

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: December 6, 2010
Reviewed by: BP

Subject: Speed Hump/Speed Table Design and Implementation Guidelines

Report By: Aleida Andrino-Chavez, Transportation Planner
Randy Leptien, City Engineer, Ana Bernardes, Associate Engineer

TRAFFIC & SAFETY COMMISSION RECOMMENDATION

That City Council approve the Traffic and Safety Commission recommendation to adopt the speed hump/speed table design and implementation guidelines presented under Exhibit A as an attachment to the existing Traffic Calming Policy.

BACKGROUND

In 2008, the Council approved the Traffic Calming Policy recommended by the Traffic and Safety Commission (Exhibit B). This policy spelled out the process to implement changes to a roadway whenever surveys showed that consistent speeding occurred. In most cases in the City, a speed hump or speed table is the traffic calming feature used to deter motorists from speeding and keep the 85th percentile speed at 25 mph.

While the Traffic Calming policy outlines the conditions and process by which the installation of a Traffic Calming feature can be considered, it does not provide specifics on the design and location of a speed hump, nor on other important parameters needed to ensure installation produces the desired results with minimal impacts on utilities, cyclists, emergency response, drainage, etc. These parameters are needed in order to proceed with the list of pending streets that qualify for speed humps under the Traffic Calming Policy, and to consider new locations.

DISCUSSION

The City contracted with Fehr and Peers Transportation Consultants for the development of the Speed Hump/Table guidelines. These guidelines address the specific location of speed humps/tables in relation to block length, utilities, drainage, intersecting streets, and in cases where two or more speed humps/tables are needed, in relation to each other. These guidelines indicate important criteria regarding the installation of one or more speed humps when blocks are longer than 450 feet, which is useful information, as many of the residential blocks are long, and the implementation of only one speed hump or table may not be adequate to deter speeding.

The Traffic and Safety Commission approved these guidelines for recommendation at its October meeting and specified that they should be attached to the existing Traffic Calming policy.

SUSTAINABILITY IMPACT

No sustainability impact determined by approving these guidelines. However, maintaining traffic at 25 mph reduces emissions overall.

FINANCIAL IMPACT

The cost to install a single speed hump (includes signage and striping) is estimated to be \$5,000. The remaining funds allocated from Measure F for this purpose is approximately \$32,000. No additional funding has been identified beyond this amount.

Attachments

Exhibit A: Speed Hump/Table Design and Guidelines

Exhibit B: Traffic Calming policy