



STAFF REPORT
5/14/2025

TO: Honorable Mayor and City Council Members

FROM: Andrew Simmons, P.E., City Engineer

SUBJECT: Adopt Resolution No. 2025-20 Adopting the City of Coachella Speed Hump Policies, Guidelines and Procedures; and, Approving installation of new Speed Humps in Various Communities to be included in the 2024/2025 Pavement Rehabilitation plans, ST-139.

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt the attached Resolution No. 2025-20 adopting the City of Coachella Speed Hump Policies, Guidelines and Procedures.

Staff recommends that City Council adopt new City Standard Details for the installation of Speed Humps, including: S-32 (Speed Hump Layout), S-32.1 (Speed Hump Type I), and S-32.2 (Speed Hump Type II).

Staff recommends that City Council approve the installation of new speed humps that meet the current proposed Speed Hump Policies, Guidelines, and Procedures as detailed herein.

BACKGROUND:

In 2022, per section 15.24.015 of the City Municipal Code, The City Council adopted all of the provisions and appendices of the 2022 California Fire Code, per Ordinance No. 1201. Per the 2022 California Fire Code, as adopted, the City Fire Marshal has approving authority over installation of all traffic calming measures, including speed humps and speed bumps.

At the current time, the City has not adopted a City wide Policy or procedure on the installation of traffic calming measures, speed humps or speed bumps. The City has approved a Speed Hump Installation Petition, but lacks a formal policy or procedure for the guidance on approval and installation. City staff receive multiple Speed Hump Petitions per year from various communities, indicating that traffic calming and speed reduction remain a high priority for our local communities. A formal speed hump policy will streamline requests and provide clarity and guidance to both staff and the community on acceptable traffic calming measures for their respective neighborhoods.

DISCUSSION/ANALYSIS:

City staff has met with Cal Fire and the City Fire Marshal to discuss the installation of speed humps in residential communities within our City boundaries. Cal Fire has expressed a desire to limit and or eliminate speed humps and speed bumps to the greatest extent possible. Cal Fire has indicted that Speed Humps can be detrimental to a community due to an increase in travel time to an emergency incident and an increase in transport times from an incident to a hospital. Due to these valid concerns, City Staff is in agreement that speed humps should be limited and should include review and input from the Fire Marshal prior to installation. The following disadvantages of speed humps are included within the Speed Hump Policy for public consideration prior to submitting a request.

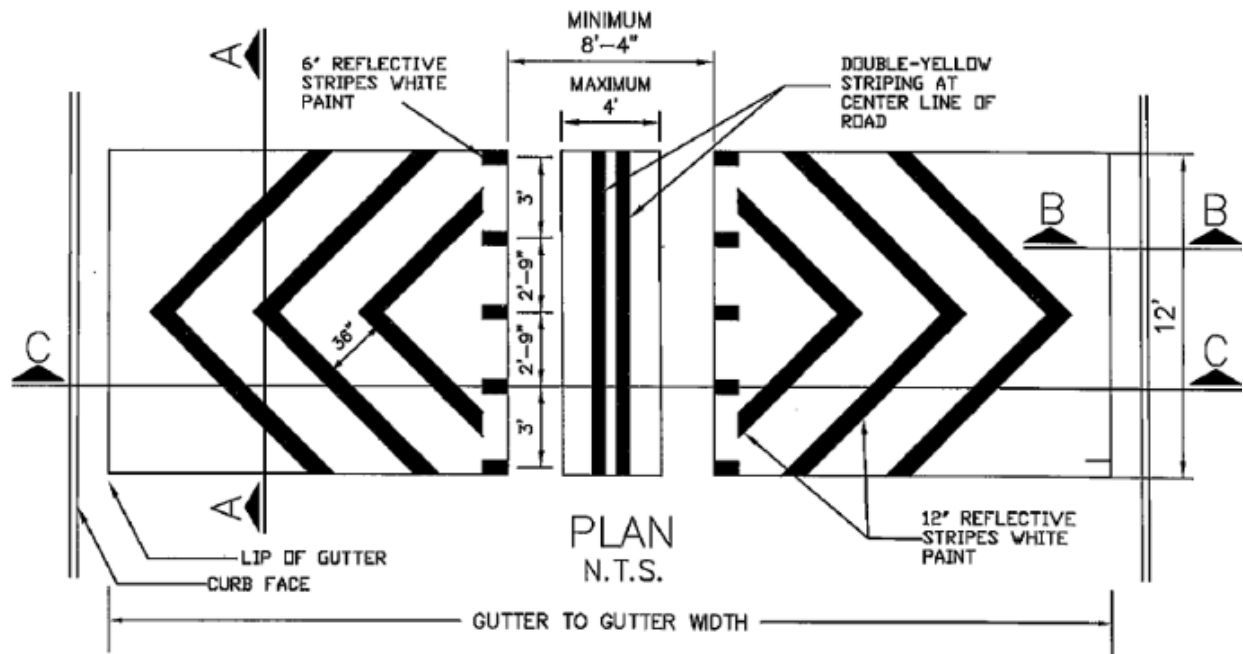
- Increased noise from braking and accelerating vehicles
- Drivers may speed up in between and after speed humps to “make-up for lost time”
- Residents and Emergency Vehicles will have increased travel time
- Increased emergency response time for fire and ambulance services
- Increased vehicle emissions and exhaust fumes
- Misuse and Traffic Diversions leading to unsafe routes
- Increased wear and tear on vehicles.

