



DEPARTMENT OF PUBLIC WORKS

**200 W. 4th Street
Madera, CA 93637
(559) 675-7811**

SPEED HUMP INSTALLATION POLICY

The purpose of this policy is to provide for a standardized policy and process to evaluate the need for and facilitate the installation of speed humps on public roads within unincorporated areas of Madera County. This policy is broken down into the following sections:

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1. SPEED HUMPS OVERVIEW

WHAT IS THE DIFFERENCE BETWEEN A SPEED HUMP AND A SPEED BUMP?

Speed humps are typically used on public local roads in residential areas to reduce traffic speeds. Speed humps are generally 12 to 14 feet wide and 3 to 4 inches tall. Their parabolic shape is designed to permit vehicles to drive over them at reasonable speeds without significant discomfort to the passengers.

Speed humps are paved, rounded, raised areas of pavement that require drivers to reduce their speed in order to maintain comfort and prevent vehicle damage. Speed humps are not to be confused with speed bumps, which are taller and narrower, making bumps more jarring for drivers.

Speed humps create a gentle rocking sensation in a car passing over them at the posted speed limit. If a car is driving at speed above the posted limit, the humps will jar the vehicle and its contents, causing discomfort to the occupants and disruption to cargo. Whereas speed bumps are usually 2 feet to 3 feet wide and 4 inches to 6 inches high. They usually cannot be traversed comfortably at speeds greater than 10 miles per hour. Speed bumps can deliver a shock and damage vehicles.

WHAT IS THE PURPOSE OF A SPEED HUMP?

The purpose of a speed hump is to reduce the speed of vehicles on residential roads where speeding occurs. Speed humps are not designed to reduce the volume of traffic on residential roads; however, some drivers may divert to other roads to avoid the humps.

WHERE ARE SPEED HUMPS USED?

Speed humps are not intended for use on all roads. This County policy limits the use of speed humps to residential roads, functionally classified as Local, Minor Roads, which have a maximum of 60 feet of road right of way width, unless otherwise approved by the County.

Speed humps are not a good choice for arterial roads, on gravel, or on any road where it is easy for a car to evade the humps by driving on a shoulder or bike lane if existed.

ARE SPEED HUMPS EFFECTIVE?

Speed humps have been shown to encourage a reduction in speed of vehicles on residential roads.

HOW MANY SPEED HUMPS DO YOU INSTALL ON A ROAD?

The number depends on the length of the road. For the humps to be effective, they should be installed in a series, approximately 500 feet to 600 feet apart.

ARE THERE DISADVANTAGES TO HAVING SPEED HUMPS ON MY ROAD OR MY NEIGHBOR'S ROAD?

1. Speed humps may result in an increase in vehicle noise.
2. Some drivers will drive closer to the edge of the road so that only one side of the car goes over the speed hump. While this places the vehicle closer to the pedestrian areas.
3. Some residents feel the additional traffic signs and road painting that accompany the installation of speed humps detract from the appearance of their neighborhood.
4. Some drivers may speed up between the humps to make up for time lost while slowing down to go over the humps.
5. Some residents may object to street lighting that may be associated with the speed humps.
6. There could be a diversion of traffic to adjoining parallel roads from roads where speed humps are installed.

WHO PAYS FOR THE COSTS TO INSTALL THE SPEED HUMPS?

The County does not have a program to fund the installation of speed humps. The following methods are available for the installation of speed humps:

1. For retrofit or installation of speed humps on existing roads that qualify under this policy, applicants requesting speed humps will need to provide all funding. Applicants will be required to fund the entire cost of the County's speed hump installation, including any permitting/design/bidding costs as well as construction costs (including streetlight(s), signing and striping – to be evaluated and determined by the Department of Public Works (DPW)).
2. For mitigating additional traffic caused by subdivisions and new development, speed humps may be installed according to County standards at the time of development and fully funded by the project developer. Speed humps authorized through this process are incorporated into project conditions and approved by the approving hearing body including DPW.

WHO WILL MAINTAIN THE SPEED HUMPS?

The County will accept future maintenance responsibility for the speed humps installed on County maintained roads in compliance with the proper approvals and meeting the criteria herein. Maintenance of speed humps on non-County-maintained roads will not be the responsibility of the County.

2. ELIGIBLE ROADS

Unless pursuant to a condition of project approval or otherwise approved by County, a road being proposed for a speed hump(s) shall meet all of the following criteria:

1. Road Classification - The road shall be designated as a Minor road by DPW between a Class II to Class V per Madera County standard details ST-4 to ST-7.
2. Width - The road shall not have more than two (2) through lanes (one each direction) for vehicular travel.
3. Residential - The surrounding area shall be zoned residential/neighborhood and meets the conditions to be defined as a residence district as defined by Section 515 of the California

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Vehicle Code.

