POLICIES FOR THE INSTALLATION OF SPEED HUMPS
(Amended September 8, 2025)

1. Speed humps are an appropriate mechanism for reducing speeds on certain streets in Pasadena when properly installed under the right circumstances.

2. Speed humps can be considered for installation when the benefits normally derived by residents from a Local Residential Street (Functional Classification), Access Streets – Residential (Pasadena Streets Types Plan), or City designated Greenway bicycle facility as identified in the 2015 Bicycle Transportation Action Plan (BTAP) are significantly diminished by the speed of traffic (even though there have been few or no reported collisions) as evidenced by a substantial majority of the abutting residents signing a petition for the installation of speed humps.

3. Speed humps shall only be used on streets designated as Local Residential Street (Functional Classification), Access Streets – Residential (Pasadena Streets Types Plan), or Greenway bicycle facility as identified in the 2015 BTAP. The majority of street mileage in Pasadena can clearly be classified as both Local Residential and/or Access Streets - Residential. Unless the street is designated as Greenway bicycle facility in the 2015 BTAP, speed humps will not be considered for streets which are classified as Neighborhood Connector Streets or higher in the City's adopted Pasadena Streets Types Plan or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediately abutting residents.

   However, it is not the intent of this policy to exclude the de-emphasized streets from speed hump considerations. Experience has shown that the average motorist reduces speed to approximately 16 MPH to traverse a 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residents to reduce speeds to 16 MPH every 300 to 500 feet. Such installations would inevitably lead to extreme driver frustration and substantial negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than Local Residential Streets, Access Streets – Residential, or City designated Greenway bicycle facilities as identified in the 2015 BTAP could have potentially severe traffic safety consequences, affect emergency services and other service delivery activities, or divert through traffic onto local residential streets which were not intended for that purpose.

4. Speed humps will be considered on streets where the traffic volumes in both directions (combined) are at least 500 vehicles per day and no more than 4,000 vehicles per day.

5. Speed humps should be installed on logical segments of Local Residential, Access Streets – Residential, or City designated Greenway bicycle facilities as identified in the 2015 BTAP. They will not normally be installed in isolated blocks along a continuous street or on relatively short cul-de-sac streets. Speed humps

should not be installed on street segment(s) less than 1,200 feet, or where traffic signals or stop signs exist less than 1,200 feet apart along the street segment(s). This distance is consistent with the criteria in the City's Residential Stop Sign Policy adopted by the City Council, and in most cases would typically cover only a two-block street segment in the City. Streets less than 1,200 feet and greater than 600 feet may be eligible for speed humps provided they meet all other criteria, and the street is **contiguous** to street segments of 1,200 feet or longer with speed humps. Cul-de-sac streets longer than 1,200 feet may qualify for speed humps. Logical segments are considered to be segments between arterial streets or between natural discontinuities such as jogs in the street. The cost of installing speed humps on relatively short cul-de-sac streets cannot normally be justified.

6. At a minimum, **67% votes of ballots returned, after a minimum response rate of 50%,** must support the installation of speed humps.

7. Streets eligible for the installation of speed humps shall have a speed limit of 25 MPH as determined in accordance with State Law, and have an 85-percentile speed of greater than 33 MPH. The need to reduce speed substantially at speed humps would not make these devices appropriate for streets posted higher than 25 MPH because of the severe speed differential such installation would create along the street. Severe differentials between the speeds of vehicles on a street are known to contribute to traffic collisions.

8. The street shall be no more than one lane in each direction.

9. The street should not be a truck route or a transit route.

10. The street should not have grades greater than 5%. On hilly/rolling streets, the eligible segment of the street shall meet the minimum distance requirements.

11. Speed humps will only be considered for installation on Local Residential Streets, Access Streets – Residential, or City designated Greenway bicycle facilities (as identified in the 2015 BTAP) determined by the Department of Transportation to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps. Speed humps should not be installed on streets with horizontal curves with less than 300 feet centerline radius, and on streets with vertical curves with less than minimum safe stopping sight distance.

12. The street should not be an important access route for emergency vehicles. Factors to be considered are:

    a. Whether the street is a primary route for emergency vehicles;

b. Whether the installation of speed humps could cause a significant delay in the response to emergencies.

13. Speed humps should not be installed on streets where a significant portion of the traffic will be diverted to nearby Local Residential Street or Access Streets – Residential.

14. Speed humps should generally be avoided where the drainage gutter or flow of water is in the center of the roadway. Drainage and hydraulic impacts should be carefully evaluated on a case-by-case basis for such streets.

15. Speed humps may be considered in residential alleys on a case-by-case basis based on all other criteria and engineering review.

16. Additions, alterations, or removal of any or all speed humps may occur at any time.

17. The representative(s) of a street not meeting the minimum criteria established in the above policies will not be able to appeal the decision to the City Council.

18. When a neighborhood has gone thru a Neighborhood Traffic Management Plan (NTMP) process, the City shall not entertain any other NTMP measures including speed humps, until all the recommendations from the NTMP process have been fully implemented, measured, or evaluated.

Adopted by Pasadena Board of Directors, January 10, 1984.
Amended by Pasadena Board of Directors, November 12, 1985.
Amended by Pasadena City Council, July 19, 2004
Amended by Pasadena City Council, May 23, 2011
Amended by Pasadena City Council, November 16, 2020
Amended by Pasadena City Council, September 8, 2025

PROCEDURES **FOR THE INSTALLATION OF SPEED HUMPS**
(Amended September 8, 2025)

1. The City Council adopted policies and procedures for the installation of speed humps will be made available to all interested parties.

2. A representative of a Local Residential Street (Functional Classification), Access Streets – Residential (Pasadena Street Types Plan), or City designated Greenway bicycle facility (as identified in the 2015 BTAP) who believes the residents on their street will support the installation of speed humps will submit a request in writing to the Department of Transportation (DOT) which will make traffic speed and volume measurements and review the traffic collision history for the street in question. DOT staff will also consult with the Police and Fire Departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the City Council's policies for the installation of speed humps).

   Upon determination that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible.

3. Upon determination that a street is eligible for further consideration, the Department of Transportation will mail out ballots to all abutting households, and post notifications on the street segment advising residents that a ballot has been mailed out. At a minimum, **67% votes of ballots returned, after a minimum response rate of 50%,** must support the installation of speed humps for the process to move forward. If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after a vote of all abutting households with the same majority of 67% asking for the removal along with sufficient funds for their removal, up to $2,000 per hump.

4. Upon verification of the ballots, staff will make every reasonable effort to notify the surrounding area of the proposal for speed humps on a particular street. Such notification may include information in City publications (IN FOCUS), and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed humps by people who travel the street on a regular basis, the Director of Transportation will consult with the various parties and attempt to reach consensus. If agreement cannot be reached on a particular street, the matter will be referred to the City Council for final determination.

5. In the event the number of requests for speed humps exceeds the funds available, the Department of Transportation will rank the requests in a recommended order of priority and submit these recommendations to the City Council for approval.

6. The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Department of Transportation and Department of Public Works.

Adopted by Pasadena Board of Directors, January 10, 1984.
Amended by Pasadena Board of Directors, March 30, 1987.
Amended by Pasadena Board of Directors, February 14, 1989.
Amended by Pasadena City Council, July 19, 2004.
Amended by Pasadena City Council, May 23, 2011
Amended by Pasadena City Council, November 16, 2020
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