

[Section 2 – Temporary Speed Hump Program](#)

2a. Introduction

Traffic Calming is a growing concern throughout the United States and Europe. Speeding and unsafe driving habits are becoming a major concern with the public. Excessive speeding and unsafe driving habits can threaten the safety and livability of neighborhoods. In order to address these concerns, the first step of the Municipality's Traffic Calming Program is a quick response approach and is considered a short term solution. Temporary speed humps fit the need of this first phase of the Municipality's Traffic Calming Program. The Program's main purpose for temporary speed humps is not to solely reduce speed, but to give neighborhoods an idea of what a speed hump is before the possible implementation of phase 2 of the Traffic Calming Program – placement of permanent speed humps. Temporary speed humps are intended for a two season maximum installa-

tion time period. This allows time for determination of an appropriate permanent fix.



Temporary speed humps are 14 feet in length and varies to a maximum of 3 inches in height.

2b. Street Criteria

Temporary speed humps will be installed on a priority basis based on speed and volume of the identified roadways. Due to the overwhelming requests for temporary speed humps, requests un-

der consideration will be limited to through streets with a posted speed limit of 25 miles per hour or less. Cul-de-sacs and dead ends will not be considered. In addition, temporary speed humps will be placed on roadways paved with asphalt paving only. Temporary speed humps cannot be placed on the following roadway surface types:


- chip sealed,
- Recycled Asphalt Paving,
- or gravel roads.

These road surface types will not hold temporary speed humps in place and will cause damage to the roadway as well as increased call-outs for the speed hump maintenance crews.

2c. Petition

When a request is submitted to the Traffic Department, the requestor will be sent a petition form which will outline the temporary speed hump

process. In addition, a map or other descriptive information will be sent which details the area to be canvassed for concurrence signatures. The petition will ensure residents in the area are aware of the temporary speed hump request and are in favor of the installation of the devices. Consideration of temporary speed hump installation will proceed only if a minimum of 51% of the residents concur with their installation (one signature per household).

		TEMPORARY SPEED HUMPS REQUEST PROCEDURE
<p>Temporary speed humps will be installed on a priority basis based on speed and volume of the identified roadways. Due to the overwhelming requests for temporary speed humps, requests under consideration will be limited to through streets – cul-de-sacs will not be considered. In addition, temporary speed humps will be placed on roadways paved with asphalt paving only. Roadways which are chip-sealed, Recycled Asphalt Paving, or gravel roads will not hold temporary speed humps in place and will cause damage to the roadway.</p>		
<p>Date: _____</p>		
<p>We the residents of _____ would support the Municipality of Anchorage installing a temporary speed hump(s) on _____ (Street Name)</p>		
<p>Note: Temporary speed humps are placed on 25 MPH municipal paved roads from June through September. Attached is a picture of a temporary speed hump.</p>		
<p>Return signed petition to: MOA Traffic Department, P. O. 198650, Anchorage, AK 99519-8650.</p>		
Printed Name	Street Address	Signature

Petition currently used by the MOA.

✚ 2d. Data Collection

Once the petition is received in the Traffic Department, data collection will occur. Collection will include volume and speed counts for the requested roadway. The data will be collected on regular weekdays and not on holidays or weekends.



Data Technicians assemble volume study using pressure-activated tubing attached to a digital vehicle counter.

The Traffic Department must have BOTH the signed petition and the collected data before a

neighborhood is considered for temporary speed hump installation.

✚ 2e. Speed and Volume Criteria

The Traffic Department reviews all data collected for each requested road. The following criteria must be met before speed hump installation is considered:

- **Criteria 1**—500 vehicles per day and 85th percentile speed greater than 25 mph.
- or
- **Criteria 2**—Less than 500 vehicles per day and 85th percentile speed greater than or equal to 30 mph.

The volume and speed criteria shown above target the majority of traffic using a given roadway. The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road (in good conditions) and is the speed at

which motorists feel safe traveling. When 85th percentile speeds exceed the posted speed, traffic calming measures are an appropriate method to help reduce speeds.

✚ 2f. Placement



Many physical constraints dictate the placement of temporary speed humps. Compared with permanent speed humps, more latitude exists for the use of temporary speed humps due to their placement during summer months only. Installation of temporary speed humps begins in May each year and removal must take place prior to snowfall; therefore, all of the humps must be re-

moved by October 15th each year. The following is a list of placement constraints:

- Curves
- Steep grades
- Driveway location
- At least 50 feet away from intersection

For all areas outside ARDSA, the purchase, installation, and maintenance of temporary speed humps is the responsibility of the specific service area. The Traffic Department, will work with each service area to determine if the humps are warranted as well as locations for installation. Speed hump type and design must conform to Traffic Department requirements (14 feet in length by 3 inches in height) and installed per manufacturers specifications. 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).