



City of Antioch Traffic Calming Policy
Adopted December 12, 2017

Phase I – Enforcement & Engineering

- Conduct a Speed Study – The Traffic Engineering Division will conduct a speed study to determine the extent of the speed and traffic volume, and whether traffic enforcement can be applied effectively during specific time periods. This will be based on a reasonable number of violators exceeding the 85th percentile speed during those identified in peak volume time periods. The speed study will be conducted for a 24-hour period unless the concern is based on weekends or as recommended by the Public Works Engineering. The speed study will identify the total traffic volume as well as speeds and time of day when the speeds occur.
- Establish and Post Appropriate Signage & Striping – Public Works Engineering will ensure that appropriate traffic signage and roadway striping is in place and add either, if needed.
- Mobile radar trailer – The City will place its mobile radar trailer during daytime hours in order to inform drivers of their speeds.
- Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85th percentile speed, as determined by the Police Department and/or Public Works Engineering then enforcement steps shall be taken. A follow-up speed survey will be conducted if the speeding continues to be a concern.

Until March 1, 2018, staff will receive requests in the form of completed applications for speed humps/cushions and collect the appropriate data to verify and quantify the speeding problem on the particular roadway section. Staff will evaluate the results and prioritize the roadway sections based on number and severity of collisions, the critical speed, volumes, and other applicable criteria. Proceeding to Phase II will be prioritized based on the rankings of the roadway sections.

Phase II – Traffic Calming Devices

If Phase I steps do not resolve the speeding issues, then placement of traffic calming devices may be considered.

- Speed Humps/Cushions – The placement of elongated speed humps/cushions may be considered provided the criteria set forth in this Policy have been met and 2/3rds of the affected residents have approved installation of speed humps/cushions via mail ballot.

Speed Humps/Cushion Placement Criteria

Speeding on residential streets is a concern that is often brought to the attention of the City. Enforcement is a potential method to address this concern, but limitations on resources cannot guarantee constant presence. Speed “bumps” are often requested as a possible solution to speeding concerns. Staff has evaluated speed bump/hump/Cushion policies from numerous jurisdictions and compiled the following policy for the City of Antioch.

The City will mail ballots to residents on the proposed street. Informational letters will be sent to residents on neighboring streets.

- A. Research has indicated that speed humps/cushions have the following advantages:
- 1) Vehicle speeds are decreased at the speed hump/cushion and at locations between properly spaced speed humps/cushions
 - a. Once in place, speed and volume modifications tend to remain constant over time
- B. Research has also indicated the following disadvantages:
- 1) Speed humps/cushions will often divert traffic to other streets, especially where the traffic volume is comprised of “cut-thru or short-cut” traffic. Consequently, an additional traffic problem or speed hump/cushion request is created.
 - 2) Emergency response time may increase
 - a. The Fire District will provide input on a case by case basis on whether or not fire truck wheel path breaks are needed (speed cushion as opposed to speed hump)
- C. Residents may object to the aesthetics regarding the speed humps/cushions, markings and signing required
- 1) Possible increased noise levels
 - 2) In order to achieve the desired effect, a number of speed bumps are required. A single speed hump will act only as a point speed control
 - 3) Driving or riding over speed bumps can cause pain or discomfort for persons with certain physical disabilities
- D. Roadways that meet all of the following criteria will be considered for the placement of speed humps/cushions:
- 1) Street includes curb and gutter
 - 2) Speed limit is 25 mph or less
 - 3) Maximum grade is 7%
 - 4) Minimum length of 1,000 feet
 - 5) Generally front-on residential development, a park or a school
- E. The factors included in the decision to place speed bumps shall include the following:
- 1) 85th percentile speed exceeds the speed limit by 7 mph
 - 2) 50% of the vehicles exceed the speed limit
 - 3) 67% of the residents on the street approve of the installation (1 vote per residence)*
 - 4) 75% of the property owners adjacent to the hump/cushion approve of the installation (1 vote/residence)*
- F. Other factors to be considered by the City include:
- 1) Speed related collision history
 - 2) Diversion and possible impacts to neighboring residential streets
 - 3) Acceptable to emergency service providers, transit agency, and school district
 - 4) Funding constraints
- G. If speed humps/cushions are approved they shall be placed in the following fashion:
- 1) Spacing of 500 feet (+/- 50 feet)
 - 2) 200 feet from any intersection, significant horizontal or vertical curve
 - 3) Speed hump signs and markings will be included

*The City Traffic Engineer mails “ballots” to the property owners. If 2/3^{rds} of the mailed ballots are returned in favor of elongated speed humps/cushions, the City will install the humps/cushions.

Phase III – Removal of Traffic Calming Devices

- 1) 67% of the residents on the street approve of the removal (1 vote per residence)*
- 2) 75% of the property owners adjacent to the hump/cushion approve of the removal (1 vote/residence)*

Upon receipt of 3 requests within a 90 day period, the City Traffic Engineer mails “ballots” to the property owners. If 2/3^{rds} of the mailed ballots are returned in favor of removal of the speed humps/cushions, the City will remove the humps/cushions.