
SPEED HUMP INFORMATION FORM

Engineering Department – Civic Center, 65 Civic Avenue, Pittsburg, CA 94565 – Phone (925) 252-4930



Speed “humps” are roadway design features intended to slow traffic. Each undulation is a 3.5 inch rise spread out over 14 or 22 feet based upon the existing roadway speed limit. The gradual rise reduces the jolt caused by a typical speed “bump” Council adopted the City Traffic Calming Policy on May 17, 2004.

Positive Impacts:

Speed humps are self-enforcing. The Police Department expends less effort to gain voluntary compliance to the speed limit. Speed humps do not require parking removal, minimize restrictions for bicycles, and do not affect intersection operations. Speed humps reduce average daily traffic volumes by discouraging cut-thru traffic. Accident rates generally remain stable or decrease due to reduced speeds and volumes.

Negative Impacts:

Some residents object to the visual impact of the necessary signing and striping that accompanies speed humps. Speed hump installation and/or removal is costly. Speed humps can affect street cleaning and other street maintenance functions. Also, the required slow-down increases response times for emergency vehicles. Studies in other cities have shown a slight increase in noise levels and vehicle emissions near the humps.

When speed humps are installed:

Speed humps are used on residential local or collector streets with a speeding problem only after conventional methods of reducing speed have failed. These methods include police enforcement, use of the speed trailer, and other traffic control devices such as signage and striping. Two other traffic calming strategies must be deemed ineffective before proceeding with the speed hump process.

The City has adopted the following engineering criteria for speed hump eligibility. Only streets meeting the following criteria are eligible for speed humps:

- Classified as residential local or collector street
- Two or more other traffic calming strategies deemed ineffective by the City Engineer
- Not on a public bus route
- Street has curbs and gutters
- Posted speed limit of 25 or 30 mph
- 15% of traffic must be at least 6 mph greater than the existing speed limit
- The average daily traffic is more than 500 and no more than 3000 vehicles per day.
- Street’s grade (slope) no greater than 5%
- The street segment is at least 750 feet in length
- The installation of speed humps shall not unduly affect response times of emergency services

The process:

If you feel that your street meets **ALL** the criteria above, please complete and submit the attached Speed Hump Application Form and attach a preliminary petition with signatures from 10 households or 10% of the households, whichever is greater, with side or front yards along the street who also approve of speed humps on their street. Staff will then review your application and perform an investigation. You will be informed of staff’s results of their investigation.

If the street/street segment meets all the City’s preliminary requirements, you will be sent a final petition form, which will contain a list of all addresses for **YOU** to contact. You will need to obtain signatures from at least 67% of all the street residents with side or front yards on the proposed street and within 100’ of the outside (or exterior) speed humps that approve of speed hump installations.

When staff verifies the final petition, they will make a recommendation to the Community Advisory Commission who shall in turn make a recommendation to the City Council for approval or disapproval for the installation of speed humps on a particular street or street segment.