

Speed Hump Criteria

At the December 12, 2022 city commission meeting, the following criteria were established for the installation of speed humps on streets in the City of Royal Oak.

Criteria

- The road must be classified as a Local Road under the National Functional Classification of Roads (NFC).
- The street must be paved already.
- The street must not be on a primary fire route, a high priority street for snow plowing, or primary school bus or transit route. The Police Department, Fire Department and Department of Public Services must not have any operational objections to the installation of speed humps.
- There must be space to allow for speed humps 300 to 600 feet apart.
- There must be space to install speed humps outside the influence of property driveways and intersections.
- The 85th percentile speed as measured by a three-day speed study must be 28 mph or higher.
- The average daily traffic volume must be at least 300 vehicles per day as measured by a three-day traffic count.
- 65% of residents must petition for the installation.
- 100% of properties on either side of each hump must be in favor of the petition.
- Speed humps will consist of asphalt or concrete material unless otherwise approved.

Procedure for Requesting Speed Humps

1. Resident sends request in writing (mail or e-mail) for speed humps to the Engineering Division.
2. Staff orders a 3-day, mid-week traffic study to obtain speed and traffic volume data.
3. If the minimum criteria for speeds humps are met, staff prepares petition for requestor to circulate for signatures. The petition will include a diagram with the recommendation locations for speed humps. If the minimum criteria are not met, explanation is sent to the property owner.
4. If at least 65% of the properties have signed the petition and all the properties adjacent to the speed humps have signed the petition, requestor submits notarized petition to the Engineering Division.
5. Engineering Division presents petition request for review to the Traffic Committee and the City Commission.

Speed Hump FAQ

1. What is the difference between speed humps and speed bumps?

Speed humps are used on roadways to calm traffic and prevent excessive speeding. They are lower profile and smoother to drive overtop (but still not comfortable to speed over). Speed bumps are used in parking lots or parking decks and are typically taller and narrower, requiring drivers to slow down significantly.

2. Will residents adjacent to speed humps lose on-street parking?

No. Vehicles can park directly on top of speed humps or straddle them.

3. What size are speed humps?

The width of speed humps will vary based on the width of the street they are being installed on. The humps are typically 3 to 4 inches high and 10 to 14 feet long

4. Do speed humps affect drainage on the street?

No. Speed humps are not installed curb to curb. Approximately 18 inches of space is kept open between the curb and hump to prevent any drainage issues on the street.

5. Do residents have to pay for speed humps?

No. At this time, the city commission has directed that the city's road fund be used to pay for speed hump improvements.

6. Can bicycles ride over speed humps?

Yes. Speed humps are approximately 3 to 4 inches high and 10 to 14 feet long in the direction of travel, so cycling over them is possible.

7. Will emergency vehicles be able to navigate the speed humps?

Yes. Speed humps are designed to allow traffic to travel over them at 25 mph. Fire trucks will slow down slightly to cross the humps (about 3-5 second delay). Ambulances with patients will need approximately 10 additional seconds to pass slowly over a hump.

8. Won't speed humps damage our snowplows?

No. Speed humps are not allowed on any major roads, and so streets with speed humps will only be plowed when there is 4 inches of snow or more. DPS maintains a list of speed hump locations, so operators know what to expect. While the plows will not be damaged by the speed humps, it is possible that the plows will cause some spalling or deterioration of the speed humps which will require maintenance or eventual replacement.