

Speed Humps on Local Residential Streets: Warrant Criteria & Installation Guidelines

(Approved by the Standing Policy Committee on Public Works on January 13, 2003
and adopted by City Council on January 29, 2003)

Warrant Criteria	1	The street is a local residential street and is not a Transit route, snow route or a residential collector street.
	2	Submission of a petition* representing a minimum of 70% of the residents in the block on both sides of the street supporting the installation of speed humps.
	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	(i)	Speed humps shall be spaced at approximately 100 metre intervals according to the block length.
	(ii)	There shall be a minimum distance of 50 metres between a speed hump and an intersecting street or public lane.
	(iii)	Object markers shall accompany each speed hump and a "bump ahead" sign and advisory speed tab (30 km/hour) shall be placed in advance of each series of speed humps in a block (in both directions).
	(iv)	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.
	(v)	In locating speed humps, existing street lighting should be taken advantage of as much as possible to increase nighttime visibility.
	(vi)	Speed humps should not be located in horizontal or vertical curves.
	(vii)	Speed humps should be placed at higher elevation points to accommodate proper drainage.
	(viii)	If possible, speed humps should be placed in line with property lines for noise abatement and aesthetic reasons.
	(ix)	Speed humps should not be placed on major emergency vehicle response routes.

*Petition forms are available from the Traffic Assessment Branch.

