

## **GUIDELINES FOR INSTALLATION OF SPEED HUMPS**

The installation of speed Humps (“Humps”) on streets within the jurisdiction of the City of Hayward is to be considered only if found warranted by the Department of Public Works, Engineering and Transportation, or if specifically recommended by the Director of Public Works. The following criteria shall be considered to determine whether to install humps along a given street segment:

### **Street Geometry and Physical Characteristics**

1. Posted speed limit on the street does not exceed 25 miles per hour
2. By means of a speed radar survey or tube counts, it is found that 85<sup>th</sup> percentile speed of traffic is 30 mph or greater
3. Street should be a local or collector street
4. Street must contain no more than one travel lane in each direction
5. Street must have a paved width of no more than 48 feet
6. Street must be a through-street (no cul-de-sacs or alleys)
7. Segment must have a minimum uninterrupted block length of 300 feet unless block intersects with an arterial then 500 feet
8. Street must have a standard curb and gutter
9. Average daily traffic volume for both directions should range from 500 to 4,000 vehicles per day on average weekdays
10. Street must not be in an industrial area nor be along established truck routes, or an established and/or preferred emergency vehicle route
11. Proposed speed humps which may impact AC Transit bus routes or transit riders should be discussed with AC Transit
12. Street grade is less than 5%
13. The centerline radius is greater than 300 feet
14. The 85th percentile speed requirement may be waived for requests within a school zone as defined by the California Vehicle Code

### **Speed Hump Placement**

15. The spacing between speed humps should be no less than 175 feet.
16. Location of speed hump must be 150 ft minimum from intersection, 250 ft for intersection with an arterial street.
17. Speed humps should not be installed at locations, which will result in displacement of traffic to parallel streets.
18. Speed humps shall not be placed over manholes, drainage structures, water meters, or other utility access points and shall only be placed at locations which do not create adverse impact on drainage patterns.
19. If possible, speed humps should be placed near existing street lighting.

20. Speed humps should be installed no closer than 10 feet to the nearest driveway when possible and 25 feet to the nearest fire hydrant.
21. It is preferable to install two humps on the same block but where other requirements would preclude two humps, one is acceptable. Any one series of humps should generally not be greater than one-half mile in length and the end of one series should not be immediately adjacent to another series.
22. Speed humps shall be located so that they are clearly visible for at least 200 feet from each approach.
23. Proposed installations near schools which may impact school bus routes or young bicyclists and pedestrians should be discussed with Hayward Unified School District.
24. Speed humps should be no closer than 110 feet from a bus stop pole for bus pull-in and no less than 30 feet after the pole location for bus pull-out.