



**COUNTY OF SONOMA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS  
TRAFFIC DIVISION  
2300 County Center Dr.  
Santa Rosa, CA 95403  
(707) 565-2231**

**SPEED HUMPS  
INSTALLATION POLICY**

The purpose of this policy is to evaluate the need for and facilitate the installation of speed humps on public roads within unincorporated areas of Sonoma County. This policy does not apply within the incorporated cities and towns of the County. This policy is broken down into the following sections:

**CONTENTS**

A. SPEED HUMPS OVERVIEW .....	2
B. ELIGIBLE ROADS.....	4
C. PROCEDURES FOR INSTALLATION .....	5
D. PROCEDURES FOR REMOVAL.....	6
E. INSTALLATION GUIDELINES .....	7
F. COST ESTIMATE .....	7
G. PETITION REQUESTING INSTALLATION OF SPEED HUMPS .....	8
H. VERIFICATION STATEMENT.....	9
I. LIST OF AGENCIES CONTACTED.....	10

## **A. SPEED HUMPS OVERVIEW**

### **WHAT IS THE DIFFERENCE BETWEEN A SPEED HUMPS 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 feet long and 3 inches to 4 inches high. Their parabolic shape is designed to permit vehicles to traverse them at reasonable speeds without significant discomfort to the passengers.

A speed hump creates a gentle rocking sensation in a car passing over it at the posted speed limit. If a car is driving at speed above the posted limit, the hump will jar the vehicle and its contents, causing discomfort to the occupants and disruption to cargo.

Speed humps are not a good choice for arterial roads, emergency routes, or on any road where it is easy for a car to evade the hump by driving on a shoulder. Because of this, they're usually installed in one or two lane local residential settings.

On the other hand, speed *bumps* are not typically used on public roads, and are therefore not addressed in this policy. They are typically found in shopping centers, apartment complexes, and other private properties. 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 HUMPS?**

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 Roads, which have a minimum of 1,200 feet of uninterrupted length between stop signs and/or traffic signals.

### **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?**

Speed humps may result in an increase in vehicle noise.

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, studies have shown these vehicles do not travel faster than other vehicles.

Some residents feel the additional traffic signs and road painting that accompany the installation of speed humps detract from the appearance of their neighborhood.

Some drivers may speed up between the humps to make up for time lost while slowing down to go over the humps.

Some residents may object to street lighting that may be associated with the speed hump.

There could be a diversion of traffic to adjoining parallel roads from roads where speed humps are installed.

Emergency response times are delayed approximately 10 seconds per speed hump.

**WHO PAYS FOR THE COSTS TO INSTALL (OR REMOVE) THE SPEED HUMPS?**

The County does not have a program to fund the installation or removal of speed humps.

The following methods are available for the installation of speed humps:

- For retrofit of existing roads, 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 street light(s), signing and striping).
- For mitigating additional traffic caused by subdivisions and new development, speed humps may be installed 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.

**WHO WILL MAINTAIN THE SPEED HUMPS?**

The County will accept future maintenance responsibility for the humps along County-maintained roads, upon meeting the criteria herein.

**B. 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 “local road” by the Department of Transportation and Public Works (“DTPW”).
2. Width - The road shall not have more than two (2) through lanes for vehicular travel.
3. Residential - The surrounding area shall be zoned residential.
4. Minimum Length Uninterrupted by Stop Signs and/or Traffic Signals - 1,200 feet.
5. Speed Profile - 25 miles per hour per California Vehicle Code.
6. Emergency Services - Approval from emergency service agency required.
7. Transit - The road shall not be a transit bus route, unless approved by the transit agency.
8. Traffic Volume - The road shall not have an average daily traffic count (total of both directions) above 4,000.
9. Traffic Safety - The placement of speed humps requires review and approval by DTPW.
10. Target Area Approval - 67% of property owners, as identified on the current tax roll, in the target area determined by DTPW, shall indicate their approval of the installation using the form herein.

## C. 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 Transportation and Public Works 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 as well as the emergency response agencies to contact. 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 DTPW Traffic Division at 707-565-2231 to organize a meeting.
2. **Emergency Response Agency Approval** – Meet with DTPW and the appropriate emergency response agencies to determine what issues exist for the proposed speed humps.
3. **Petition for Temporary Speed Hump Installation** – Circulate a petition to the target area. For DTPW 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 67% of the properties within the target area determined by DTPW. Submit petitions to:

Sonoma County Department of Transportation  
and Public Works Traffic Division  
2300 County Center Dr., Suite B100  
Santa Rosa, CA 95403

4. **Staff Review** – Upon receipt of the petition, DPTW 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 Director of DTPW (the “Director”).
5. **Public Works Director Approval** – The Director shall make the final determination with respect to approval of a trial installation of a temporary speed hump.
6. **Installation of Temporary Speed Hump** – If approved by the Director, the applicant shall fund the labor costs for DTPW to install and remove a temporary speed hump and associated lighting, signage and striping for a period of 30 days.
7. **Petition for Permanent Speed Hump Installation** – After a period of thirty days, a second petition is required to be circulated to the target area. In order to proceed with the installation of permanent speed humps, the proposal must be supported by least 67% of the target area.
8. **Construction** – If approved, the County will provide a quote for construction. The applicant shall pay DTPW in advance all funds necessary to construct the permanent speed hump 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 remove the temporary speed hump and construct and maintain a permanent speed hump at the proposed location.

## D. 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 67% of the properties within the target area applied to the installation.
2. **Staff Review** - DTPW 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. **Director** - The Director shall make the final determination with respect to removal of the humps.
4. **Removal** - If approved for removal, the applicant shall pay DTPW in advance for the removal of the speed hump(s). No County funds shall be used to remove the speed humps.
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.

## E. 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. The exact specifications shall be provided by the DPTW.
2. Spacing – Typical spacing is 300 feet to 600 feet between humps, and 25 feet to fire hydrants and manholes, unless otherwise approved by DTPW.
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 (CAMUTCD).
4. Street Lighting – Based upon the specific location of the speed hump, street lighting may be required. The applicant is responsible for all costs and arrangements necessary to have the street lighting installed. Coordination with DTPW is required to ensure the location of the installed street lighting is appropriate for the anticipated speed hump. Construction of speed humps will not be authorized until the street lighting is in place and energized.
5. Notification - Property owners within the target area will be notified by DTPW of the planned hump installation at least 3 weeks prior to construction.
6. DTPW will determine the precise location(s) and all other terms and conditions for all approved speed humps.

## F. COST ESTIMATE

Approximate costs are as follows (and are subject to change):

- Temporary speed hump installation and removal (including associated striping, signage and lighting): \$15,000.
- One (1) permanent speed hump (including all associated signage and striping): \$15,000.
  - Lighting (if applicable): \$5,000
- Permanent speed hump removal and associated road restoration: \$10,000.

**G. PETITION REQUESTING INSTALLATION OF SPEED HUMPS**

We, the undersigned residents hereby request the County of Sonoma to install speed hump(s) on \_\_\_\_\_(road) between \_\_\_\_\_(road) and \_\_\_\_\_(road). We certify that we are owners of the property affected by the speed humps. 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 Transportation and 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 67% or more of the property owners of the target area asking for the removal, along with receipt of sufficient funds for the removal. 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 \_\_\_\_\_

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

**H. VERIFICATION STATEMENT**

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

There are a total of \_\_\_\_\_ properties in the project target area as defined by the Department of Transportation and 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

