

City of Stockton  
Neighborhood Traffic Management Program  
Guidelines for Installation of Speed Humps and Speed Lumps  
(Revised April 15, 2008)

Definitions

Speed Hump—single asphalt hump, parabolic in shape, covering 12 feet of street with a height between 3-1/4 and 3-3/4 inches. Speed humps are not installed on emergency response or San Joaquin Regional Transit District (SJRTD) routes.

Speed Lump—asphalt mounds, parabolic in shape, covering 12 feet of street with a height between 3-1/4 and 3-3/4 inches. The center mound or lump, has a width of 5-1/2 feet to accommodate the wheelbase of fire trucks and buses. The lumps adjacent to the center lump vary in width to accommodate the street width. Depending on street width, a 5-1/2 foot lump may be placed in each travel lane. Speed lumps are installed on emergency response and SJRTD routes.

Qualifying Streets

Speed humps and speed lumps may be installed on City streets in neighborhoods selected to participate in the Neighborhood Traffic Management Program (NTMP) if the following conditions are met. In addition, Public Works staff will coordinate with the Fire Department and SJRTD during the review process of proposed traffic calming plans that include speed humps or speed lumps.

1. The street must be two lanes and primarily function as a local residential or minor collector street.
2. The speed limit must be 30 mph or less.
3. ~~A speed survey shall indicate that the 85<sup>th</sup> percentile speed is at five or more miles per hour over the speed limit. (Deleted per Speed Hump and Speed Lump Program adopted by Council on April 15, 2008.)~~
4. The street frontage of subject segment must consist of at least 75% residential development except when fronted by a school or park.
5. The street segment must be at least 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.

Selection of Precise Installation Locations

In selecting precise locations for the speed hump/lumps, the following guidelines shall be followed. For simplicity, the term speed hump refers to both the speed hump and speed lump.

1. Speed humps shall not be located over manholes, water valves, or street monuments, or whenever possible, within twenty-five feet of fire hydrants, as they prevent/impede access to these facilities.
2. Speed humps should be located five to ten feet away from driveways, whenever possible, to minimize their effect on driveway access.
3. Speed humps should be located on or near property lines, whenever possible, to minimize the impact on individual properties.
4. Speed humps should be located near streetlights, whenever possible, in order to enhance their visibility at night.
5. Speed humps should be located a minimum distance of 200 feet from corners, whenever possible, and should never be located within a corner radius.
6. Speed humps shall be placed no closer than 200 feet from traffic control devices or four-way intersections.
7. Where speed humps are constructed on streets having curves with greater than a 250-foot radius, no speed hump shall be located on the horizontal curve(s).
8. Speed humps shall be spaced at a minimum interval of 250 feet and a maximum interval of 600 feet.
9. To deter motorists from driving around speed humps where no vertical curb exists, a two-inch pipe should be set in the sidewalk, centered on the speed hump. The pipes shall be placed at a maximum of six inches from the back of curb.

## Signs and Markings

1. Advance warning signs and supplemental speed advisory signs shall be installed per the MUTCD.
2. Pavement markings for speed humps shall be installed per the MUTCD.
3. Pavement marking for speed lumps shall include diamond striping on the center lump(s) and arrow markings on the side lumps.