paved width of forty-four (44) feet or less and have no more than two (2) traffic lanes.
- G. The street must have an established speed zone of either twenty-five (25) or thirty (30) MPH; any street with an established speed zone of thirty-five (35) MPH or greater will not be considered. Established speed zones of thirty-five (35) MPH or greater serve as a Collector designation and will not be considered.
- H. The sum of traffic volumes on the local street or residence district for both directions must be more than five hundred (500) vehicles per day.
- I. The measured 85th percentile from the twenty-four (24) hour speed profile must exceed the established posted speed limit by seven (7) miles per hour or more; OR there must be two (2) or more reported speed-related traffic collisions within the subject street segment during the last twelve (12) months of recorded data.
- J. Speed humps should not be placed within two hundred fifty (250) feet from any intersection or traffic control device such as stop signs, signals, etc.
- K. Other factors such as, but not limited to, severe horizontal or vertical curves, excessive street downgrades or upgrades ( $> \pm 5\%$ ), and inadequate sight distance to the humps will affect consideration for eligibility.
- L. The Traffic Engineering Division, based on the criteria set forth in this policy and safety concerns, will have the sole determination whether it is feasible to install speed humps on streets with a paved width between forty (40) and forty-four (44) feet wide.
- M. If the street is determined not to be eligible for speed humps, the applicant(s) will be notified in writing of the reason for ineligibility and other traffic safety strategies will be considered.
- N. Submitted segments may be divided or otherwise revised at the sole determination of Traffic Engineering staff.

### **2.3 NOTIFICATION/ EVIDENCE OF SUPPORT**

- A. If the street is determined to be eligible for consideration, the Traffic Engineering staff will provide the Applicant with a map showing the proposed speed hump location. The applicant will also be provided petition forms to be signed by designated areas residents indicating support or opposition of the speed hump. It is the responsibility of the applicant to collect the signatures by the date indicated in the response from the Traffic Engineering Division..

- B. The City will not accept Petition Forms that have been altered or missing required information. The City will not accept any other document indicating support of the speed hump in lieu of the Petition Form provided by the City.
- C. Petitions must be completed and returned to Traffic Engineering staff by the deadline provided in the response letter for the traffic hump before the application/ traffic study will be entered into the Ranking and Criteria process (see table below). Applications that do not contain the required petition responses will be considered incomplete and will be deferred for further consideration in the subsequent funding cycles until the application is re-submitted with the required support petitions. These applications will not be entered into the Funding & Ranking Criteria system and new applications that contain the required petition responses will be moved ahead in the Funding & Ranking Criteria system.
- D. Any person who wishes to change their response to the petition after its submittal, must do so by mailing a letter indicating as such and referencing the location of the proposed speed hump to:
 

City of Oxnard  
Attn: Traffic Engineering Division  
Oxnard Service Center  
214 South C Street  
Oxnard, CA 93030
- E. Applicants are required to return a sixty-seven percent (67%) or two-thirds majority response in support of the installation of the proposed speed hump in order to continue the process for speed hump installation within 6 months.

**2.4 FUNDING & RANKING CRITERIA**

The City utilizes a ranking system to determine priority based on need. The Oxnard City Council will determine the approval of funds for speed hump installation. The table below provides the breakdown of the scoring system. A street segment’s prioritization score is determined by summing the following factors:

<b>Item</b>	<b>Points</b>
1. Traffic Volume	Average daily traffic volume on the proposed project street divided by one hundred (100). [ twenty (20) points maximum]
2. Traffic Speed	Percentage of vehicles traveling at or more than ten (10) mph over the posted speed limit on the proposed project street divided by two (2). [40 points maximum]



