



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM



City of Beaumont Public Works Department

TABLE OF CONTENTS

TRAFFIC MANAGEMENT PROCESS OVERVIEW	3
1. Request/Petition	3
2. Evaluation	3
3. Response	4
4. Implementation	4
5. Review	4
TRAFFIC CALMING MEASURES	5
Enforcement	5
Traffic Signs and Markings	5
Stop Signs	5
Traffic Signals	6
Traffic Signal Modification	7
SPEED HUMP POLICY, GUIDELINES, AND PROCEDURES	8
Introduction	8
Policy	8
Guidelines	8
Other Considerations	8
Procedures	8
PUBLIC WORKS DEPARTMENT DOCUMENTS	10
A. Petition for Residential Speed Hump Installation	10
B. Speed Hump Criteria Checklist	13

CITY OF BEAUMONT

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Residential neighborhoods throughout the City experience a range of traffic safety concerns, often related to increased traffic volumes, higher vehicle speeds, and changing land use. Addressing these concerns effectively requires a balanced, data-driven approach that considers neighborhood livability, public safety, and efficient mobility. The most effective solutions are achieved through coordinated efforts among residents, the Public Works Department, law enforcement, schools, traffic engineering professionals, and other City stakeholders, guided by established standards and objective evaluation methods.

TRAFFIC MANAGEMENT PROCESS OVERVIEW

The process involves:

1. **Request/Petition** - Residents or community groups submit a written request.
2. **Evaluation** - Staff conducts traffic studies, field reviews, data analysis, and develops preliminary recommendations and design concepts.
3. **Response** - The City provides findings to the requesting party and discusses potential solutions.
4. **Implementation** Approval measures are installed and implemented.
5. **Review** – Post-implementation monitoring and performance evaluations are conducted.

The following is additional information for the above process:

1. REQUEST/PETITION

The City is committed to working with residents to identify traffic safety concerns and implement appropriate and effective traffic control measures. Residents or community groups can submit a traffic safety request or petition online at www.beaumontca.gov.

To submit a request:

- Click the “Report a Concern” icon on the City’s home page, drop a pin on the map, and click create a work request. Once completed, the request is sent directly to Public Works.

Requests must be in writing. If you have questions or want to discuss your concern, Public Works staff are available at (951) 769-8522. Requests are processed in order they are received. City staff are continually processing requests and collecting field data. Based on staff availability, equipment, and request volume, you can expect a response within 12 months or less.

2. EVALUATION

Requests receive an initial evaluation to determine the scope and potential traffic calming measures. Some common measures include:

- Enforcement

- Traffic Signs and Markings
- Stop signs
- Traffic signals
- Traffic signal modifications (e.g., timing, protected movements, etc.)
- Speed Humps

Consistent application of traffic control measures is essential for maintaining traffic safety. Any given measure for the control of traffic should have the same meaning and require the same action on the part of motorist regardless of where it is encountered. The City follows state laws and guidelines including California Penal Code (CPC), the California Vehicle Code (CVC), and the California Manual on Uniform Traffic Control Devices (CA MUTCD) when implementing traffic control devices and measures. Each traffic control device has specific requirements, warrants, guidelines, and evaluation criteria that must be met for the respective measures to be considered. For details on how each measure is evaluated, refer to the specific criteria for that device.

3. RESPONSE

The City will contact the resident or community group by phone to discuss the request, initial evaluation, field data, final evaluation, and results. When significant traffic concerns exist, there are usually several options available to improve traffic and pedestrian safety. However, in some cases, the results do not meet the requirements, warrants, and guidelines specified in the CPC, CVC, and CA MUTCD. It is important to understand that the City cannot install a traffic control device or measure without meeting these established standards.

4. IMPLEMENTATION

If the traffic control device or measure meets the requirements of the governing codes and manuals, the City will begin the implementation process. The timeline depends on the type of device or measure, funding, and staff availability. The process can take as little as a few days or several years. The following is an approximate timeline for common measures:

- Enforcement –Determined by the Beaumont Police Department on a case-by-case basis
- Traffic Signs and Markings – one to eight weeks
- Stop sign – one to six months
- Traffic Signal – one to two years
- Traffic Signal Modification – six months to two years
- Speed Humps – Six months to two years

5. REVIEW

After review, the City will re-evaluate the traffic control device or measure to verify it is achieving the intended results. If the device is underperforming, the City may make modifications or install an additional device or measure. The City will not automatically contact the resident or community group with the results of the final evaluation, but residents can request a follow-up if they wish to be informed.

TRAFFIC CALMING MEASURES

ENFORCEMENT

Speeding and other vehicle operation laws are enforced by the Beaumont Police Department (BPD) and the California Highway Patrol (CHP). For CHP enforcement please contact CHP directly. The City's Public Works Department may support enforcement by collecting field data including: 85th percentile speed, traffic speed statistics, and peak violation times.

All enforcement related measures are resolved exclusively by BPD or CHP.

TRAFFIC SIGNS AND MARKINGS

Speed limit signs remind motorists to drive within the established speed limit. Signs that are confusing or improperly placed can frustrate drivers and tend to foster disrespect for other appropriate traffic controls. Properly placed signs in accordance with CA MUTCD criteria can be highly effective in reducing speeds and increasing traffic safety.

The CVC sets the following speed limits:

- 15 mph- Alleys, blind intersections, and blind railroad crossings
- 25 mph- Residential and business districts, school zones and playground areas when children are present, and senior citizen facilities

These speed limits may be posted or unposted.

Speed limits can also be established by an Engineering and Traffic Survey, which considers:

- Type of adjacent development
- Pedestrian and bicycle activity
- Roadside conditions
- Reported collision history
- Prevailing speed of traffic.

The prevailing speed is the speed at which 85 percent of the motorists are traveling at or below. The prevailing speed is used because studies have shown that setting arbitrarily low speed limits results in widespread violations and does not necessarily result in slower driving speeds.

City staff performs the Engineering and Traffic Survey by collecting a minimum of 24-hours of traffic data using radar. A Registered Civil Engineer analyzes the data to determine the 85th percentile, which helps establish the appropriate limit for the location.

STOP SIGNS

Stop signs are not intended to reduce speeding. They are typically installed at intersections where conflicting traffic volumes are high, or where there is a high incidence of collisions that can be improved with a stop control.

Stop signs help drivers and pedestrians establish right-of-way at intersections. The City follows the CA MUTCD "warrants," and guidelines to decide where stop signs are appropriate. These warrants consider:

- The number of vehicles and pedestrians using the intersection during a substantial part of the day
- The prevailing speed of traffic
- The need to manage vehicle/pedestrian conflicts
- Collision patterns that can be corrected by stop control

Installing stop signs where the warrants are not met can have negative consequences such as:

- Unnecessary traffic congestion and delay
- Motorist frustration and an increased risk of not fully stopping, disobey the stop signs
- An increase in the potential for rear-end collisions
- Additional noise and pollution for nearby residents as vehicles stop and accelerate
- An intersection that previously appeared "not busy," may now look like a major intersection.

Public works staff evaluate the warrants by using radar around the primary location, over a period of 5-10-to-ten-day duration. Data is analyzed by a Registered Civil Engineer to determine if the primary location "Meets Warrants" or "Does not Meet Warrants."

TRAFFIC SIGNALS

Traffic signals are not intended to reduce speeding. Generally, traffic signals are installed at intersections where conflicting traffic volumes are high enough to require control, or where there is a high incidence of collisions correctable by stop. Traffic signals provide for the orderly movement of vehicles and pedestrians by:

- Increasing the traffic handling capacity of the intersection,
- Reducing the frequency of certain types of accidents, especially the right-angle type,
- Providing for the efficient and orderly movement of traffic, and
- Providing for minor street traffic to enter or cross the major street with less delay or risk of accidents.

The justification for installing traffic signals is based on CA MUTCD "warrants," or guidelines, and considers factors such as:

- The number of vehicles and pedestrians entering the intersection during a substantial part of the day,
- The prevailing speed of traffic,
- Schools in the vicinity,
- Concentration and organization of traffic flow on a roadway network,
- Proximity to a grade crossing, and
- Any accident patterns susceptible to correction by traffic signals.

City staff perform a comprehensive engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location. The study includes evaluation of nine traffic signal warrants, occurring over a 4–6-week duration. The data is then analyzed by a Registered Civil Engineer against the warrants to determine if the primary location "Meets Warrants" or "Does not Meet Warrants".

TRAFFIC SIGNAL MODIFICATION

Traffic signal modification uses the same warrants and evaluation as traffic signals.

SPEED HUMP POLICY, GUIDELINES, AND PROCEDURES

This section establishes the policies, guidelines, and procedures for the consideration, installation, and removal of speed humps in the City of Beaumont. Speed humps are traffic-calming devices intended to reduce vehicle speeds on residential streets and improve neighborhood safety.

INTRODUCTION

Speed humps are raised pavement features designed to slow vehicle speeds while maintaining reasonable driver comfort. Properly designed speed humps are approximately 3½ to 4 inches in height and extend at least 14 feet long. Unlike speed bumps, speed humps differ in that they provide gradual vertical deflection, minimizing discomfort and vehicle damage.

POLICY

1. Speed humps may be installed only after a qualifying petition, review by the City of Beaumont Public Works Department, and approval by the City Council.
2. Speed humps are considered experimental traffic-calming devices and may be modified or removed at the City's discretion.
3. Removal requires a formal request, supporting petition, and City Council approval.

