

Speed Hump Procedures

For speed humps to be effective, their provisions should be in accordance with established transportation engineering criteria, property owner consensus, and documented facts.

All of the following must be satisfied for a street to be considered eligible for speed hump installation.

Application

1. A petition from residents and business owners documenting that at least two-thirds of all households and businesses adjacent to the project street support the installation of speed hump(s).
2. A primary contact person designated to communicate with the City and relay the information to the residents and business owners.
3. A statement from the neighborhood association endorsing speed hump installation on the project street. In the absence of a neighborhood association, the petition area may be extended to the surrounding streets that may see an increase in traffic as a result of the project. City staff will determine the petition area based on traffic flow, zoning, and growth patterns.
4. If the project area is near a state highway, concurrence from the Department of Transportation & Development District Office will be required.

Street Characteristics & Location

1. The street shall not have more than one traffic lane in each direction.
2. The street shall not have a speed limit of more than 30 mph.
3. The speed hump shall not be placed within a street curve or an approach to a street curve where visibility of the speed hump may be restricted.
4. The speed hump shall not be placed in front of a driveway or within an intersection. Speed humps shall not be located within 250 feet of a traffic signal or within 100 feet of an intersection.
5. The speed hump shall not be placed over, or contain manholes, or be located adjacent to fire hydrants.
6. The street hump location must be approved by the property owners with driveways on either side of the location because they will be most impacted by the installation. A speed hump shall not be located in front of a property if the occupant objects to its placement, or in the case of multiple dwellings, if a majority of households on the property objects to its placement. Fulfillment of this requirement is the responsibility of the applicant(s).
7. The street hump location must be approved by first responders (Acadian Ambulance, Hammond Police, Hammond Fire).

Prioritization & Cost Share

Speed hump projects are prioritized with other capital improvement investments (streets, sidewalks, lighting, drainage) made citywide to ensure proper allocation of City resources (cost, time, and labor).

The cost for speed hump installation (including humps, signs, pavement markings) may be shared between the City and residents. Residents may expedite speed hump installation by voluntarily paying the full installation cost.

Design, Construction, & Maintenance

The Street Department is responsible for designing and installing speed humps and related signs and pavement markings. Speed humps are usually placed 300 – 600 feet apart and in consideration of street drainage characteristics. The Street Department will also maintain the speed humps and their related features.

Speed Hump Removal & Alteration

The process for speed hump removal or alteration requested by the residents is the same as the installation application process, except the City will not participate in the costs incurred. A petition approved by the neighborhood association, documenting that at least two-thirds of all households and businesses adjacent to the project street are in favor of speed hump removal, will be required.