3. Traffic Collisions	Two (2) points per collision that likely could have been resolved by the speed hump, based on collision records for the past three (3) consecutive years. [20 points maximum]
4. Schools	Five (5) points for each private or public elementary, middle, or high school within the area benefited by the proposed speed hump.
5. Other	<p>a) Five (5) points if a street has a sidewalk on only one side.</p> <p>b) Twenty (20) points if a street does not have a sidewalk on either side.</p> <p>c). Three (3) points for each pedestrian generator or attractor (such as a public park, public swimming pool, publicly accessible green way, etc.) within the area benefited by the proposed speed hump.</p> <p>d) One (1) point for each bus stop within the area.</p> <p>e) Five (5) points for each designated school crossing within the area.</p> <p>f) Ten (10) points for each yearly funding cycle that a project remains on the prioritized list without being selected for funding.</p>

**A. Traffic Diversion:** Prior to the construction of speed humps along a street segment, traffic studies will be conducted along adjacent alternate routes to provide base data to document any occurrence of traffic shifts. If the adjacent alternate route is requested to be considered for speed humps at a later date, the results of the “before” and “after” study will be compared. If the segment is eligible for speed hump consideration and any increases in either traffic speeds or volumes are shown, consideration for those increases will be given in the funding process as follow:

- i. For every percent of increase of the “before” 85<sup>th</sup> percentile speed: +5 points.
- ii. For every percent of increase of the twenty-four (24) hour volume: +5 points.

**B.** The street segment with the higher-ranking score will be considered to have the higher priority. The street with the earliest application date will have the higher priority among streets with the same ranking score.

## 2.5 COST RESPONSIBILITY

**A.** The City of Oxnard will assume responsibility for all costs associated with design, installation, and maintenance of the speed humps.

- B. A location that does not receive speed hump installation funding approval by City Council in the initial fiscal year, will automatically be considered in the subsequent funding cycles, for a maximum of three (3) additional fiscal years (three funding cycles). If the funding is still not approved by City Council after the three (3) year reconsideration period, the request will expire. Incomplete requests that later become complete within the three-year limit will not receive additional time for funding consideration. A new written application may be submitted subject to the policies and procedures in effect at the time of the application. Each application requires a separate and independent evidence of support petition.
- C. These procedures do not preclude Traffic Engineering staff from completing any eligible requests out of ranking order, should alternative funds become available.

## **2.6 DESIGN, CONSTRUCTION AND MAINTENANCE OF SPEED HUMPS**

- A. Traffic Engineering staff shall prepare and maintain current design standards and installation and removal procedures for speed humps in accordance with this policy. The final location of all speed humps will be determined by City staff in accordance with the City of Oxnard Standards and current engineering principles.
  - i. Speed humps will generally be placed approximately five hundred (500) feet apart. Other spacing may be used based upon engineering judgment.
  - ii. A speed hump should not be located in front of a driveway or within an intersection.
  - iii. Speed humps should not be located over, or contain manholes, water valves or other subsurface utilities access features.
  - iv. Speed humps should not be located adjacent to fire hydrants.
  - v. For humps located near drainage inlets, the hump should be placed just downstream of the inlet. If this is not feasible, a special treatment may be considered for drainage.
  - vi. To improve nighttime visibility, coordinating hump location with existing or planned street lighting should be considered.
  - vii. Preferences of requesters or property owners adjacent to speed hump locations will not be considered unless unique or special circumstances exist that warrant relocation. Traffic Engineering staff will consider these circumstances on a case-by-case basis.

Traffic studies will be conducted along adjacent alternate routes to provide base data to document any occurrence of traffic diversions

