

## Speed Hump Criteria

Speed humps are rounded raised areas of pavement typically 14 feet in length with a height of 3 inches, placed in a series and spaced 250 to 600 feet apart.

- a. Speed humps are to be considered only after traffic studies are done to document traffic volumes and speeds. Streets that experience significant “cut-through” traffic will receive priority for speed humps. Dead end roads generally would not warrant speed humps.
- b. Streets under construction will generally be local residential streets with average daily traffic volume of 3,000 vehicles or less. Installation may be warranted on higher volume streets with special justification. Streets are to have no more than two travel lanes with a width of less than 40 feet and road grades of less than 8 percent approaching the speed hump.
- c. Speed humps should be installed only where the minimum safe stopping sight distance can be provided. Humps are to be avoided in horizontal curves of less than 300 feet centerline radius.
- d. Neighborhood support is required with no less than two-thirds majority of the residents in favor of the speed humps.