

SPEED HUMP INSTALLATION POLICY

Staff Evaluation - An engineering and safety evaluation of any speed hump request will be made to determine that the guidelines listed below are met. Since speed humps might have a wide ranging impact not only on the vehicles crossing them but also on the residents living on the immediate and nearby streets, their installation will be studied within the context of an overall neighborhood traffic management study.

Speed hump requests will be handled in the order in which they are received.

The cost for the installation of approved speed humps will be born by the city based on the annual funding provided.

Streets – Installation of speed humps will primarily be on residential streets. These could include local and collector streets with housing that faces the street. A residential local or collector street is defined as one whose abutting land use is at least 85% residential when considered in segments of one-quarter mile.

Speed- Speed humps will be considered on local or collector streets where the posted speed does not exceed 30mph. Should the speed on these streets exceed the posted speed by 6 mph or more and by least 85 % of those vehicles using the street, speed humps may be considered. If the speed requirements are not met at the time of the initial study, then a second study can be obtained six months later to determine if the street meets the qualification.

Traffic Volumes – Each individual street location should be evaluated to justify installing speed humps. Streets with volumes less than 400 vehicles per day would not be considered for speed humps. However, if a study identifies a cut-through problem, then speed humps may be installed regardless of speed or volumes.

Emergency and Transit Routes – Prior to approving locations for speed hump installations the proposed locations will be reviewed with the police, fire, ambulance and other emergency service departments. In addition, consideration will be given to other potentially affected groups, such as transit agencies, school districts, refuse and street departments. Should the proposed installation of speed humps have a significant impact on providing emergency services, such as on streets that are defined or used as primary or routine emergency vehicle access routes, the request for installation of speed humps may be denied.

Resident Surveys – Resident surveys are required to determine support for speed hump installation after it is determined that a particular street is eligible for humps. A documented majority of the residents should be in favor of speed hump installations. Signatures of the owner or the occupant are acceptable. Where proposed speed hump locations are determined 100 % of those signatures of the adjacent properties are required, whereas, 75 % of the resident's signatures on the rest of the affected street are required. In addition, 50 % of the signatures are required on adjacent streets that may be affected by the installation of speed humps. Prior to obtaining signatures, city staff will determine the petition area.

Non-compliant Installation – If it is determined that a street does not meet the speed and volume requirements for installing speed humps and a neighborhood is still desirous of having speed humps installed, then the neighborhood would be required to pay for 100 % of the installation cost. If this process is elected it is with the understanding that speed humps will be installed under city contract meeting city requirements and that requirements for resident surveys have been met.

Speed Hump Installation – After obtaining all studies, approvals, and appropriate neighborhood surveys the city will arrange to have its' contractor install the speed humps at the city's expense. Appropriate signs and striping will be installed by the city of Tempe.

Speed Hump Removal – Speed humps may be removed due to lack of public support. All petitioners originally requesting the installation of speed humps will be given the opportunity to comment on the removal of speed humps. This would be after considerable time has passed to determine the impacts and performance of the desired results of the speed hump installation and any other traffic characteristics along this route and any remaining impacts to the street system. In order to have a speed hump removed at least 80% of all signatures of the owners or occupants on the affected street will be required.

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