



# Speed Hump

Speed humps are parabolic traffic calming devices used on low-speed, low-volume roads to reduce vehicle speeds to 15–20 mph.

## Implementation Strategy

### How and Where to Apply

- Speed humps are ideal for residential streets, school zones, or parks with speed limits of 25 mph or lower and documented speeding concerns.
- Design humps 3–4 inches high and 12–14 feet long, spaced 250–500 feet apart, with visible signage and emergency service coordination.
- Speed humps are widely recognized as an effective traffic calming measure for reducing vehicle speeds and improving safety on residential and low-speed local streets.

### Use in a Safe System Approach

Using a Safe System Approach, speed humps reduce vehicle speeds to minimize crash risk and severity. By aligning vehicle behavior with road context, they protect vulnerable users such as pedestrians and cyclists, especially in residential and school areas, where lower speeds significantly enhance safety and create more livable street environments.

### Key Stakeholders

State and local transportation agencies, municipal public works departments, utility companies

### Proactive Implementation

Proactive implementation of speed humps follows the Safe System Approach by addressing potential risks before crashes occur. Installing them in residential areas, near schools, or parks helps reduce speeds, enhance safety for vulnerable users, and create safer, more livable streets—even without a prior history of crashes or incidents.

## Countermeasure Overview

**Objective:** Heighten driver awareness of speeding-related safety issues.

**Strategy:** Implement neighborhood speed watch/traffic management programs (Low Speed Only).

## Selected Related Countermeasures

- CM1 Reduced lane widths
- CM2 Road diet
- CM3 Center island or median

**Cost:** Moderate

**Service Life:** 10 years

**Benefit-Cost Ratio:** 18.2:1

## Targeted Solution



CONTRIBUTING FACTORS

- Excessive vehicle speeds
- Reduced reaction time



TARGET CRASH TYPE

- Speeding
- VRUs



ROAD FACILITY TYPE

- N/A



AREA TYPE

- Urban

## Safety Linkage



NCHRP 500 Series

Speeding-related Crashes



AASHTO'S TOWARD ZERO DEATHS

Safer Infrastructure



SAFE SYSTEM APPROACH

Safer Speeds

SAFE SYSTEM ROADWAY DESIGN

TIER 1

TIER 2

TIER 3

TIER 4

Tier 2



Reduces vehicle speeds and calms traffic in sensitive areas.

### Resources

- [Pedestrian Safety Guide and Countermeasure Selection System](#)
- [CBA: Installation of Speed Humps](#)



ASE cameras. Source: Speed Hump Australia