



PARKING, TRAFFIC, AND CIRCULATION COMMITTEE GUIDELINES

GUIDELINES & CRITERIA FOR INSTALLATION OF SPEED HUMPS

(Approved by City Council on November 3, 2009)

PURPOSE:

To outline the criteria and by which the City will follow in proposing installation, changes, or modification to speed humps.

APPROVAL PROCESS:

Speed humps may only be installed on, or eliminated from, public streets by direction of the City Council. Upon recommendation of the Parking, Traffic, and Circulation Committee, the City Manager shall forward recommendations for speed humps to the City Council for consideration.

GUIDELINES:

Speed humps, like any traffic control device, should be used with discretion. The indiscriminate use of speed humps could create problems that are worse than the problems to be solved. To provide guidance in the proper use of speed humps, the following guidelines are established:

1. The street should have a high incidence of speed-related enforcement problems and/or accidents.
2. The street should be no more than one lane in each direction.
3. The street should not have grades greater than 5%.
4. The street should not be a major thoroughfare for through traffic.
5. The impact on emergency vehicles shall be a factor in considering speed humps.
6. Humps should be placed 200 feet away from intersections, stop signs, or tight turns so that motorists traverse them relatively perpendicular and to allow for sufficient reaction time for motorists.
7. The humps should be spaced from 150 feet to 400 feet apart to adequately manage speeds.
8. Humps should be located near streetlights to illuminate them at night.
9. Humps should not be located over manholes or near hydrants.
10. Humps should be located downstream of storm drains.
11. Humps should be located on property lines, when possible.
12. Vertical curves and grades should be evaluated with respect to advance visibility of the devices.
13. Humps should not be placed on sharp horizontal curves due to motorcycle and bicycle stability problems.



PARKING, TRAFFIC, AND CIRCULATION COMMITTEE GUIDELINES

DISQUALIFYING CRITERIA:

Aside from the traffic calming effects of speed humps, they can create hazards or significant inconveniences when used in certain situations. Following are such circumstances under which speed humps should not be used. A request for speed humps where any of the following circumstances exist shall not be forwarded to the City Council for consideration unless it is determined by the City Manager that extenuating or other mitigating circumstances exist.

1. Where the longitudinal grade exceeds 8%.
2. Where the area is not illuminated by streetlights within 200 feet in each direction.
3. Within 10 feet of a driveway.
4. Where the posted speed limit is greater than 30 mph.
5. Where the street centerline radius is less than 200 feet.
6. Within 100 feet approaching a "stop" sign or traffic signal.
7. Within an uncontrolled street segment length of less than 300 feet.
8. Within 150 feet of another speed hump.