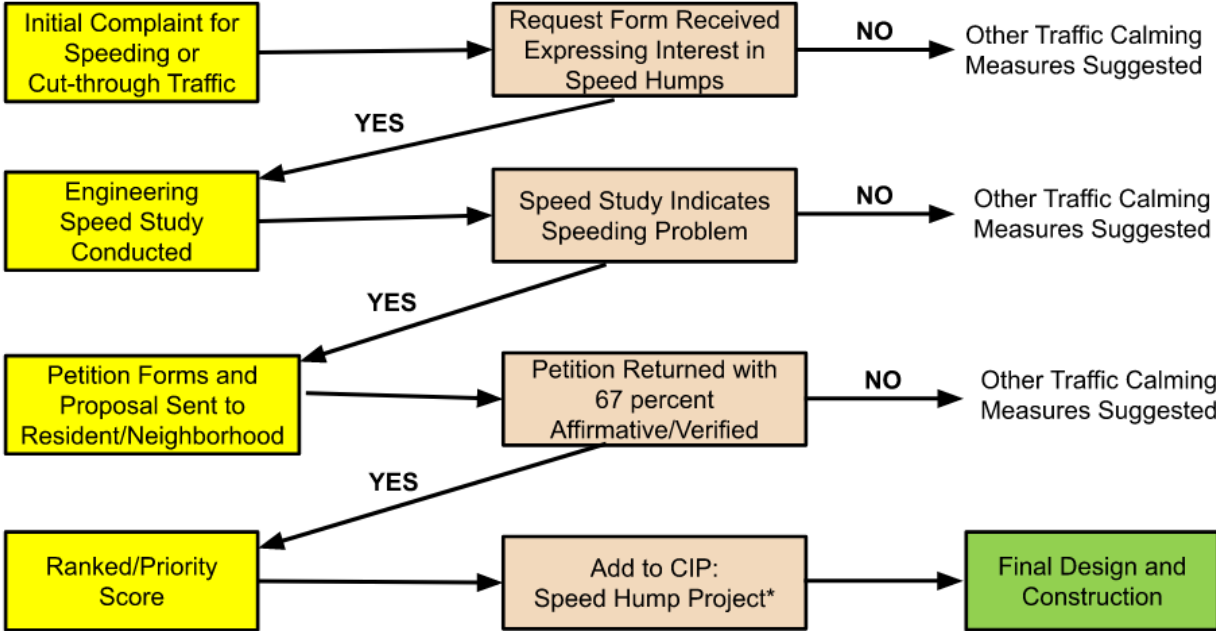
- B. Construction or removal of the speed humps and associated pavement markings and signs will be the responsibility of Traffic Engineering staff. Traffic control consisting of signs and markings shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the City of Oxnard Standard Plans to advise roadway users of the presence of speed humps.

C. Traffic Engineering staff will maintain the speed humps and all related features.

D. Removal of Speed Humps by Maintenance or Construction Activities:

- i. Any speed hump that is removed or damaged during the course of publicly funded construction shall be reinstalled upon completion of that construction at the expense of the City.
- ii. Any speed hump that is removed or damaged during the course of privately funded maintenance or construction shall be reinstalled upon completion of those activities at the expense of the private constructor.

# Speed Hump Program Key Elements





**APPLICATION FOR  
REQUEST FOR TRAFFIC STUDY FOR INSTALLATION OF NEW SPEED HUMP**

City of Oxnard  
Department of Public Works  
Attn: Traffic Engineering  
Oxnard Service Center  
214 S C St, Oxnard, CA 93030  
Phone: (805)385-7873  
Email: [speedhump.request@oxnard.org](mailto:speedhump.request@oxnard.org)

The following is a formal request for a speed hump study. Each request must contain the completed information as indicated in the Speed Hump Program Policies and Procedures.

**A. Street Study Information**

Please provide the name of the street on which a study is requested, and the boundaries of the street segment (cross streets). Traffic studies will be conducted only within the boundaries indicated. Please use streets for boundary limits, not block ranges.

**Requested Street:**   
**From:**   
**To:**

Each request must provide a contact person who lives on the requested street within the study area boundary. The contact person will receive all correspondence and be responsible for gathering evidence of support when requested.

**Name:**   
**Address:**   
**City:**  **ZIP Code:**  **Ph. #:** (  )

**I agree to be the contact person for the above request. I have read and accepted the conditions required in the City of Oxnard Procedures for Speed Hump Installation.**

**Signature of Applicant:**  **Date:**