

600-07 *CRITERIA AND PROCEDURES FOR INSTALLATION OF SPEED HUMPS*

PURPOSE

To provide uniformity in considering requests for speed humps, the following standards, selection criteria, procedures and installation guidelines are adopted for use by the City Engineer, Traffic Commission and City Council.

POLICY

1. Standards and Selection Criteria

- a. Speed humps may be used on those local residential streets whose primary function is to provide access to abutting residences or on collector streets. Speed humps shall not be used on major and arterial roadways as designated in the Circulation Element of the General Plan of the City of Vista.
- b. Street segments shall be without severe vertical or horizontal alignment. A speed hump shall be visible for at least 200 feet.
- c. The measured 85th percentile speeds shall be greater than 35 mph or 60 percent of the measured speeds shall be in excess of the posted speed limit.
- d. The street shall not be an important access route for emergency vehicles as determined by the City's emergency services departments. The latest approved Emergency Response Route Map shall be used in this assessment. Further consultation with the City's emergency services departments may also be used.
- e. Speed humps shall not be installed on streets when it is anticipated that traffic will be diverted to another local residential street.
- f. The street must consist of one travel lane in each direction.
- g. Speed humps will not normally be installed on isolated blocks along a continuous street or on a relatively short (less than 800 feet) cul-de- sac.
- h. The street should not be scheduled for resurfacing during the next 16 months.

2. Procedures

- a. The City's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.
- b. A resident of a local residential street, who believes the residents on that street

will support the installation of speed humps will submit a request in writing to the City Traffic Engineer. The Traffic Engineer will consult the Emergency Response Route Map and, if needed, with the City's emergency services departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps in accordance with the criteria in this Policy. The City Traffic Engineer will complete the Speed Hump Criteria Checklist (Exhibit A) to make the determination of satisfying the City's policy. This includes traffic speed and volume measurements.

- c. Upon determination that a street is not eligible for speed humps, the resident making the request will be notified in writing giving the reason why the street is not eligible. The resident of the street will be given 15 days to appeal the decision in writing to the City Engineer. If the City Engineer concludes the Traffic Engineer's decision is valid, the resident may appeal the City Engineer's decision to the Traffic Commission. The Traffic Commission will then consider the resident's appeal and determine if the City Engineer's decision should be overruled and allow the request to continue. The Traffic Commission's decision to overrule the City Engineer will identify the reasons and special circumstances to allow further consideration of speed humps on the requested street. If the Traffic Commission rejects the appeal, the matter may still be appealed to the City Council provided that 60 percent of the residents on the street sign a petition (Exhibit B) in support of speed humps.
- d. Upon determination that a street is eligible for further consideration, the resident making the request will be advised to submit a petition (Exhibit B) from the abutting property owners or residents indicating that a clear majority (60 percent or more) support the installation of speed humps on their street. Staff will prepare a map of the properties required to sign the petition to aid residents in their signature gathering effort. The petition forms provided by the City will state: *"If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after receipt of a petition from a substantial majority (60 percent or more) asking for removal along with a guarantee to provide sufficient funds for removal as determined by the City Engineer."*

The sponsor of the petition is required to contact every resident of the abutting properties of the subject street. If a resident is against the speed humps, the word "OPPOSED" will be noted on the petition signature space.

Any petitions submitted prior to the eligibility determination by City staff will not be processed ahead of schedule and shall be subject to return if all required information on the installation of speed humps is not included thereon.

- e. Upon verification of the petition, the Traffic Engineer will determine acceptable

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locations for speed humps.

- f. City staff will next prepare an agenda item for consideration by the Traffic Commission. City staff will notify the properties on the subject street of the proposal for speed humps. The Traffic Commission will then hold a hearing on the request and either approve or disapprove the request. If the Traffic Commission denies the request, the resident may appeal the decision to the City Council. The appeal to the City Council must be made within 30 days of the Traffic Commission's action.
- g. The recommendation of the Traffic Commission to install speed humps will be forwarded to the City Council for approval.
- h. Locations meeting the speed hump criteria in this Policy and that have received the required petition by the residents will be grouped and taken to the Traffic Commission and City Council for approval twice a year. The first group of the year will be presented to the Traffic Commission in May and to the City Council in June. The second group will be taken to the Traffic Commission in November and to the City Council in December.

