City of Baltimore

**Department of Transportation**

# Speed Hump Criteria

1. **STANDARD SPEED HUMPS (WATTS STYLE, 12 FOOT HUMPS)**
2. **FLAT-TOPPED HUMPS (SEMINOLE STYLE, 22 FOOT HUMPS)**

## 1. SPEED

85% percentile speeds must be at 10 M.P.H. above the posted speed limit.

## 2. VOLUME

Traffic volume should be between 500 and 2000 vehicles per day for 12-foot humps.
Traffic volume should be between 2500 and 5000 vehicles per day for 22-foot humps

## 3. VISIBILITY

Drivers should have good visibility of the humps, so excessive curves and grades must be avoided.

## 4. EMERGENCY ACCESS

Fire Department must approve the installation

## 5. COMMUNITY SUPPORT

Petitions must indicate support of 70% of the affected residents.

## 6. OTHER

In certain circumstances, humps may be used if an engineering study determines that their installation may correct a public safety problem

# Summary of Traffic Calming Guidelines Recommended by Traffic Calming Task Force

| Process | Current | Proposed |
|---|---|---|
| How are requests made? | Request for speed bumps initiated by resident, community association, elected official, etc. in any form (email, 311, letter, etc.) | Request for traffic calming to be made on standard form and must be supported either by the community association or an elected official, if no community association present. |
| Study area | Typically, study conducted on the street segment where requested | DOT to define study area based on parallel streets and logical street segments. |
| Study criteria | 85% of vehicles must be traveling at 10 mph or greater to qualify for speed bumps. | Sliding point scales for:<br>• Traffic volume relative to design (up to 20 points)<br>• 85th percentile speed (up to 35 points)<br>• Pedestrian and vehicle accidents (up to 20 points)<br>• Presence of school, playground and/or other pedestrian generators (shops, libraries, parks) (up to 20 points)<br>• Presence or absence of sidewalk (up to 10 points)<br>• Sight Distance (up to 5 points) |
| Study period | Study conducted and device installed within 180 days. | Study conducted within 45 days and meet with community within 30 days thereafter. Regular monitoring to occur via CitiStat template. |
| Concurrence on measure/ location | 70% signatures required for approval | DOT to present findings to requesting community association and begin formal approval process; 70% signatures still required |
| Design/Implementation | Typically handled by Traffic/ Maintenance divisions; scheduling is as resources are available | Design will continue to be handled by Traffic Division; on-call contractors will supplement Maintenance Division installation of traffic calming devices. |
| Traffic Calming Devices Used | Speed bumps are most common device; only extreme circumstances yield additional/ alternative tools. | A much broader tool-box will be used to emphasize traffic calming on neighborhood streets; enforcement approaches recommended for major roads. |
| Funding | Handled from current resources | $200,000 added to CIP for FY 08 for Neighborhood Traffic Calming. |
| Monitoring and evaluation | No formal process | Devices will be installed on a 6-12 month evaluation and tested relative to the reason for installation. DOT will consider alternative solutions if goal is not met. |