

WHY SPEED HUMPS?

Increasingly, citizens are requesting measures to address their concerns regarding speeding vehicles traveling through their residential neighbourhoods. Often these concerns are related to issues of pedestrian and child safety.

WHAT ARE SPEED HUMPS?

As described in the Transportation Association of Canada's (TAC) *Canadian Guide to Neighbourhood Traffic Calming*, "a speed hump is a raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle. ... [Speed humps are] intended to produce sufficient discomfort to limit travel speeds yet allow the driver to maintain vehicle control. Its design is intended to limit effects on emergency, maintenance and transit vehicles while allowing cyclists to comfortably cross the speed hump."

Speed humps have been proven to have substantial benefits in reduction of vehicle speeds (Source: TAC). However, speed humps are not intended to address issues of high traffic volumes.

Speed humps should be differentiated from speed "bumps" which are often found in parking lots and are designed with a more abrupt rise and fall. Speed humps provide a gradual rise and fall and are designed to prevent vehicle damage when traversed at the recommended speeds (indicated with advisory speed signs). The dimensions of a speed hump are approximately 4.0 metres (13 feet) wide and 80 mm (3 inches) high.

WARRANT CRITERIA

Specific warrant criteria are in place to determine where speed humps may be appropriate as a traffic calming measure. As approved by the Standing Policy Committee on Public Works on January 13, 2003 and approved by City Council on January 29, 2003, the warrant criteria are as follows:

Warrant #1: The street is a local residential street and is not a Transit route, snow route or a residential collector street.

Warrant #2: Submission of a petition representing a minimum of 70% of the residents in the block (one signature per residence) on both sides of the street in support of the installation/removal of speed humps.

Warrant #3: At least one of the following criteria is met:

- (i) Average speed exceeds the speed limit (50 km/hour); or
- (ii) At least 15% of vehicles exceed the speed limit by 5 km/hour or more (55 km/hour); or
- (iii) At least 10% of vehicles exceed the speed limit by 10 km/hour or more (60 km/hour).

INSTALLATION GUIDELINES

Where all of the warrant criteria are met, speed humps will be installed following the installation guidelines outlined below on the basis of the date of receipt of petition, subject to the availability of funding:

- Speed humps shall be spaced at approximately 100-125 metre intervals.
- There shall be a distance of approximately 15 metres between a speed hump and an intersecting street or public lane.
- "Speed Hump" signs and advisory speed tabs (30 km/hour) shall accompany each speed hump and "Traffic Calmed Neighbourhood" signs be placed in advance of each series of speed humps in a block (in both directions).
- Speed humps should not be placed in front of driveways or installed over, or contain manholes or water valves or be located adjacent to fire hydrants.
- In locating speed humps, existing street lighting should be taken advantage of as much as possible to increase night time visibility.
- Speed humps should not be located in horizontal or vertical curves.
- Speed humps should be placed at higher elevation points to accommodate proper drainage.
- If possible, speed humps should be placed in line with property lines for noise abatement and aesthetic reasons.
- Speed humps should not be placed on major emergency vehicle response routes.

HOW TO START THE PROCESS:

Contact **311** to submit a Service Request.

Following receipt of each request, the caller will be contacted by the Traffic Assessment Branch to further discuss the process and will be provided with petition forms.

December 2011
THE CITY OF WINNIPEG
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TRANSPORTATION DIVISION
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SPEED HUMPS

TRAFFIC CALMING FOR LOCAL RESIDENTIAL STREETS



PUBLIC WORKS DEPARTMENT
Transportation Division