In the event the number of requests for speed humps exceeds the funds available, the City Engineer will rank the requests in a recommended order of priority. The priority list recommended for approval will be based on traffic accidents, speeds, traffic volumes and other factors as detailed in the table below. If two locations are tied, the location with the higher traffic volumes, speeds and/or accidents will rank higher. The priority list will be presented to the Traffic Commission and City Council along with the group of locations proposed for speed humps as outlined in the above paragraph.

CRITERIA	POINTS			
Traffic Volumes (Vehicles Per Day)	Above 5,000: 5 Points	3,000 – 4,999: 4 Points	1,000 – 2,999: 3 Points	Below 1,000: 2 Points
Traffic Speeds (85% Speed in MPH)	More than 10 mph above speed limit: 5 Points	6 – 9 mph above speed limit: 4 Points	3 - 5 mph above speed limit: 2 Points	2 mph or less above speed limit: 0 Points
Accidents	1 Point Per Accident			

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Proximity to Schools or Commercial Centers	1 Point if within 600 feet of a school or commercial center
Presence of Sidewalks	1 Point if no sidewalks on both sides of the street

- i. The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the City Engineer.
- j. The City reserves the right to remove any or all of the speed humps at any time at no cost to the property owner(s).

3. Installation Guidelines

- a. Speed humps shall not be placed over manholes, watergates, junction chambers, etc.
- b. Where possible, speed humps should be placed at property lines instead of mid-lot.
- c. Where possible, speed humps should be placed adjacent to street lights.
- d. Hump Dimensions: The dimensions for the speed hump may vary from 3 to 4 inches in height and 12 to 20 feet in width. The City Engineer, with the City's emergency services departments, will examine the height and width of humps to determine the desired dimensions for installation of speed humps in the City. Full height shall extend to two feet from gutter and taper to join existing pavement at edge of gutter.
- e. Spacing:
 - (1) 200 to 750 feet between humps.
 - (2) 25 feet to fire hydrants and manholes.
- f. Warning Signs: "BUMPS AHEAD" signs shall be placed on either end of the street segment where speed humps are being installed.
- g. Markings: "BUMP" pavement marking shall be placed in advance of each hump in both directions.
- h. The City Engineer will develop standards for speed hump installation and markings.

HISTORY

Adopted May 28, 1996, Resolution No. 96-42

Amended December 8, 2009, Resolution No. 2009-197

Amended June 13, 2023, Resolution No. 2023-96

Amended September 9, 2025, Resolution No. 2025-170

CITY OF VISTA

SPEED HUMP CRITERIA CHECK LIST



Date:

Street: Limits:

Instructions: The following three steps must be met before proceeding to Traffic Commission and City Council approval.

Fire Department

Fire Department Review and Approval	YES	NO
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Conditions - Minimum of 85 Out of 100 Points Required

1. The street is a local residential or a collector street and is not a major or arterial street as defined by the City of Vista's Circulation Element. (20 points*)	YES	NO
2. The installation of speed humps will not result in the diversion of traffic to a nearby parallel street (20 points*)	YES	NO
3. The street is not an isolated block or a cul-de-sac less than 800 feet in length (20 points*)	YES	NO
4. Speed study shows that the measured 85th percentile speed is 35 mph or more; or 60% of motorists exceed 25 mph. (10 points)	YES	NO
5. Street shall be no more than one lane in each direction. (10 points)	YES	NO
6. Adequate horizontal or vertical alignments and sight distance. (10 points)	YES	NO
7. Street not scheduled for resurfacing within 16 months. (10 points)	YES	NO

Total Points:

Petition

Petition contains signatures from at least 60% of adjacent residents shown in the city-provided map.	Satisfied	Not Satisfied
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Summary:

