



We Are Columbia

Speed Hump Policy Discussion

June 7, 2016

Past Five Years Installations

● 2011	6
● 2012	7
● 2013	21
● 2014	19
● 2015	25

Emergency Services

- A number of studies have been conducted to evaluate the impact of traffic calming devices on the response time of the fire and emergency medical services (EMS) apparatus
- The results of the study reveals that no real impact on law enforcement vehicles because of their size.
- Response times for fire and emergency services generally are increased by 2 to 10 seconds.
- Studies have also found that the vehicle frames of fire and EMS apparatus can be damaged and emergency service personnel have been injured while responding.

Emergency Services

- The design and construction of traffic calming devices is the responsibility of public works.
- Traffic calming devices must have the least impact on responses time to emergencies.
- Section 503.4.1 of the International Fire Code states that traffic calming devices shall be prohibited unless approved by the fire code official. (Fire Chief or Fire Marshal)
- The purpose of this requirement is to ensure that the fire department is part of the decision-making process.
- Current practice is to have both Fire and Police approve traffic calming devices.

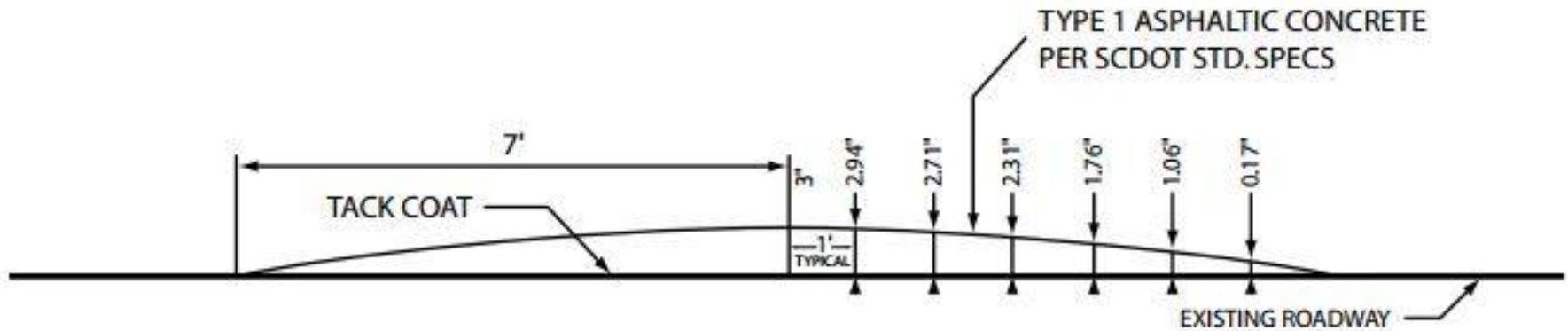
Current Neighborhood Requests

Neighborhood	Date	Number of Speed Humps
• Little Lake Katherine	1/17/15	17
• Lyon Street	4/22/15	16
• Jagers Plaza	5/11/15	2
• Howell Court	6/10/15	2
• MLK	9/11/15	1
• Druid Hills	9/11/15	Neighborhood Discussion
• Pinewood Park	9/18/15	1
• Darlington Street	2/1/16	1
• Golden Acres	4/11/16	No Evaluation Completed

Typical Speed Hump Guidelines

- All requirements below must be met
 - Functional Classification = local residential or minor collector.
 - 30 (or less) mph speed limit.
 - Two-lane roadway (may have turn lanes and may have parking).
 - The primary access to commercial or industrial sites is not eligible.
 - Traffic volume less than 4000 Annualized Average Daily Traffic.
 - Any horizontal curve must be of 300 foot radius or more (mandatory).
 - Vertical curve with adequate stopping sight distance (mandatory).
 - Insure positive roadway drainage (mandatory).
 - Spacing no less than 350 feet. Spacing should be designed to achieve desired speed limit (mandatory).
- Warning signs must be placed facing both directions at each speed hump. If there is not sufficient advance sight distance, additional warning signs may be required (mandatory).
- Speed hump installations must be reviewed and approved in advance by the Police Department and Fire Department (mandatory).
- The average speed exceeds posted limit by 5 mph or more or the 85th percentile speed exceeds posted limit by 10 mph or more.
- Not on primary emergency response route or bus route.

Typical Speed Hump Specifications





Discussion