



First Street (1st St) Proposed Speed Humps

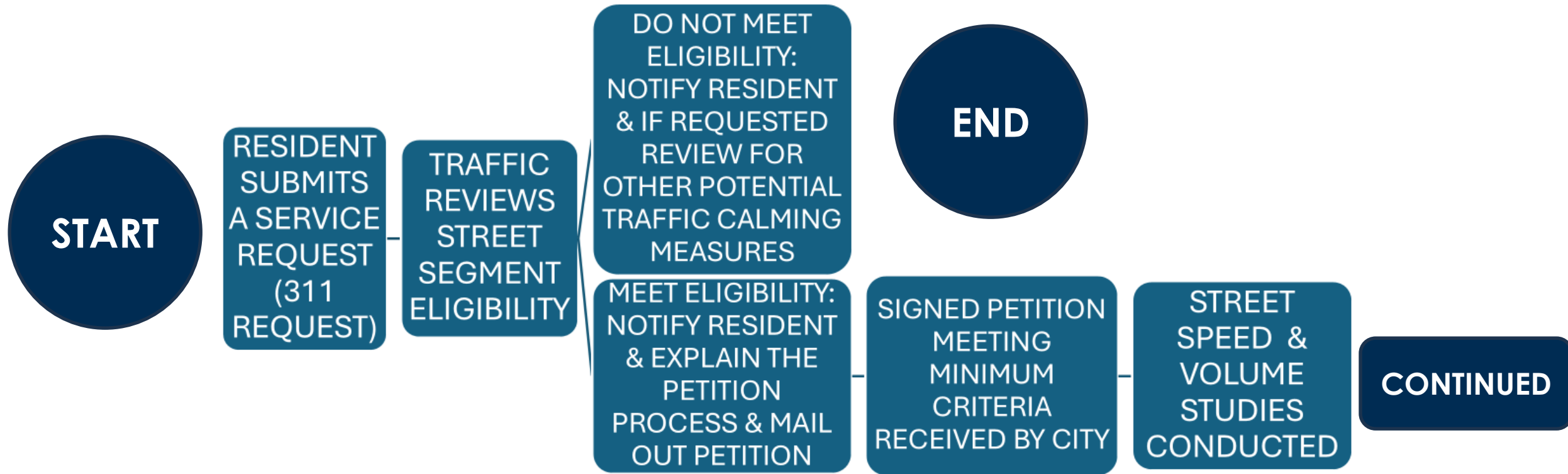
Public Works Department

**Transportation Board
December 3, 2025**

BACKGROUND

1. Neighborhood Traffic Management Program(NTMP) includes the traffic calming tools for various road types.
2. In 2014, use of speed humps were discontinued.
3. In May of 2024, the City Council reinstated the use of speed humps as one of the alternatives in the secondary options of the NTMP.

