

APPENDIX C – SPEED HUMP AND SPEED TABLE GUIDELINES

The following guidelines shall be considered when placing speed humps and speed tables. Final placement of speed humps and speed tables shall be confirmed with Transportation. Provide supporting rationale if deviation from the guidelines is required.

- i. Speed tables shall be spaced at approximately 100 metre – 150 metre intervals in the direction of travel according to the block length on streets with an urban cross section. On streets with rural cross sections (Type II chip seal/oiled surface) speed tables shall be spaced at approximately 200 metre intervals according to the block length. Speed tables are not feasible on granular roadways.
- ii. Speed tables shall not be placed within 75 metres of an intersection controlled with a signal, all-way stop, or roundabout.
- iii. Speed tables shall not be placed within 15 metres of a pedestrian control device.
- iv. There shall be a minimum distance of 15 metres between a speed tables and an intersecting street or public lane, or median opening.
- v. There shall be a minimum distance of 5 metres between a speed tables and a private approach.
- vi. “Speed Hump” signs (MUTCDC WA-50) shall accompany each speed table and a “Traffic Calmed Neighbourhood” sign be placed in advance of each series of speed tables in a block (in both directions).
- vii. Speed tables should not be installed over, or contain manholes or water valves or be located adjacent to fire hydrants.
- viii. In locating speed tables, existing street lighting should be taken advantage of as much as possible to increase nighttime visibility.
- ix. Speed tables should not be located on horizontal curves where the radius of the curve is less than or equal to 90 metre. Horizontal curves should also be assessed for super elevation; where there is no super elevation, speed tables are not recommended.
- x. Speed tables should not be located on vertical curves.
- xi. Speed tables should be placed at higher elevation points to accommodate proper drainage.
- xii. Speed tables will be constructed with one of the following: precast concrete sections, in situ concrete, asphalt or bricks/pavers.
- xiii. If possible, speed tables should be placed in line with property lines for noise abatement and aesthetic reasons.

