



**POLICY FOR THE INSTALLATION OF SPEED HUMPS
ON RESIDENTIAL STREETS**

**MAY 2005
(Revised in April 2015)**

1	SPEED HUMP ¹ :	A raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle (not to be confused with <i>speed bump</i>). <i>¹ Canadian Guide to Neighbourhood Traffic Calming</i>
2	SPEED HUMP ² :	A convex elevation installed across the road that acts on the dynamics of vehicles in such a way that drivers have to reduce speed to avoid discomfort to themselves or damage to their vehicles. <i>² World Report on Road Traffic Injury Prevention</i>

1. INTRODUCTION

The Town receives, from residents concerned about traffic speed, requests for the installation of mid-block speed humps. It is impossible to act on each of these requests since this would encumber too many Mount Royal streets.

The main benefit to properly installed speed humps is that they can help reduce the average traffic speed. There are also inconveniences. In large numbers, they can significantly increase emergency response times, compromising the ability of fire, police and ambulance services to protect and save lives and belongings in threatening situations. It has been proven that such measures may also divert traffic to other streets, or increase noise levels generated by these humps. In addition, speed humps may not be installed on streets served by bus routes.

Speed humps do not enhance pedestrian safety. Fortunately, the Town of Mount Royal has had very low pedestrian injury rates for years. This supports the premise that the majority of Mount Royal residents drive in a safe and courteous manner.

This policy sets out the conditions and procedures for the installation of a limited number of speed humps throughout Mount Royal in order to balance the benefits and inconveniences that is to provide quality of life without hindering traffic beyond measure.

Speed humps may be installed in the immediate vicinity of 30 km/h zones, near primary schools and playgrounds on notification by the Director of Technical Services. All other requests shall be evaluated using the procedure set out in this policy. Humps will only be considered to reduce inappropriate behaviours of individual drivers when these are present in quantified and significant numbers. In addition, the residents in the immediately affected area must be substantially in agreement with the presence of these humps on their street.

Roads with speeds set at 50 km/h with bus routes, identified fire lanes or designated as arterial roads will not be considered for speed humps. Exceptionally, provisions can be made for special needs such as for groups with reduced mobility.

2. PROCEDURE

All requests for speed humps shall be processed in the following manner:

- Residents may read this policy and procedure before submitting a request.
- Requests for a given year are to be made before June 15 of that year.
- Requests shall provide a written explanation of the situation and be sent in to the Director of Technical Services, 20 Roosevelt, Mount Royal H3R 1Z4. The Town will acknowledge all written requests. Requests counter to policy will be refused at this time.
- Police station 24 will be informed by the Town of all requests received, even those conflicting with the speed hump policy. Police will take notice of the situation, and provide any relevant information to the Engineering and Urban Planning Department.
- Measurements of recent vehicle volumes and speeds will be obtained by Mount Royal, normally within three weeks after receipt of the request. With this information a recommendation for the installation of a speed hump will be submitted and all conditions must be met prior to a feasibility and design study being done. Requests not meeting the justification conditions will be refused in writing at this time.
- Following a positive recommendation, residents living in the directly affected area will be surveyed using standardized forms. The surveys are to be returned by hand or by mail to the Secretary, Engineering Division, 20 Roosevelt Avenue, Mount Royal, H3R 1Z4 by the deadline indicated. Only one survey result per property will be accepted, and individual results of the survey will remain confidential.
- Following review of the survey results, the final decision will be announced to the residents having made the request.
- Speed hump installations typically begin in the last week of May.

See **Appendix 1** for the list of the excluded roads. This list is not exhaustive and can be added to or subtracted from, from time to time.

The installation of a speed hump will be guided by the most recent version of the Institute of Traffic Engineers document *Canadian Guide to Neighbourhood Traffic Calming*. The Town will also take into account a variety of engineering, town planning, legal and other criteria before making a decision.

3. **OTHER CONSIDERATIONS**

- The installation of a speed hump that would likely divert traffic to another residential street will not be considered unless solutions can be found for the entire area that may be affected.
- The affected area is determined by the Town of Mount Royal.
- When speed humps are to be installed along a street facing an elementary school, a public park or a special needs situation, the Director of Technical Services reserves the right to proceed with the installation. Local residents are to be informed in writing.
- Requests for the removal of speed humps must obtain significant locally affected area support to do so.
- A traffic calming measure that causes or can cause, in the professional opinion of the municipal engineers, a decrease in general safety or prevents reasonable mobility can be removed with no prior warning or consultation.

APPENDIX 1

EXCLUDED ROADS

PRIMARY ARTERIAL ROADS

- De l'Acadie Boulevard
- Rockland Road
- Beaumont Avenue
- Bates Road
- Jean-Talon Street (including Dresden-Graham link)
- Lucerne Road
- Côte de Liesse Road

SECONDARY ARTERIAL ROADS

- Graham Boulevard
- Laird Boulevard
- Clyde Road
- Dunbar Avenue
- Plymouth Avenue

DESIGNATED FIRE ROUTES

- Canora Road between Laird and Côte de Liesse
- Dunkirk Road between Graham and Côte de Liesse
- Vivian Avenue
- Clyde Road
- Dunbar Avenue
- Norway Road
- Plymouth Avenue
- Kindersley Avenue between Norway and Graham
- Sherwood Crescent
- Roosevelt Avenue
- Moyle Road
- Glengarry Avenue between Graham and Lucerne
- Regent Road
- Brittany between Canora and Rockland

ALL BUS ROUTES

- Regular service
- Peak period service
- Night service
- Special service

SPEED HUMPS

INSTALLATION REQUEST

LOCATION:

_____ Street, between _____ and _____

DATE OF REVIEW: _____

CRITERIA	CONDITIONS	ANSWER yes/no
Speed	15% of vehicles travel at over 55 km/h (in 40 km/h zones)	
Road classification	Local street or collector road	
Safety of individuals and of property	Approved by Technical Services Department	
Diversion	Does not divert traffic to another local street	
Majority in favour	Survey of concerned residents	
Visibility	Installed according to the Guide	
Safety	Installed according to the Guide	
Efficiency	Installed according to the Guide	
Drainage	Does not hamper drainage	

NOTE: ALL NINE CRITERIA MUST BE MET.

ANSWER: RECOMMENDATION (yes/no)

COMMENTS:
