

GUIDELINES FOR SPEED HUMP

1. ENGINEERING STUDY

- A. Speed humps will only be installed on a street to address a documented safety or traffic concern supported by traffic engineering studies and after consideration of alternative traffic control measures.
- B. *Documented for Speed Concern.* Speed humps may be considered for installing along a section of street if the average speed of traffic is more than eight (8) miles per hour over the posted speed limit.

2. STREET CLASSIFICATION AND USE

- A. Speed humps will only be installed on those roadway facilities functionally classified by the County as local residential streets defined above. Further, these local streets shall be residential in nature.

No speed humps will be installed on streets or roads designated as a minor collector, major collector, minor arterial, and principal arterial in the Highway Functional Classification that has been designated by the Director, Department of Transportation or as generated by the County of Kaua`i, Department of Public Works. See Exhibit "O" for street and roads and functional classification.

- B. Speed humps will not be installed on those streets that are major emergency vehicle or bus routes.

3. STREET WIDTH AND NUMBER OF LANES

- A. *Pavement Width.* Speed humps will only be installed on streets where the pavement width is between 18 feet and 24 feet for two-way travel.
- B. *Travel Lanes.* Speed humps will only be installed on those streets with no more than two travel lanes.

4. STREET GRADES

Speed humps will only be considered for use on streets with grades of eight (8) percent or less approaching the hump.

5. HORIZONTAL AND VERTICAL ALIGNMENT

- A. Speed humps will not be installed along roadway curves with a centerline radius of less than 300 feet.
- B. Speed humps will not be installed along roadway vertical curves with less than minimum sight distance.

6. SIGHT DISTANCE

Speed humps will only be installed where sufficient stopping sight distance can be provided to motorist affected by the speed humps. Stopping sight distance for 35 MPH is 250 feet.

7. TRAFFIC SPEEDS

Speed humps will only be considered on those streets where the posted speed limit is no greater than 25 MPH.

8. TRAFFIC VOLUMES

Speed humps will only be considered for those streets where the normal daily traffic volume is between 200 and 3,000 vehicles.

9. ROADWAY OWNERSHIP

Speed humps will only be considered for installation by the County on those streets or roadways that are owned by the County.

10. ROADWAY LENGTH

Speed humps will only be considered for those areas where the street block length is as follows:

- A. Dead-end street should be minimum of 500 feet.
- B. Local street should be a minimum length of 500 feet.

11. CITIZEN SUPPORT

A petition signed by 75% of the residence directly affected by the installation of speed humps must approve of the proposed action prior to proceeding with the installation. In addition, the appropriate neighborhood board, if available should support the residents proposal.

12. MISCELLANEOUS CONSIDERATIONS

- A. Speed humps may be removed by petition of the affected residents, support of the appropriate neighborhood board and approval of the Engineering Division and the County Council.
- B. Similar to traffic resolutions (speed limit, no-parking, stop signs) the County Council will need to approve a traffic resolution for each speed hump installation.