GUIDELINES

Speed humps will be considered only if all the following conditions are met:

- Located on a residential street with no more than one travel lane in each direction
- Street segment must be at least one-quarter (¼) mile long
- Posted speed limit is 25 miles per hour or less
- Street width must not exceed 40 feet
- Street grade must be less than 8%
- Street must not serve as a primary emergency response or transit route

OTHER CONSIDERATIONS

The City of Beaumont coordinates with emergency service providers, including Fire and Police Department, to evaluate operational impacts. Collision history over the past five (5) years, proximity to schools, parks, and senior facilities will also be reviewed.

Installing speed humps where guidelines are not met can produce negative consequences, such as:

- Increased noise from braking and accelerating vehicles
- Drivers speeding between and after speed humps to “make-up for lost time”
- Longer travel times for residents and emergency vehicles
- Increased vehicle emissions and exhaust fumes.

PROCEDURES

1. Submit Petition: Residents submit a formal petition provided by the City of Beaumont
2. Gather Support: A minimum of 70% of affected households must support the request

3. City Review: The City verifies the petition and conducts traffic studies
4. City Council Approval: Qualified requests are presented to the City Council for approval at a noticed Public Hearing.
5. Design and Installation: Once approved and funding is available, the City designs and installs the speed humps.



PUBLIC WORKS DEPARTMENT DOCUMENTS

A. PETITION FOR RESIDENTIAL SPEED HUMP INSTALLATION

We, the undersigned residents and/or property owners on the street segment identified below, request that the City of Beaumont evaluate the installation of speed humps as a traffic calming measure. By signing this petition, we acknowledge and agree to the following conditions:

6. At least seventy percent (70%) of affected residential parcels must support the petition for it to be considered.
7. Only one signature per residential parcel or household is permitted.
8. Submission of this petition does not guarantee installation. All requests are subject to City review, traffic studies, emergency service coordination, and City Council approval.
9. Approved speed humps may be modified or removed at the discretion of the City of Beaumont.

B. CONTACT PERSON

Name: _____

Phone: _____

Email: _____

C. STREET INFORMATION

Street Name: _____

Street Segment (From / To): _____

Neighborhood / Tract: _____

D. SUBMIT COMPLETED PETITIONS TO:

City of Beaumont
Public Works Department

Land Development Division
550 E. 6th Street
Beaumont, CA 92223

E. AFFIDAVIT OF PETITION CIRCULATOR

I, _____, declare as follows:

1. I am the designated petition circulator and contact person for the Petition for Residential Speed Hump Installation associated with the street segment identified in the petition.
2. I personally witnessed each signature affixed to the petition and certify that, to the best of my knowledge and belief, each signer is a resident or property owner of an affected residential parcel within the subject street segment.
3. I certify that only one (1) signature was collected per residential parcel or household.
4. I understand and acknowledge that submission of this petition does not guarantee approval or installation of speed humps. All requests are subject to review by the City of Beaumont, completion of traffic studies, coordination with Police and Fire Departments, funding availability, and approval by the City Council.
5. I acknowledge that any false, misleading, or inaccurate information may result in the petition being deemed invalid or removed from consideration.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this _____ day of _____, _____, at _____, California.

Signature of Petition Circulator: _____

Printed Name: _____

Phone Number: _____

Email Address: _____



BEAUMONT
— CALIFORNIA —
CITY OF BEAUMONT
PUBLIC WORKS DEPARTMENT
LAND DEVELOPMENT DIVISION

B. SPEED HUMP CRITERIA CHECKLIST

STREET:		DATE:	
SEGMENT:			

Conditions outlined below must be met in accordance with the City of Beaumont adopted speed hump criteria.

PETITION / TRAFFIC DATA CRITERIA	YES	NO	COMMENTS
Petition contains signatures from at least seventy percent (70%) of adjacent residential parcels in support of speed hump installation (one vote per parcel).	<input type="checkbox"/>	<input type="checkbox"/>	
Street segment is a local residential street with no more than one lane in each direction and a minimum length of one-quarter (¼) mile.	<input type="checkbox"/>	<input type="checkbox"/>	
Posted speed limit is 25 miles per hour or less.	<input type="checkbox"/>	<input type="checkbox"/>	
Street width does not exceed 40 feet.	<input type="checkbox"/>	<input type="checkbox"/>	
Street vertical grade is less than eight percent (8%).	<input type="checkbox"/>	<input type="checkbox"/>	
Street does not serve as a primary emergency response or transit route	<input type="checkbox"/>	<input type="checkbox"/>	
SUMMARY – ARE ALL THE ABOVE CONDITIONS SATISFIED?	<input type="checkbox"/>	<input type="checkbox"/>	
Other Conditions (Fire Department, Police Department):	<input type="checkbox"/>	<input type="checkbox"/>	
Collision History Review:			
Special Circumstances:			



City of Beaumont
Public Works Department
550 E. 6th Street
Beaumont CA, 92223

951-769-8522