SPEED HUMP PROCESS



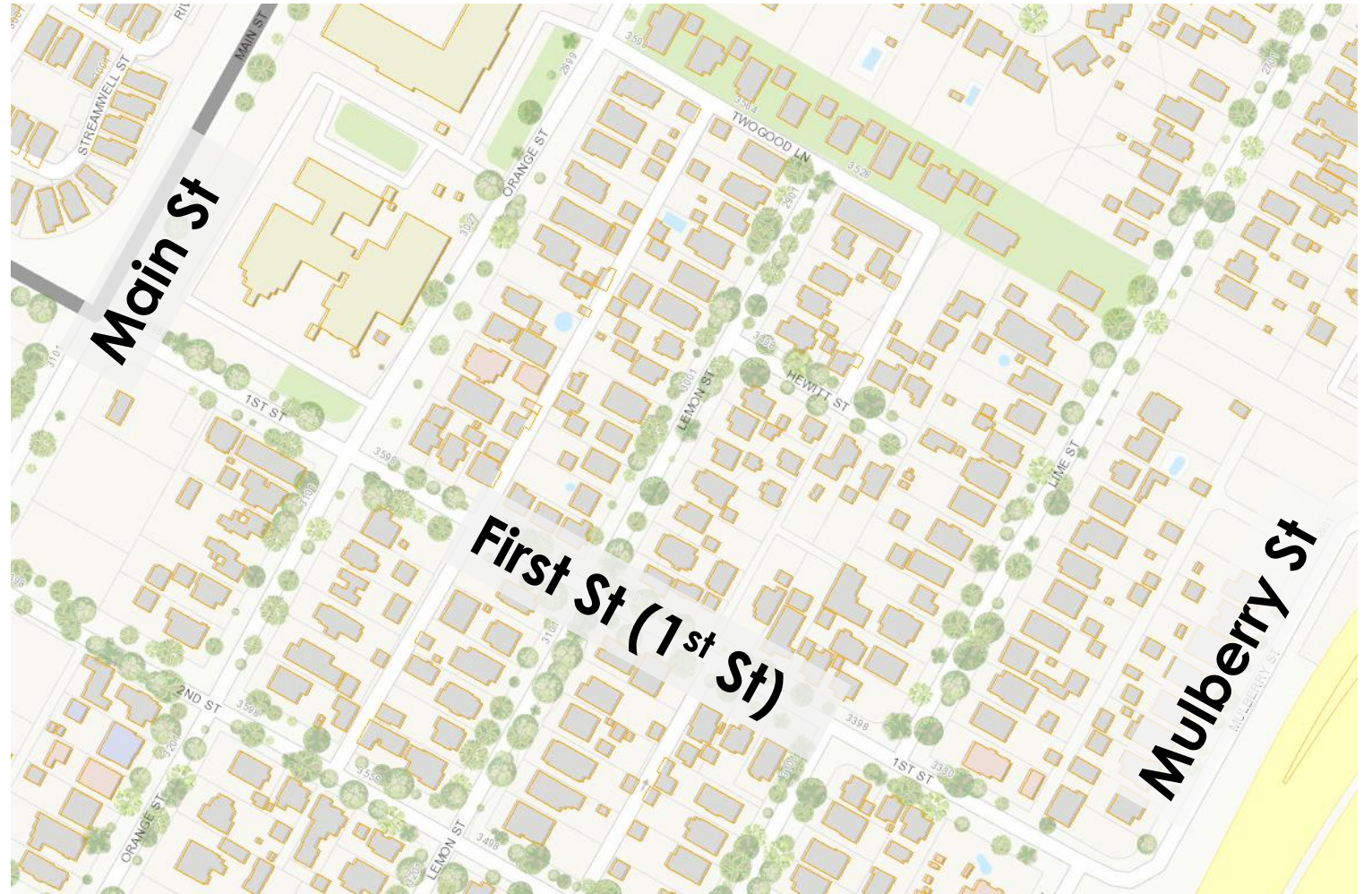
SPEED HUMP PROCESS



*Note: If an appeal is denied, alternative measures and/or enforcement may be considered

LOCATION MAP

Request for speed humps along First Street between Mulberry Street and Main Street.



STREET VIEW PHOTOS / EXISTING CONDITIONS



Westbound First St at its intersection with Mulberry St

Eastbound First St at its intersection with Main St



SPEED HUMP CRITERIA CHECKLIST

PETITION REQUIREMENTS	DATA	CONFORMANCE		
		YES	NO	COMMENTS
Petition contains: ► Signatures from a minimum of 70% of adjacent residents indicating support for speed hump installation (each parcel represents one vote)	17 of 22	X		77%

Other Conditions (Fire Department, Ward location):	Ward 1 Location	RFD request – Speed Hump Type II (Plan 251)
Collision History Review:	2020 - 2025	12 collisions – 1 unsafe speed collision
Special Circumstances:		

QUALIFYING & TRAFFIC DATA CRITERIA ALL 8 MUST BE MET				
1. The street segment must be a local residential street with no more than one lane in each direction and a minimum of ¼ mile in length: - 13 or more buildings fronting one side of the street or 16 or more buildings fronting both sides of the street	1540' (0.29 mi)	X		1360' residential (0.25 mi)
2. The legal speed limit is 25 MPH	25 MPH posted	X		
3. Street width may not exceed 40 feet	36'	X		
4. Street does not have a vertical grade of 8% or greater		X		Max grade 1.6%
5. Street is not a cul-de-sac under 800 feet in length		X		
6. Minimum average daily traffic volume of 750 vehicles	1106 ADT	X		8/21/2025
7. Maximum average daily traffic volume of 1,999 vehicles	1137 ADT	X		8/20/2025
8. Minimum combined 85 th speed of 37 MPH	35 MPH		X	Range 34-35
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	7 out of 8

