

# CITY OF FRESNO - PUBLIC WORKS DEPARTMENT POLICIES AND PROCEDURES

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**POLICY NUMBER: 240.02**

**POLICY NAME: RESIDENTIAL STREET SPEED HUMP POLICY**

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**Responsible Division: Traffic Operations and Planning**

**Date Issued: February 10, 2022**

**Date Revised:**

**Approved by Assistant Director: Andrew Benelli/Signature on File**

**Approved by Director: Scott Mozier/ Signature on File**

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**Purpose:** This policy is drafted to outline the procedures and processes for the installation of speed humps on local streets.

**Policy:** To define the planning, design, and construction of speed humps on residential streets.

## **A. Vision and Intent**

The City of Fresno recognizes the need for traffic calming options to slow traffic speeds on residential streets. On October 28, 2021, the City Council rescinded a 2006 policy that prohibited the installation of speed undulations on roadways in the City of Fresno.

Traffic Calming is the use of measures to alter driver behavior to reduce the negative effects of motor vehicle use, improve the safety of all street users, and improve living conditions of adjacent residents. Examples of traffic calming infrastructure on roadways include chicanes, curb extensions, traffic circles, and speed humps.

Speed humps have been used as a traffic calming mechanism in many jurisdictions to reduce speeds on residential streets when properly installed and under the right circumstances. The residential roadway speed hump policy defines the planning, design, and construction of speed humps on residential roadways.

In order for speed hump installations to be effective they should be located selectively in accordance with defined engineering criteria for the purpose of improving documented speeding issues. The installation of speed humps does not guarantee the street is a safe place for children to play. Pedestrians should exercise due care when in the roadway. Proper installation of speed humps will also minimize driver frustration and encourage safe driving practices.

Traffic calming does not include the use of regulatory measures such as the installation of stop signs. Stop signs function to assign right-of-way to roadway users

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### **B. Eligibility**

Not all roadways in the City of Fresno will be eligible for speed hump installation. Multiple elements will be considered in determining eligibility: roadway classifications and functions, adjacent land uses, posted speed limits, roadway widths and number of travel lanes, traffic volumes, neighborhood support, funding availability.

1. Streets eligible for the installation of speed humps shall have a posted or prima facie speed limit of 25 MPH or less as determined in accordance with State Law.
2. Speed humps shall only be considered on roadways classified as local. Roadways classified as scenic drives, collectors, arterials, and expressways will not be considered for speed hump installation. Installations on streets other than local streets could have potentially severe traffic safety consequences, impacts to emergency services and delivery services, and would have the potential to divert traffic onto local streets which were not intended for the purposes a higher roadway classification was intended to serve.
3. Speed humps shall only be installed on streets serving residential uses, such as single-family homes, duplexes, and multi-family apartments.
4. Speed humps shall not be installed on a designated truck route.
5. Street widths shall be 40' or less and the roadway shall not provide more than one travel lane in each direction. Streets with raised medians are not eligible.
6. Streets shall be paved and include curb and gutter.
7. Speed humps shall not be installed on cul-de-sacs.
8. Speed humps shall not be installed in alleys.
9. Speed humps shall not be located in front of driveways, drainage inlets, or fire hydrants. Location of installations shall be determined by Public Works staff.
10. The street must have adequate sight distances to safely accommodate the speed hump as determined by the Public Works Department.
11. Speed humps shall not be located within 200' of an intersection.
12. Speed humps shall not be installed on streets with drainage issues.
13. Speed hump installation shall conform to City standards, at locations identified by the City Traffic Engineer and in accordance with the engineering study referenced below.

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### **C. Funding**

Funding for the installation of speed humps may be allocated in each fiscal year budget. Speed humps will be prioritized and ranked each year and funds expended based on the rankings. Due to funding constraints, there may be years in which the funds do not meet the requests.

Council Districts can fund the installation of speed humps. Similar to privately funded installations, Council funded speed hump installations can bypass the ranking process as long as the street meets eligibility requirements as described in this policy.

New residential subdivisions conditioned with installing traffic calming measures may install speed humps. Final conditions and approval of the appropriate traffic calming measure will be determined by Public Works staff.

### **D. Applications**

Residents who are concerned about speeding on their block are encouraged to submit an application for speed hump installation. Applications can be found at [www.fresno.gov/Public\\_Works](http://www.fresno.gov/Public_Works). Applications are valid for the fiscal year being applied for. Applications will need to be resubmitted each year if not installed. Applicants will be notified of the status of their applications after City budget approval each year.

The installation of speed humps can impact a large number of people. Noise, additional signage, parking impacts, public safety impacts, and traffic diversion to adjacent neighborhoods are common complaints in neighborhoods with speed humps. Applications will require the support of at least 75% of the addresses surveyed, and a minimum of 60% support from the occupied addresses along the block. Each address can support the installation once.

### **E. Prioritization**

Public Works - Traffic Operations and Planning Division staff will review applications for speed humps and rank each application in order of priority. An engineering study shall be performed by the Public Works Department – Traffic Operations and Planning Division and will be used in determining the prioritization of speed hump installation. Staff will collect data and rank applications against all others received during the same application year. The priority will be determined based on several factors:

- a. History of speeding complaints.

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- b. The 85th percentile speed shall be more than 10 MPH over the speed limit.
- c. Daily volume should be greater than 500 vehicles per day (VPD) but no more than 1,000.
- d. Collisions involving speed will be considered.
- e. Lighting levels along the street will be considered.
- f. Evaluation for other traffic calming options.
- g. Fire Department, Police Department, FAX, and Council District representative approval of the installation.
- h. The number of residences fronting along a block.

**F. Implementation**

Speed humps will be installed between the months of May and October each year. Weather conditions, such as rain, will be considered in the timing of installations. Installations shall conform to City standards and locations as identified by the City Traffic Engineer.

**G. Maintenance**

The City of Fresno will maintain all speed humps.

**H. Removal**

Residents may request the removal of speed humps at any time using the application for removal. Fees for removal will be assessed per the Master Fee Schedule. A petition signed by 60% of the addresses on the street will be required. Each address can support the removal once. The scheduling of removal will be dependent on funding and availability of staff. Once a speed hump is removed it will not be reinstalled. Removal of a speed hump is permanent.

The City may remove a speed hump at any time if they are identified as a traffic safety hazard. The affected neighborhood will be notified in writing 10 business days prior to removal.