4. **Minimum Length Uninterrupted**- the segment of roadway proposed for speed hump installation shall have a minimum length of 1,320 feet uninterrupted by Stop Signs and/or Traffic Signals.
5. **Speed Profile** - 25 miles per hour per California Vehicle Code.
6. **Emergency Services** – proposed speed hump location(s) will require a review and concurrence from Sheriff’s Office and Fire Department.
7. **Transit** - The road shall not be a transit bus route, unless otherwise approved by the Transit services manager.
8. **Traffic Volume** - The road shall not have an average daily traffic (ADT) count (total of both directions) above 1,000.
9. **Traffic Safety** - The placement of speed humps requires review and approval by the Public Works Director or his authorized representative.
10. **Target Area Approval** – 2/3 of property owners, as identified on the current tax roll, in the target area determined by DPW, shall indicate their approval of the installation using the form herein. When the request fails to receive the minimum votes, it may not be considered again for 1 year.

3. PROCEDURES FOR INSTALLATION

When an individual or neighborhood group desires to have a speed hump(s) installed on a qualifying County road, then the following procedure shall be used:

1. **First Informal Meeting with Public Works Dept. Staff** – Meet with staff to discuss speed humps in your neighborhood. Staff will make a preliminary assessment to determine if the location is on an eligible road. Staff will determine an appropriate target area to circulate a petition. Target area will be determined based upon the density of the lots and the roadway use, evaluating items such as dead-end roads, lengths of road segment, and traffic circulation. Contact DPW at (559) 675-7811 to schedule a meeting.
2. **Emergency Response Agencies Review** – Allow up to 2-weeks for the appropriate emergency response agencies to review and provide feedback on the proposed speed humps locations.
3. **Petition for Speed Hump Installation** – Circulate a petition to the target area. Target area defines as the area where the residents living along the streets that will be affected by the speed humps. For DPW to consider the proposal, the petition must be signed in support of the speed humps by property owners, as listed on the latest tax roll, of at least 2/3 of the properties within the target area. Submit petitions to:

Madera County Department of Public Works
Engineering Services Division
200 W. 4th Street, 3rd Floor
Madera, CA 93637
4. **Staff Review** – Upon receipt of the petition, DPW staff will conduct appropriate studies of traffic volume and speed, area conditions, collisions history, potential diversion of traffic to adjacent roads, need for street lighting and other factors deemed necessary. Based on staff review, a recommendation will be made to the Public Works Director or his authorized representative.
5. **Public Works Director Approval** – The Public Works Director or his authorized representative shall make the final determination with respect to approval of the installation of the speed hump(s).

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6. **Construction** – If approved, the following options may be utilized to construct the speed hump(s):

- a. **County Installed:** County will provide a quote for construction. The applicant shall pay DPW in advance all funds necessary to construct the speed hump(s) and any associated signage, striping and lighting, including any environmental review, preparation of plans and specifications, construction, and inspection. After receipt of the funds, the County will construct the speed hump(s) at the proposed location(s).
- b. **Applicant Installed:** Should the applicant choose to construct the speed hump(s), they will be required to employ a licensed professional Civil Engineer to prepare plans and exhibits for the installation of the speed hump(s) according to County standards and submit these with an Encroachment Permit application, and associated permit fees, to the County for review and approval. Work must be performed by a licensed Contactor and shall adhere to all County standards and provisions and conditions of the issued Encroachment Permit. All costs associated with applicant installed speed hump(s), including County permit and inspection fees, shall be the responsibility of the applicant.

4. PROCEDURES FOR REMOVAL

At any time after the installation of the speed hump(s), residents along the road may decide that the speed hump(s) is not a desired option for the road. The following process shall be used for the removal of speed hump(s):

1. Petition - Signed by property owners of at least 2/3 of the properties within the target area in favor of the removal of the speed hump(s).
2. Staff Review - DPW staff will conduct/review appropriate studies of traffic volume and speed, collision history, diversion of traffic to/from adjacent roads, and the overall effectiveness of the humps.
3. Public Works Director - The Public Works Director or his authorized representative shall make the final determination with respect to removal of the hump(s).
4. Removal - If approved for removal, the applicant shall pay DPW in advance for the removal of the speed hump(s). No County funds shall be used to remove the speed hump(s).
5. Reinstallation - If speed humps are removed pursuant to the procedure above and there is a subsequent request for reinstallation, it shall be processed per the guidelines for installation set forth herein. A request for reinstallation shall not be considered within one year of the date of removal.

5. INSTALLATION GUIDELINES

1. Hump Dimensions – In general, speed humps should be 3 inches to 4 inches in height, 12 feet in width. The full length of the speed hump shall extend to 1 foot from edge of road and taper to join existing pavement at the edge of gutter. See attached design standards and specifications for more details (ST-14).
2. Spacing – Typical spacing is 500 feet to 600 feet between humps, and 25 feet to fire hydrants and manholes, unless otherwise approved by DPW.
3. Signs and Markings – Signs and pavement markings shall be installed in accordance with the most current edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD).
4. Street Lighting – Based upon the specific location of the speed hump(s), street lighting may be required. The applicant is responsible for all costs and arrangements necessary to have the street lighting installed. Coordination with DPW is required to ensure the location of the installed street lighting is appropriate for the anticipated speed hump(s). Construction of speed humps will not be authorized until the street lighting is in place and energized, if required.
5. Notification - Property owners within the target area will be notified by DPW of the planned hump(s) installation at least 3 weeks prior to construction.
6. DPW will determine the precise location(s) and all other terms and conditions for all approved speed humps.

COST ESTIMATE

1. Speed hump installation (including all associated signage and striping): To be determined by DPW.
 - a. Lighting (if applicable): To be determined by DPW.
2. Speed hump removal and associated road restoration: To be determined by DPW.

VERIFICATION STATEMENT

The Department of Public Works will require a verification statement substantially similar to the following:

There are a total of _____ properties in the project target area as identified and defined by the Department of Public Works associated with the petition for a speed hump(s) on _____ (road) between _____ (road) and _____ (road). There are _____ (number of signatures) valid signatures on the speed hump petition which represent ____% (number of signatures / number of properties) properties within the target project area. I certify that the signatures on the speed hump petition are valid; and that only one signature per property has been considered in the above percentage. The Department reserves the right to verify the information during the evaluation period prior to installation of the speed humps.

Signature

Date

Print Name

B. LIST OF AGENCIES CONTACTED

The following is a list of agencies that were asked to comment on the proposed speed hump(s) on road(s):

| Agency | Support | Does Not Support | Did not Respond |
|--------|---------|------------------|-----------------|
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PETITION REQUESTING INSTALLATION OF SPEED HUMPS

We, the undersigned residents hereby request the County of Madera to install speed hump(s) on _____ (road) between

_____ (road) and _____ (road). We certify that we are owners of the property affected by the speed hump(s). We acknowledge that speed humps and/or signs may be placed in front of our property in the public right of way at the discretion of the Department of Public Works. We agree that, if in the future we desire to remove the speed hump(s), the hump(s) will only be considered for removal after receipt of a petition signed by 2/3 or more of the property owners of the target area asking for the removal, along with receipt of sufficient funds for the removal. When a road fails to receive the minimum required votes, it may not be considered again for one (1) year.

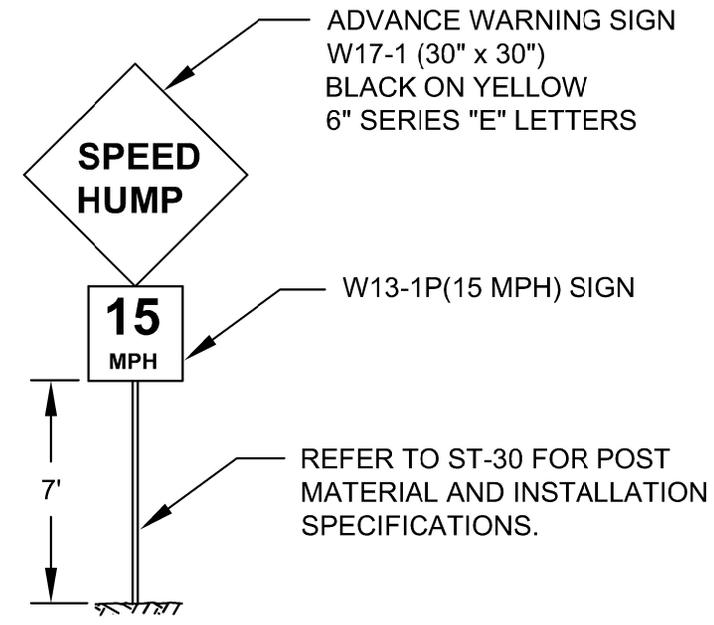
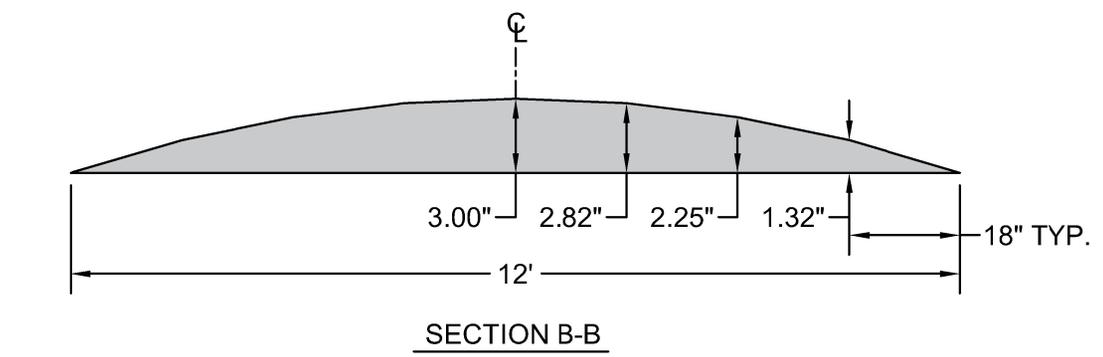
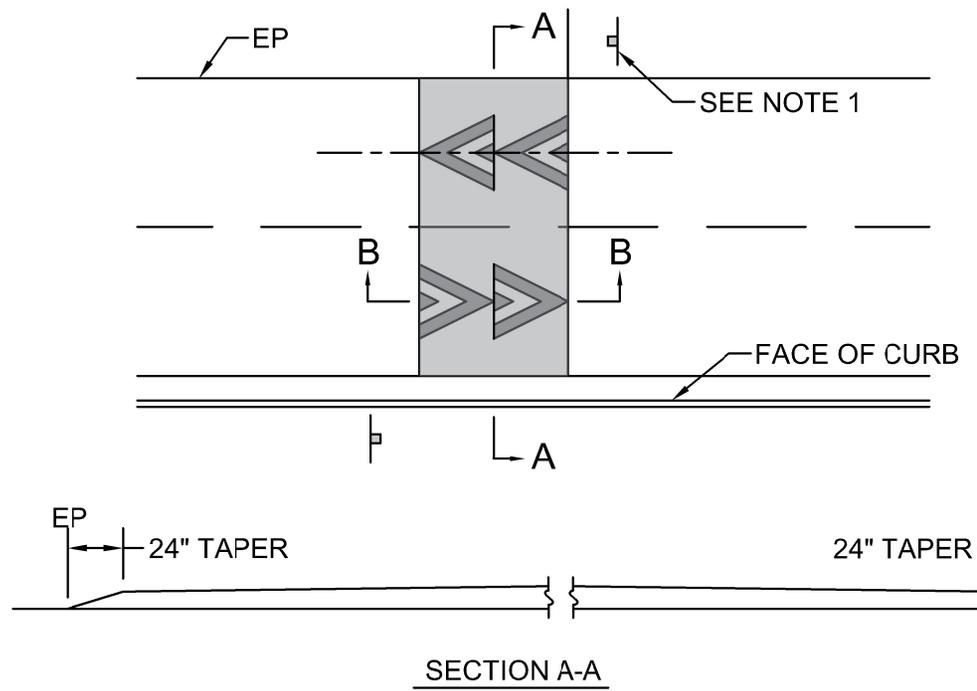
The County reserves the right to remove any or all of the humps at any time at no cost to the property owners.

Neighborhood Representative: _____ (name) Telephone: _____ (telephone)

Email: _____

| DATE | SIGNATURE OF PROPERTY OWNER | ADDRESS (please print) | EMAIL + DAYTIME PHONE NUMBER | OK to install hump and sign, lighting, etc., in front of my residence? |
|------|-----------------------------|------------------------|------------------------------|--|
| | | | | <input type="checkbox"/> yes <input type="checkbox"/> no |

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NOTES:

1. SPEED HUMP SIGNAGE AND MARKINGS SHALL BE INSTALLED PER CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD). ADDITIONAL ADVANCE SIGNAGE AND MARKINGS MAY BE REQUIRED BY DEPARTMENT OF PUBLIC WORKS.
2. SPEED HUMP SHALL BE PLACED ADJACENT TO STREET LIGHTS WHEN POSSIBLE.
3. OUTSIDE EDGE OF HUMPS SHOULD BE 10' MINIMUM FROM DRIVEWAYS.
4. EXACT LOCATIONS TO BE DETERMINED BY DEPARTMENT OF PUBLIC WORKS.

DRAWN BY PD

DATE 10/5/23

REVISED BY _____

DATE _____

COUNTY OF MADERA

STANDARD SPEED HUMP

DRAWING NO.

ST-14