Criteria and Policies for Speed Humps

Adopted by Mercer Island City Council on 4/25/88, Agenda Bill No. 2163

The following procedures are intended to serve as a guide for consideration of possible new installation of speed humps on Mercer Island streets:

A. Criteria for Installation of Speed Humps

   Request for speed humps will only be considered on residential streets that meet all the following criteria:
   1. Arterial streets will not be considered for speed hump installation
   2. Speed humps shall not be considered for implementation until appropriate steps such as the following have been taken, sufficiently tested and found to be insufficient
      a. Public Education – Through schools and the media, to remind drivers that residential streets have a speed limit of 25 mph.
      b. Passive Solutions – Brush trimming to increase sight distances, legal signing where applicable, pavement markings
      c. Active Solutions – Neighborhood watch programs, neighborhood block parties, target enforcement of speed limits
      d. Restrictive Legal Signing – One-way signing, no right or left turns during certain hours, stop signs
      e. Physical Barriers – Traffic islands, traffic diverters, lane restrictors, adjustments to lane width, roadway redesigns
   3. The streets geometrics should be as follows: minimum street length of 750 feet, maximum grade of 6%, and an alignment that will allow a minimum sight distance of 200 feet in advance of a speed hump
   4. The average weekday traffic should be in excess of 1000 vehicles per day, unless there is no alternative means of controlling speed and volume.
   5. A site must have a legitimate speeding problem verified by observation and radar surveys with the 85th percentile speed at least 5 mph above the posted speed limit
   6. Traffic studies indicate that 20% or greater of the traffic is other than local residents.
   7. Traffic diversion by the speed humps to other residential streets is unacceptable. If diversion to other unsuitable residential streets is anticipated, the adverse impacts shall be addressed and mitigated to a reasonable level.
   8. Favorable review by School District, Police Department and Fire Department may be necessary to support installation. Major routes for emergency vehicles will likely not qualify. Favorable consideration will be given to installation near park, school and playground areas.
   9. Generally, installation on a Metro bus route will not be favorably considered.
      a. If installation is on a bus route, locations will be coordinated with Metro.
      b. Speed humps will be located as close to the Metro bus stops as possible.
   10. Installation will not start until all necessary funds are collected, guaranteed or budgeted.

B. Design and Location Criteria

   1. Utilize signing and pavement marking, as attached.
   2. 50’ to 200’ minimum from intersection.
   3. 350’ apart minimum and 500’ maximum.
   4. 3” height for speed humps.
   5. Minimum one each block. Preferably install in groups of at least two.
   6. Place near street lights when possible.
   7. Do not place over manholes, valves, etc.
   8. Do not place near fire hydrants.
   9. Place downstream of storm drain catch basins.
   10. Place at least 5’ and preferably 20’ from driveways.
   11. Place opposite property lines when possible.
   12. Place in two lifts using a template.

C. Policies and Procedures for Installation

   1. A valid petition received from at least 60% of local residents abutting the residential street requesting the installation of speed humps on their street and agreeing to pay for their share based on the percent of through traffic on the street. The abutting property owners on the street requesting speed humps shall pay the balance of the costs.
   2. City Staff reviews the petition to determine if it meets the speed hump installation criteria.

D. Policies and Procedures for Removal

   1. No removal of the speed humps within two years of their installation
   2. Removal costs to be paid 100% by petitioners
   3. At least one of the following criteria shall be met prior to removal
      a. Petition by at least 60% of the local residents requesting the removal of the speed humps
      b. Traffic study to indicate that the cause for the initial installation no longer exists and is unlikely to return.