

City of Pleasant Hill – Speed Hump Placement Criteria

BACKGROUND – Speeding on residential streets is a concern that is often brought to the attention of the City. Enforcement is a potential method to address this concern, but limitations on resources cannot guarantee constant presence. Speed humps are often requested as a possible solution to speeding concerns. Staff has evaluated speed hump policies from numerous jurisdictions and compiled the following policy for the City of Pleasant Hill.

Research has indicated that speed humps have the following advantages:

Vehicle speeds are decreased at the speed hump and at locations between properly spaced speed humps

Once in place, speed and volume modifications tend to remain constant over time

Research has also indicated the following disadvantages:

Speed humps will often divert traffic to other streets, especially where the traffic volume is comprised of “cut-thru or short cut” traffic. Consequently, an additional traffic problem or speed hump request is created.

Emergency response time will increase

Residents may object about the aesthetics regarding the speed humps, markings and signing required

Possible increased noise levels

In order to achieve the desired effect, a number of speed humps are required. A single speed hump will act only as a point speed control.

Driving or riding over speed humps can cause pain or discomfort for persons with certain physical disabilities.

Roadways that meet all of the following criteria will be considered for the placement of speed humps:

2 lanes wide (40 feet maximum)

Not a designated truck, bus or emergency route

Street includes curb and gutter

Speed limit is 25 mph

Maximum grade is 5%

Minimum length of 750 feet

Traffic volume is between 500 and 2,000 vehicles per day

The factors included in the decision to place speed humps shall include the following:

- 85th percentile speed exceeds 32 mph
- 50% of the vehicles exceed 25 mph
- 67% of the residents on the street approve of the installation (1 vote per residence)
- 75% of the property owners adjacent to the hump approve of the installation (1 vote/residence)

Other factors to be considered by the City include:

- Speed related accident history
- Diversion and possible impacts to neighboring residential streets
- Approval by emergency service providers
- Funding constraints

If speed humps are approved they shall be placed in the following fashion:

- Spacing of 300 feet (+/- 50 feet)
- 200 feet from any intersection, horizontal or vertical curve
- Speed hump signs and markings will be included

Cost

Typical speed humps cost approximately \$3,000 per hump.

Notification

The City would mail a ballot to residents and post signs on the proposed street and cross streets. Informational letters will be sent to residents on neighboring streets.