Traffic Count Data:

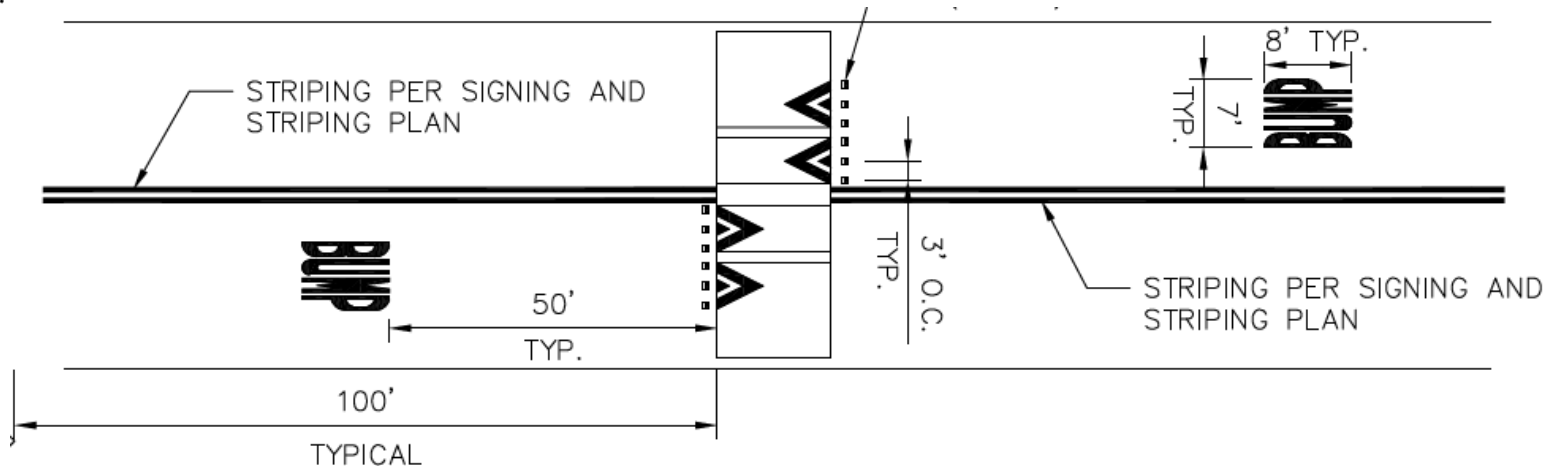
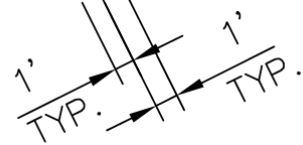
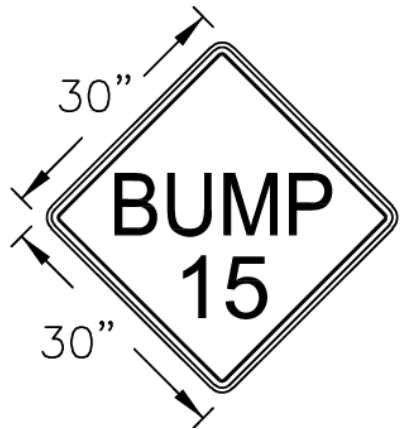
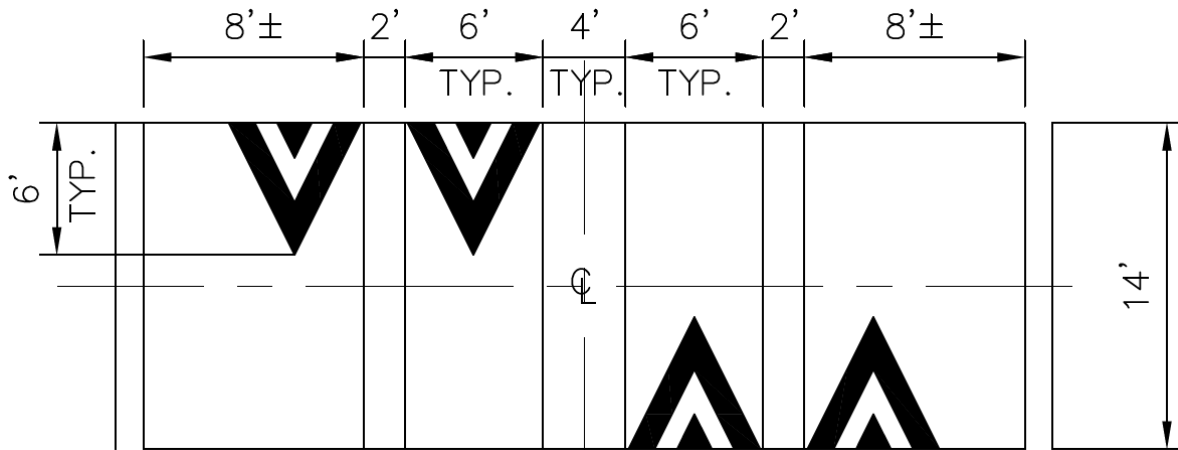
*1106-1137 Average Daily Traffic (ADT)

