

Section 3 – Permanent Speed Hump Program

✚ 3a. Introduction



Permanent speed humps are intended as an extension of the temporary speed hump program. While permanent speed humps could be considered an interim step in the Traffic Calming Program, in many cases they can be a long term solution. Permanent speed humps are an effective means to reduce traffic speeds in residential neighborhoods. Two sizes of speed humps can be considered for construction: 13 feet and 22 feet. Permanent speed humps are constructed with as-

phalt paving and are 3 inches in height with a specific sinusoidal design. The 22 foot speed humps are typically placed on major neighborhood access routes. A different color can be used when constructing speed humps when approved by the Municipal Traffic Engineer.



See Section 5 for specifications and detailed drawings.

✚ 3b. Criteria

After placement of temporary speed humps for up to two seasons, the Traffic Department will work

with the local residents and the area Community Council to determine if permanent speed humps are desired. A permanent speed hump can be installed without the placement of a temporary first; however, a petition and Community Council approval is required and the installation must meet the same volume and speed criteria as temporary speed humps. The process for moving from temporary to permanent speed humps is listed below:

- Temporary humps, following the criteria outlined in Section 2, are placed for up to two seasons.
- The Traffic Department will send out surveys to the residents along the roadway under consideration (and associated neighborhood) to receive community feedback in order to determine if there is support for the installation of permanent speed humps.

- The Traffic Department will also meet with the area's particular community council, and/or service area representatives, to ensure all concerns are identified and addressed.

These meeting will ensure overwhelming consensus exists with affected residents and the community council and/or service area before proceeding with the installation of permanent speed humps.

3c. Placement

Many physical constraints dictate the placement of permanent speed humps. While there is more latitude for the placement of temporary speed humps, they are placed during the summer months only, placement of permanent speed humps, which are in place during icy winter months, require careful consideration. In addition, emergency response must be considered on the

collector streets and main neighborhood access streets. Emergency vehicle access routes must be identified and accounted for when deciding the types of traffic calming measures to employ. Some vertical measures on critical routes can significantly slow emergency response. Consideration for emergency response is extremely important and is provided for in both the location and design of permanent speed humps. Following is a list of placement constraints:

- Curves
- Steep grades
- Driveway locations
- Roadway intersections – must be placed at least 50 feet away from intersection
- Placed on a property line, if possible.

For all areas outside ARDSA, the construction of permanent speed humps (including permitting, temporary traffic control, and signing and striping) is the responsibility of the specific service

area. All work in the right-of-way must have a right-of-way permit before work can take place. A right-of-way permit can be obtained from the Municipality of Anchorage Right-of-Way Section (343-8240). Following is a list of items which must accompany the right-of-way permit application:

- Map showing speed hump locations as approved by the Traffic Department,
- Location of SPEED HUMP warning signs,
- Striping detail, and
- Design detail which includes specifications.

General sign locations, striping details, and design details including specifications are shown in Section 5. The required warning signs must be in place as soon as the speed hump is open for traffic. Striping must be placed as soon as possible after speed hump installation.