



Speed Hump Installation Criteria

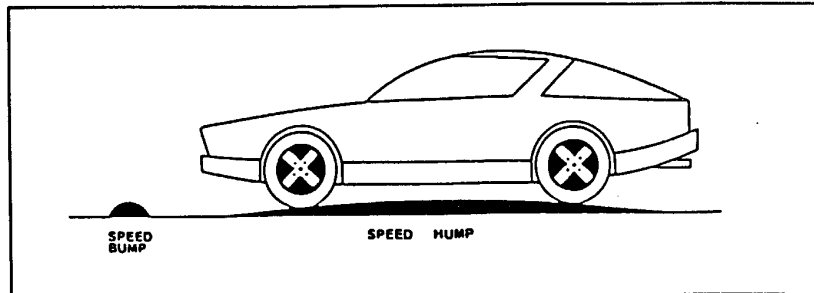


Figure 1. The difference between a speed bump and a speed hump.

Speed humps are intended to control vehicular speeds along a roadway. From an operational standpoint, humps create a gentle vehicle rocking motion causing some driver discomfort resulting in slowing vehicle speeds to near 15 mph at the hump and approximately 30 to 34 mph between properly spaced speed humps. At high speeds, a hump acts as a bump and jolts the vehicle suspension and its occupants and cargo.

Where designed and installed with proper planning and engineering review, speed humps have been found effective at reducing vehicle speeds without creating accidents or increasing accident rates. In some studies, accident rates have actually been reduced.

Speed humps should be installed in accordance with the following guidelines:

- Support from a majority of affected residents should be obtained before any installation.
- A traffic engineering study, including consideration of alternative traffic control measures, should precede any installation.
- Results of a speed study should conclude the 85th percentile speed is 10 mph or greater than posted speed limit with a minimum 85th percentile speed of 38 mph.
- Speed humps should only be installed on local two-lane residential streets with more than 500 and less than 1,500 vehicles per day, with a posted speed limit of 30 mph or less.
- Hump locations should be closely coordinated with street geometry and grades.
- Speed humps should not be installed on streets with significant amounts of emergency, transit, or long wheel base vehicles.