

HPPOA SPEED HUMP INFORMATION/REQUEST PACKET

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HPPOA SPEED HUMPS POLICY

Note: Speed bumps, according to the Institute of Transportation Engineers (ITE), are of questionable value in solving traffic problems and can create new ones. Not to be confused with speed bumps, a speed hump is a gentle rise in the profile of the road and can effectively regulate the speed of traffic. Speed humps in Hawaiian Paradise Park is the subject of this policy.

Purpose

The purpose of this policy is to create a process whereby residents may request installation of a speed hump on a self-funding basis (or eventual removal if needed), for approval by the HPPOA Board of Directors. The policy is established for the good of the Association as a whole, and may be subject to change by the Board of Directors as needed.

General Statement

HPPOA's liability insurance carrier views speed humps to be a prudent consideration for the Association. Current HPPOA financial constraints prevents the Association from adding the full costs associated with speed humps including expansive traffic studies and hump installation to its funding priorities.

Request to Self-fund Speed Hump Installation

Interested residents may obtain a Speed Hump Information/Request Packet in the Office, which contains speed hump criteria and related details.

Residents will designate a coordinator for their request. The coordinator's duties will include obtaining forms, securing resident signatures, traffic study support, transmitting all communications relating to the request to the residents within 500' of the hump on the subjected street, and collection of funds (if the speed hump installation request is approved).

Removal of Speed Humps

As appropriate, the HPPOA Board of Directors may arrange removal or alteration of any speed hump in consideration of traffic, safety, financial, or liability concerns.

Residents who desire removal of an approved speed hump may submit their request as explained in the information/request packet.

The General Manager assesses all requests and makes recommendations to the Board of Directors. The General Manager will notify the Request Coordinator of the Board's decision in writing and manage the process as prescribed.

SPEED HUMP FACTS

What are Speed Humps?

Speed humps are raised asphalt structures on the roadway. They are generally twelve feet in length across the traveled way and between three and four inches in height. Typically two to three humps, located about 300-400 feet apart are needed to effectively decrease speeds.

Advantages of Speed Humps

Speed humps decrease speeds if placed strategically and may divert traffic to the main streets, away from residential areas.

Disadvantages of Speed Humps

Speed humps slow emergency vehicles response time and may divert general traffic to parallel residential streets. There is a possibility of increased noise and pollution for residents living immediately adjacent to the speed humps.

All Streets are not Suitable for Speed Hump Installation

Speed humps should only be used on local residential streets and minor collector streets where the primary function is to provide access to abutting residences.

In order for a street to qualify for speed hump installation, certain engineering criteria (e.g., traffic volumes, speeds, street function, etc.) should be met. For instance, a street which is on a transit route or one that is a main emergency vehicle access route for the neighborhood is not generally suitable for speed humps. In the latter case the main factor to consider is whether response times will be significantly slowed by speed hump installation. Other factors recommended to qualify for speed hump installation consideration include:

- the speed limit on the subject street should not be greater than 25 mph
- at least 15% of the vehicle traffic are found to exceed the posted speed limit
- at least 10% percent of the vehicle traffic exceed the speed limit by 10 mph
- traffic volumes on the street are between 200-2500 vehicles/day
- street or paved street segment is at least 750 feet long

HPPOA traffic counter devices that record traffic volume and speed are available for supervised residents' use to track traffic for this purpose.

Speed humps should be installed only on those streets where there is adequate vertical and horizontal alignment and sight distance to accommodate the installation of speed humps. Location of speed humps should be a minimum of 100 ft from existing traffic control devices.

Which Residents' Support is Needed to Request a Self-Funded Speed Hump?

Requests will be considered if 75% of lot residents within 500' of the hump on the subjected street support the installation.

How Much do Speed Humps Cost?

The cost changes as equipment, materials, and labor costs change. Please contact license contractors for an estimated price of your hump.

Who Pays for the Speed Humps?

