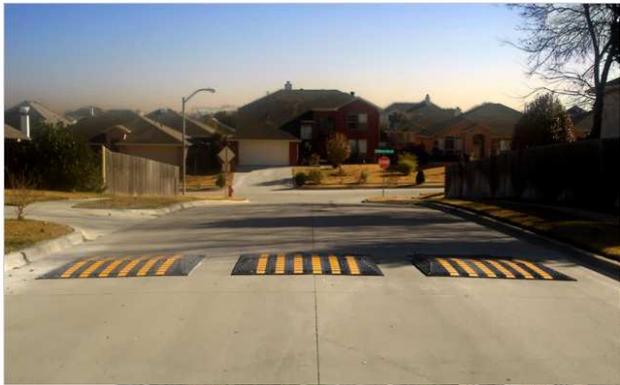


Speed Humps, Tables and Cushions Placement Guidelines



Placement Guidelines

“Eligible But Not Preferred” (Existing NTMP Policy, page 24)

- Measure of last resort
- Letters to abutting property owners



Placement Guidelines

Roadway Classification

- Local or Collector Street

Desired 85% speed

- Speed Hump
 - 20 - 30 mph
- Speed Table
 - 25 - 35 mph
- Speed Cushions
 - 20 - 30 mph



Placement Guidelines

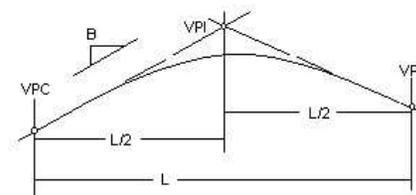
Street Grade

- 10% Maximum Grade
 - Approval required for grades greater than 8%



Proximity to Curves

- Radii greater than 300 ft
- 200 ft beyond Start/End of curve
- Vertical Curvature



Placement Guidelines

Street Conditions

- Street inspection required before installation
 - City of El Paso Design Standards for Construction
- Drainage Impacts
 - Evaluate before and after placement, if impact is too great, device will be removed or replaced.



Placement Guidelines

Substandard Street (no curbs)

- Avoid impact to drainage
- Placement
 - Device should be placed in line with large trees, utility poles, etc. or have delineators, bollards, landscaping, etc. installed.



Proximity to Driveways

- Access
 - 5 foot clearance required from throat of all driveways.



Placement Guidelines

Spacing

- 1200 ft. between Traffic Control Devices
 - Traffic Signal or STOP Sign
- 400 to 600 ft. spacing
 - Placement along property lines ideal
- Series installation
 - Minimum of two
 - Variation of device type encouraged



Placement Guidelines

Bus Stops, Routes, Zones

- Bus Stops
 - Avoid entirely
- Speed cushions only
 - 20 ft. longitudinal offset



Emergency Vehicle Routes

- Speed cushions only
- Fire Hydrants
 - No installation within 20 ft.



Comparison City

- Austin, TX
 - Along emergency vehicle routes
 - Speed cushions only
 - Speed humps
 - Average spacing 400 ft



Comparison City

- Hermosa Beach, CA
 - Along transit routes
 - No speed humps
 - Speed humps
 - Average spacing 300 ft
 - Max grade
 - 8 percent



Comparison City

- Portland, OR
 - Along transit routes
 - Speed tables only
 - Speed humps
 - Average spacing 450 ft
 - Max grade
 - 12 percent



Alternative Devices

Pavement Modification Measures

– Pavement Texturing

- Use of brick, cobble, etc. to provide a textured surface.

– Pavement Coloring

- Reinforces restrictions and increases driver awareness.
- Roadway repurposing.



Alternative Devices

Pavement Modification Measures

– Street Print



Placement Guidelines

Questions?