In an effort to respect the wishes of emergency services and limit the response times to incidents, the City proposes adoption of a Speed Hump standard that includes emergency vehicle tire gaps so that emergency vehicles can traverse the speed humps without excessive jarring of the vehicle and without excessive slowing down. A depiction of a gapped speed Hump is shown below in Figure 1, and is proposed to be included in the City standards as S-32.2 (Speed Hump Type II). In addition, the guidelines for installation will limit installation to residential streets with low traffic volumes and will prevent excessive speed hump installations. The proposed guidelines for installation are as follows and shall only be approvable if all conditions are met. The proposed policies also provide an opportunity for residents to appeal to the City Council should their request not meet the following guidelines:

1. The street segment on which speed humps are proposed must be at least 500 feet long and must be a local residential street defined as follows:
 - a. A street having 13 or more buildings fronting on one side of the street or 16 or more buildings fronting on both sides of the street within a distance of 500 feet. Buildings must be located within 75 feet of the street curb face or edge of pavement, and they must face and gain access from the street to be considered as "fronting on the street."
 - b. Buildings, as used above, include separate dwelling houses, churches, apartment buildings, or multiple-dwelling houses.
 - c. No more than one lane in each direction, and it should not be a transit route.

2. The legal speed limit on the street must be 25 miles per hour or less as established in accordance with State law or City Council action.
3. The street width may not exceed 40 feet.
4. The street does not have a vertical grade of 8% or greater.
5. Speed humps will be considered for logical segments of “Suburban Residential” and “Urban Residential” streets as defined by the City of Coachella General Plan. It will not be installed on isolated or very short blocks along a continuous street, on relatively short cul-de-sac streets (less than 400 feet), or in corner areas (i.e., right-angle turns on residential streets).
6. A maximum average daily traffic volume no greater than 1,999 vehicles total in both directions in a 24-hour period on an average weekday.

Figure 1: Standard Drawing S-32.2 (Speed Hump Type II)



In communities that do not meet the proposed guidelines listed above, City Staff can consider alternative traffic calming measures. Measures that have been recently utilized with success in other neighborhoods, include: median refuge islands on Ave 52 and 51, median installation on Ave 53, reflective delineators on Ave 53 and Van Buren, high visibility crosswalks on Grapefruit, rumble strips on Van Buren, speed limit reductions on Ave 49, narrowing of intersections (road diet) within the Pueblo Viejo District, etc. City staff will continue to work within communities to

implement appropriate traffic calming measures as needed. In addition, an appeal process has been provided within the policy to provide communities an opportunity to appeal to City Council should speed humps still be requested after a denial.

CURRENT SPEED HUMP REQUESTS:

The following Speed Hump requests have been submitted to the City and have been determined to meet the policies and guidelines as specified in the proposed Speed Hump Policies, Guidelines and Procedures. Staff recommends that City Council approve the installation of speed humps and traffic calming measures in each of the following locations:

1. Within the Aventine Community it is recommended to install a four way stop sign at the intersection of Newport Street and Capitola Avenue and that two Type II speed humps be installed adjacent to the community pocket park that fronts Capitola Avenue and Oceana Road.
2. Within the newly completed Bellissima community, it is recommended that a total of 5 Type II speed humps be installed, including one each on the following streets: Modena Terrace, Siena Lane, Cortina Place, Torino Place, and Monza Lane.
3. It is recommended that two Type II speed humps be placed on Calle Leandro, one half way between Calle Diego and Calle Bernardo, and one Halfway between Calle Bernardo and Calle Gregorio.
4. It is recommended that one Type II speed hump be placed at the west end of Las Lunas Avenue between Sedona Court and Mesa Court.

FISCAL IMPACT:

There is no anticipated fiscal impact for the adoption of Speed Hump Policy, Guidelines and Procedures. There is also no fiscal impact to the approval of the community speed humps within the four listed communities. Bellissima speed humps are to be provide by the project developer at their cost per their approved street improvement plans and the remaining speed humps are included within the approved budget for Capital Improvement project St-139.

Attachments:

1. Resolution No. 2025-20 – Adopting the City of Coachella Speed Hump Policies, Guidelines and Procedures.
2. City of Coachella Speed Hump Policies, Guidelines and Procedures.
3. California Department of Transportation Traffic Calming Guide, A Compendium of Strategies.