Residents have to pay for the installation, markings, signage and ancillary costs as explained on the request form. Funding must be submitted to HPPOA before the speed humps are installed. The Association will absorb the cost of speed hump future maintenance (and removal if needed).

Speed Hump Ownership

Upon installation, approved speed humps become HPPOA common property as part of the roadway.

Speed Hump Removal Requested by Residents

Requests will be considered if 75% of lot residents within 500' of the hump on the subjected street support its removal.



The Institute of Transportation Engineers
Traffic Engineering Council
presents TIPS on



Speed Humps

Can speed humps be installed on my street?

A speed "hump" is a raised area in the roadway pavement surface extending transversely across the travel way. Not to be confused with a speed hump, a speed "bump" is a raised area in a private driveway or parking lot.



Speed hump dimensions and characteristics vary from agency to agency. They are typically 12 foot long by 3 to 4 inches high and are usually placed across the roadway between intersections. They are typically requested by residents as a means to slow traffic in residential

neighborhoods or decrease the amount of "cut-through" traffic. In general, speed humps may:

1. Reduce traffic speeds in the immediate vicinity of the speed humps,
2. Decrease traffic volume, and
3. Reduce accidents in some areas.

At the same time, however, speed humps may also have the following detrimental effects:

1. Divert traffic to other neighborhood streets thereby moving the problem rather than solving it,
2. Increase noise level due to vehicle brakes, tires and engine,
3. Increase vehicle emissions due to deceleration and acceleration,
4. Increase response time of emergency vehicles,
5. Conflict with school and transit bus operation,
6. Present a potential hazard to bicyclists and motorcyclists.

Most agencies have a Speed Control Plan which either advocates the use of speed humps as a system wide tool to reduce speeds and/or vehicular volumes or eliminates their use unconditionally. When determining whether to install speed humps, the following restrictions may apply:

1. Streets serving transit buses.
2. Streets with daily traffic volumes above some predetermined threshold.
3. Streets designated as collector streets.
4. Rural roads.

The Institute of Transportation Engineers has developed a report covering the design and application of speed humps. The report (*Guidelines for the Design and Application of Speed Humps*) was prepared by the ITE Technical Council Speed Humps Task Force in 1995. It can be obtained by contacting ITE headquarters at 202/554-8050.

HPPOA SPEED HUMPS DESIGN, MARKINGS, AND SIGNAGE
GENERAL CRITERIA
(SUBJECT TO INDIVIDUAL SITE CONDITIONS)

