



Traffic Calming Measures – Requesting a Speed Hump

Applicable APWA Practice(s):	33.3, 33.28
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What are Speed Humps?

A **speed hump** is a rounded device used to reduce vehicle speed and volume on residential streets. Speed humps are placed across the road to slow traffic and are often installed in a series of several humps in order to prevent cars from speeding before and after the hump.

They are generally 12 feet long (in the direction of travel), making them distinct from the shorter "speed **bumps**" found in many parking lots, and are 3 to 4 inches high. The profile of a speed hump is circular or parabolic in shape. They are often tapered as they reach the curb on each end to allow unimpeded drainage.

Advantages and Disadvantages of Speed Humps

Advantages:

- A drop in vehicles speeds
- Most vehicles must approach the speed hump at 15mph.
- Slight reduction in collisions.

Disadvantages:

- Slows emergency response times 3-5 seconds per speed hump.
- Ambulances carrying patients must slow to almost a stop to go over speed humps.
- Increase in traffic noise from vehicles braking to go over speed humps and acceleration of vehicles after passing speed humps.
- Increase in noise from vehicles crossing over speed humps and contents of trunks and truck beds banging around.
- Heavy sedans, truck, and SUVs are less affected by speed humps and may not have to slow down.
- Installation of speed humps and speed hump signage alerts potential home buyers of speeding problems on streets possibly diminishing home values.
- Speed humps have not been found to be aesthetically pleasing.

Guidelines to Requesting a Speed Hump

The City of Vallejo has developed the following guidelines that a street segment must meet to be considered for the installation of speed humps. **The installation of speed humps are subject to the availability of funding and will not be installed without an established funding source.**



City of Vallejo Public Works Department

All of the following criteria must be met:

- **The street is residential in character.**
- The street is not classified as a collector street or higher as shown on the California Road System
- The street does not have more than one through travel lane in each direction.
- The street is not a cul-de-sac.
- The width of the street less than 40 feet.
- The street is crowned for side-gutter drainage and has an asphalt surface.
- The street has improved curb and gutter.
- The longitudinal grade is less than 8%.
- The vertical alignment of the street shall have adequate sight distance for all signage and markings.
- The prima facie speed limit, posted or un-posted is 25 mph or less.
- The 85th percentile speed (prevailing speed) of the street segment shall be measured showing speeds being 32 mph or greater.
- **Fire Department approval.**
- The street is not a primary emergency vehicle route.
- The street is not a transit route.
- Traffic is not likely to be diverted to other nearby residential streets.
- **Petition shows support from 67% of residents.**
- Approval from 100% of residents fronting the installations must be obtained.

Speed Hump Funding

Currently, the City does not have funding to install speed humps; however, if the community would be able to find a funding source for their installation the City would be open to working with the community provided they meet the City's guidelines for speed hump installation as shown below. The cost for installation of speed humps is \$3,000.00 per speed hump.

Request a Speed Hump

If you feel that your street might qualify for consideration of speed humps, please call the Engineering Division at 707-648-5251 to speak with the Traffic Engineer. Written requests may also be submitted, in person or through mail, to:

Traffic Engineer c/o Public Works Engineering Division
555 Santa Clara Street 4th Floor
Vallejo, CA 94590-5934

Speed Hump Removal

- The City of Vallejo at any time may alter or remove any speed humps if they are deemed to interfere with public safety.
- Residents may call for the removal of the speed hump(s) after 12 months with a petition signed by 67% of the households originally petitioned. A removal fee may be charged.