



DEPARTMENT OF
PUBLIC WORKS

COUNTY OF' SANTA CRUZ

GOVERNMENTAL CENTER

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April 27, 1998

SANTA CRUZ COUNTY BOARD OF SUPERVISORS
701 Ocean Street
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SUBJECT: ROAD BUMP POLICY REVISION

Members of the Board:

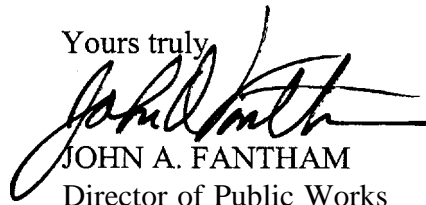
The application section of the Road Bump Policy, approved by the Board of Supervisors on April 27, 1993, requires a letter from local school districts stating their position regarding road bumps on affected streets. On March 17, 1998, during discussions regarding road bumps on Anchorage Avenue, your Board asked for a clarification of our road bump policy and its effect on school districts.

The reason that a letter is required from local school districts stating their opinion is that the affected streets may be on one of their bus routes. Road bumps may have an adverse effect on bus equipment and the bus passengers who are not restrained with seat belts. Seat belts are not standard equipment on school busses.

Many of the local school districts within the County have discontinued school bus services due to budget restraints. To further clarify the school letter issue, our department suggests a revision to the policy requiring a letter from local school districts only if the affected street is on one of the school districts' bus routes.

It is therefore recommended that the Board of Supervisors adopt the attached revised Road Bump Policy that would require letters from local school districts only if affected streets are on a school district's bus route.

Yours truly


JOHN A. FANTHAM
Director of Public Works

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Attachments

RECOMMENDED FOR APPROVAL:



County Administrative Officer

Copy to: Public Works

RBPR

POLICY FOR PLACING PHYSICAL SPEED CONTROL DEVICES (ROAD BUMPS)
ON COUNTY MAINTAINED ROADS AND WITHIN COUNTY SERVICE AREAS **268**

adopted by the Board of Supervisors

PURPOSE:

To provide guidelines for approving the placement of road bumps on County maintained roads and within County Service Areas to reduce vehicle speeds and to reduce through traffic on residential streets and on streets adjacent to parks and elementary schools.

USE:

The use of road bumps like any other engineering device must be used with discretion. The unchecked use of this device may be in conflict with the achievement of other local objectives. The indiscriminate use of road bumps may create a problem that is worse than the problem it is intended to solve. To facilitate their use, the following guide lines shall be used.

1. The candidate street shall have either a high incident of speed related accidents, or a high incident of citizen reported speeding problems.
2. Road bumps shall not be used on residential streets which provide the sole access to a regional facility (i.e., **fire station**, post office, transfer station).
3. Road bumps shall only be used on streets which meet the prima-facie requirements for a residential 25 mph speed limit.
4. Road bumps may be used if they are adjacent to an elementary school or a park.

LIMITATIONS:

1. Road bumps shall not be allowed on arterial or collector streets.
2. Road bumps shall not be allowed on a street where the Engineer determines:
 - A. The grade to be excessive.
 - B. The grade or alignment does not provide sufficient stopping sight distance.
 - C. The route to be an important emergency vehicle access route.
3. Road bumps shall not be allowed on truck routes, or Transit District bus routes.
4. Road bumps shall not be used on roads carrying over 2,000 vehicles per day.
5. Road bumps shall not be used if they will cause considerable diversion of traffic to other residential routes.

APPLICATION:

Application shall be made by petition signed by a majority of the residents, i.e., those persons who occupy the property as a principal place of residence, in the affected area. The Public Works Department shall provide the petitions and define the affected area. A letter from the fire agency serving the area and the local school districts (**when said district provides bus service on the affected street**) stating their position regarding road bumps on the affected streets shall be submitted with the petition.

IMPLEMENTATION:

Implementation shall commence only after adoption of a resolution by the Board of Supervisors at a public hearing.

DESIGN STANDARDS:

The design of road bumps for use in Santa Cruz County is based on guidelines established from studies conducted by the California Traffic Control Device Committee. Exact location along approved routes and design of the devices shall be determined by the Public Works Department. The standards for construction of road bumps shall be as shown in the County of Santa Cruz Design Criteria approved by the Board of Supervisors.

COST:

One half of the cost of the installation shall be borne by the property owners requesting the devices on County maintained roads, while property owners requesting such devices on County Service Area boards shall assume the full cost. A cash deposit will be required after approval by the Board of Supervisors and prior to construction.

REMOVAL:

Road bumps are subject to future modification or removal if deemed in the best interest of the County. Such action must be approved by resolution of the Board of Supervisors following a public hearing. Payment for removal shall be determined by the Board of Supervisors based on the reason for removal.

MAINTENANCE:

Road bumps on County maintained roads shall be maintained by the Public Works Department. Road bumps on County Service Area roads shall be maintained by the County Service Area.