



## CRITERIA FOR THE INSTALLATION OF SPEED HUMPS ON RESIDENTIAL NEIGHBORHOOD STREETS

- 1) Street shall be residential neighborhood street.
- 2) Posted speed limit shall be twenty-five (25) miles per hour.
- 3) Street grade shall be eight percent (8%) or less.
- 4) Horizontal radius of street shall be equal to or greater than three hundred (300) feet.
- 5) Stopping sight distance on vertical curves shall be equal to or greater than two hundred (200) feet.
- 6) Street shall have no more than two (2) travel lanes and shall be no greater than forty (40) feet in width
- 7) Speed humps shall be a minimum of two hundred (200) feet from any intersection.
- 8) Speed humps shall be equal to or greater than two hundred and fifty (250) feet apart.
- 9) Installation of speed humps shall be approved by petition of seventy-five percent (75%) of the residents of the affected street.
- 10) Street shall be at least one thousand (1000) feet in length.
- 11) Traffic volumes shall be greater than five hundred (500) and less than four thousand (4000) vehicles per day.
- 12) Speed humps shall not be installed on street with established transit routes.

The City further adopted a policy whereby three (3) categories of funding options are available to property owners requesting speed humps:

- Category I:** 100% City funded (based upon availability of City funds each fiscal year)  
**Category II:** 50% City funded, 50% Petitioner funded (receives priority over Category I)  
**Category III:** 100% Petitioner funded (receives overall priority for construction)

Time of day/day of week traffic counts and any other miscellaneous environmental changes in conditions or impacts will also be evaluated.

This information will be utilized to further citizen education and speed enforcement efforts.

Adopted by City Council on August 20, 2013.



### **ADVANTAGES OF SPEED HUMPS**

- 1) May lower average speeds from three (3) to eight (8) miles per hour.
- 2) May reduce number of vehicles utilizing the roadway from zero (0) to ten (10) percent.
- 3) May improve pedestrian safety.
- 4) Are self-enforcing and create a visual impression, real or imagined, that street is not intended for speeding or through traffic.
- 5) May reduce traffic accidents.
- 6) Speed and volume reduction tend to remain constant over time.

### **DISADVANTAGES OF SPEED HUMPS**

- 1) Will delay response times of emergency vehicles.
- 2) Will increase vehicles noise.
- 3) Can be considered aesthetically undesirable.
- 4) Hampers street cleaning and snow removal.
- 5) May divert traffic to other neighborhood streets.
- 6) Possible liability issues.