HUMP DESIGN

INSTALLATION OF SPEED HUMPS

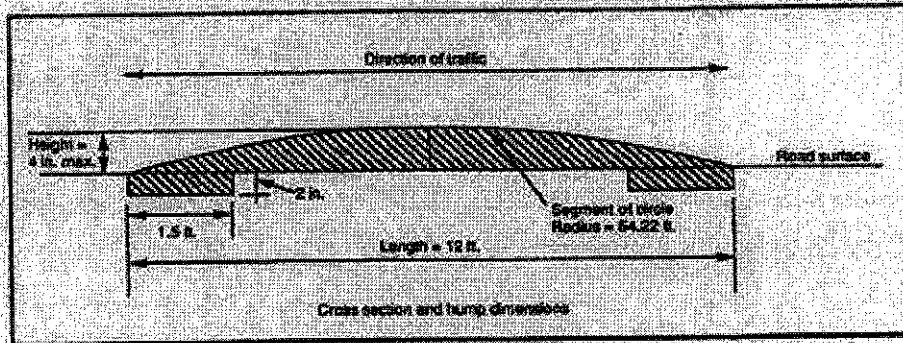


FIGURE 4.8

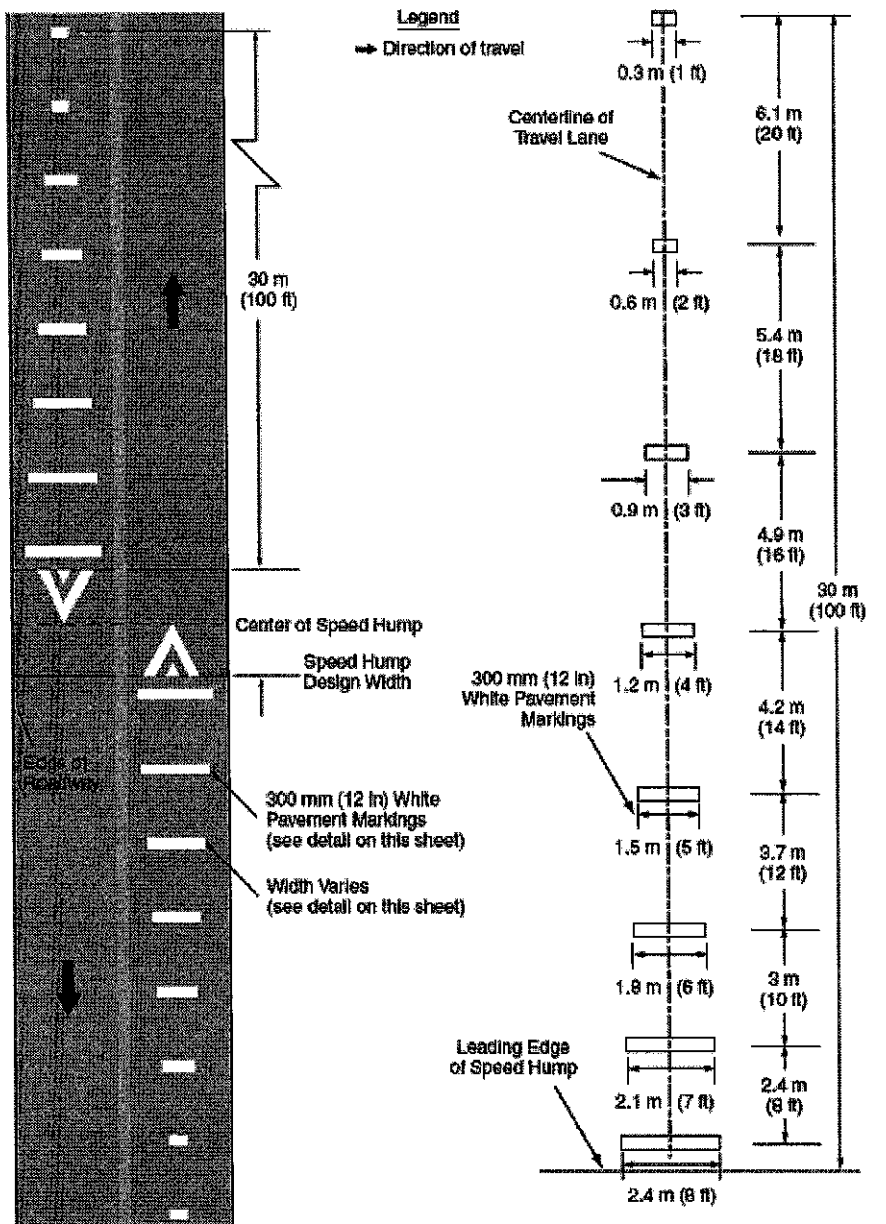
Source: Sumner, R. Burton, J., and Baguley, C. "Speed Control Humps in Norwich and Haringey, England"
TRRL-SR-423, 1978.

The type, number, and extent of studies performed to determine the effectiveness and impacts of speed humps will vary based upon the particular circumstances of each installation. However, some review should be performed after installation to determine if the humps have achieved the desired results without creating unexpected problems.

HUMPS DISTANCE, MARKINGS AND SIGNAGE

DI STANCE BETWEEN HUMPS	ADVANCE 'WARNING' SIGN PLACEMENT	ROAD SURFACE MARKINGS	' HUMP' SIGN PLACEMENT
300'-400'	125' before first hump in sequence both directions	See Figure 3B-31 below	At each hump both directions

Figure 3B-31. Examples of Advance Warning Markings for Speed Humps



Sect. 3B.27