

Department of Public Works City Engineer's Office

City Hall
730 Washington Avenue
Racine, Wisconsin 53403
262.636.9121 – Public Works
262.636.9191 - Engineering



John C. Rooney, P.E.
Commissioner of Public Works

Ronald J. Pritzlaff, P.E.
Asst. Comm. of Public Works

Ara P. Molitor, P.E.
City Engineer

City of Racine Speed Hump Procedure

The following multi-step hump procedure shall be used to approve future temporary (seasonal April 1 to November 1) speed hump locations in the City of Racine:

1. Letter of request
2. In-house evaluation of street functional classification and geometric features;
3. Traffic study (collection and evaluation of traffic volume and speed data);
4. Consideration of other factors; and,
5. Receipt and verification of 67% petition.

Letter of Request

The first step in the speed hump process is to submit a letter requesting a speed hump(s) on your street. Please send a letter, co-signed by a neighbor, to:

Commissioner of Public Works
City Hall, Room 304
730 Washington Avenue
Racine, WI 53403

In-House Evaluation

The first evaluation involves the screening of requested speed hump locations based on street geometric features and functional classification. Should the candidate street NOT meet these initial criteria, the Commissioner of Public Works will deny the request for speed humps. The criteria for this evaluation are:

1. The candidate street must be classified as a Local street in the Federal Highway Administration's Functional Classification System. The purpose of the speed hump program is to discourage traffic and speeding on local streets. Accordingly, speed humps will not be permitted on any Collector, Minor Arterial, Principal Arterial Streets and any designated State or County Trunk Highways.
2. The streets must be "primarily residential" with at least one-half (50%) of the affected street frontage being in a Residential zoning districts as defined on the City's Zoning Map.
3. The street must NOT be on a "primary" or routine emergency vehicle route. Hospital, fire station, and police station locations will be used for this factor. If the street is on a RYDE bus route, a variation on speed humps known as "speed cushions" will be considered.
4. The street must be less than 40' wide to indicate the street is not a wide arterial street.
5. The street must have a grade of 6% or less approaching the hump location to avoid drainage problems and insure safe vehicle operations.
6. The candidate must have a minimum distance of 600 feet between existing stop signs or traffic signals. Streets with many stop controls would already cause the slowing of traffic at the intersection(s), although not necessarily slow traffic between the controls. Stop signs, yield signs and traffic signals are installed to assign right-of-way; not control speed.

Traffic Study

If the street meets the initial screening, a traffic study to obtain vehicular speed and volume data will be undertaken and its results compared to the following criteria:

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1. The street must have a minimum average daily traffic (ADT) volume of 300; volumes less than 300 indicate the street is serving as a truly local residential street with minimum disruption to the neighborhood.
2. On streets with ADT volumes between 300 and 1,500, at least 40% of the traffic in at least one direction must be travelling at or above the posted speed limit; on streets with ADT volumes greater than 1,500, at least 50% of the traffic in at least one direction must be travelling at or above the posted speed limit.
3. On streets with ADT volumes between 300 and 1,500, the 85th Percentile Speed must be at least 35 MPH (i.e. 85% of the traffic must be travelling at or below 35 MPH) in at least one direction; on streets with ADT volumes greater than 1,500, the 85th Percentile Speed must be at least 40 MPH in at least one direction.
4. If the street is immediately adjacent to property of an elementary school, City recreation center, public library, or public park; at least 30% of the traffic must be travelling at or above the posted speed limit AND the 85th Percentile Speed must be at least 31 MPH.
5. There must be a minimum stopping sight distance of 150' at the humps to insure safe visibility of slowing vehicles.
6. Post speed hump installation speed study to document effectiveness. The post study will take place a minimum of two months after installation.

If the candidate street(s) does not meet the above traffic speed and volume requirements, the Commissioner of Public Works will deny the requests for speed humps. Once a speed count is conducted on a given street, it will not be revisited for a minimum of five years unless known changes have taken place that may have significantly altered traffic conditions on the street (e.g. land use/development, street rehabilitation/reconstruction, etc.).

Consideration of Other Factors

If the street(s) meets the above requirements, the last evaluation is the consideration of "other" factors, which could further support or detract from the candidate street. These criteria include:

1. History of crashes as documented by Racine Police Department reports clearly related to speeding.
2. Adequate street lighting and drainage, and
3. Other factors deemed appropriate by the Commissioner of Public Works

Petition

If the above technical factors are met, then citizen support for the installation of speed humps must be demonstrated through a petition showing 67% support of occupied properties on the affected street(s). Once a 67% petition has been received and verified, the request will be ranked against the others according to the severity of speeding (i.e. % over posted speed limit). Those streets ranked highest would be first to receive speed humps as budgeted funds and staff resources permit.

Speed Hump Locations Not Permitted: in alleys, within 5' of a driveway, within 20' of an alley, installed before April 1, installed after September 1, in subsequent years without new application

Approved XX/XX/XXXX