*34-35 Miles Per Hour (MPH) speed survey

** Traffic counter on light pole south side of First St between Lemon St & Lime St **



SPEED HUMP (TYPE II) PROPOSED



*Based on Fire Dept request, utilize Speed Hump (Type II) 8



PROPOSED SPEED HUMP LOCATIONS



 Potential Speed Hump Locations (x4)

 Potential Sign Locations (x8)



DISADVANTAGES OF SPEED HUMPS

Disadvantages of speed humps include:

- Capital cost (minimum 2 to 4 speed humps per street);
- Tendency to speed in between humps;
- Noise from braking
- Potential delays to emergency vehicle response times (use Type II
- Diversion of traffic



ADVANTAGES OF SPEED HUMP INSTALLATIONS

Vehicle Speed Reductions in the range of 5mph-13mph

Countermeasure	Safety Focus	Area	Roadway	Reference	Sites	Speed Limit (mph)	Volume (vpd)		Mean Speed (mph)			85 th %tile Speed (mph)			Period	Location	Notes	
							Before	After	Before	After	Change	Before	After	Change				
Vertical Deflections Within the Roadway																		
Speed Hump—rounded, raised area placed across the roadway, typically 12 to 14 feet long	pedestrian	urban	local	1 (1999)	178	—	48 to 11544	46 to 110443	—	—	—	35	27	-8	—	various		
	pedestrian	urban	local	2 (2005)	7	—	400 to 4362	401 to 3384	—	—	—	32	26	-6	—	VA		
	pedestrian	urban	local	3 (2000)	4	—	475 to 1506	433 to 1343	—	—	—	36	31	-5	—	WA		
	pedestrian	urban	local	4 (2005)	1	25	1300	—	22	23	1	37	29	-8	1-mon	FL		
	pedestrian	rural/urban	local	5 (2002)	3	25	218 to 746	—	24	18	-6	28	22	-6	1-mon	IA		
	pedestrian	urban	—	1 (1999)	4	—	—	—	—	—	—	36	29	-7	—	—	with speed table	
	pedestrian	urban	—	1 (1999)	2	—	2456 to 3685	2593 to 2931	—	—	—	38	25	-13	—	—	with choker	

Source: Federal Highway Administration (FHWA) Engineering Speed Management Countermeasures. 2014.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

LOCAL STREET (40' width residential, 2 lane, <2,000 volume, 25 mph max. speed limit)

Initial Options:

- Informational Brochure Mailed
- Radar Trailer Deployment
- Changeable Message Board Display
- Speed Limit Signs
- Timed Parking Restrictions
- Preferential Parking Zones
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Stops Signs
- Truck Prohibition Signs
- Turn Prohibition Signs
- Street Narrowing by Striping
- Speed Feedback Signs
- Speed Humps
- Street Closures

RECOMMENDATIONS

That the Transportation Board deny the appeal requesting speed humps along First Street between Mulberry Street and Main Street; support staff's recommendation to request targeted police enforcement during excessive speeding based on data-driven observations.