The items listed are basic information only. Please refer to adopted codes for specific details. Codes are subject to change. Additional requirements may apply.

Effective Date: January 06, 2026

Submittal Guide for Traffic Calming Device Permits

The following process has been developed to assist with the approval and permitting of traffic calming devices on public and private streets and in developments. Speed humps or other traffic calming devices shall not be installed without prior approval. **IFC 503.4.1 as amended**

Traffic calming requests:

Option 1: For public streets, you must contact the City of Las Vegas Transportation Engineering section prior to applying for a fire permit for approval.

Request for Traffic Calming Improvements Study:
https://files.lasvegasnevada.gov/parking/NTMP-Petition.pdf
Neighborhood Transportation Management Program documents:
https://www.lasvegasnevada.gov/Residents/Parking-Transportation/Transportation-Engineering
Neighborhood Transportation Management Program Guide:
https://files.lasvegasnevada.gov/parking/Neighborhood-Transportation-Management-Program.pdf

Permitting Process: If the proposal meets the criteria, the City of Las Vegas Public Works will issue a permit.

Option 2: For private streets, follow the permitting process below.

Permitting Process:

A completed submittal package shall be submitted to Las Vegas Fire & Rescue Fire Prevention Engineering by submitting online for a Traffic Calming permit.

1. Provide a scope of work letter including:
    a. The installing contractor's information, including Name, Local address, State contractor's number, phone number.
    b. Signature of the licensee (contractor's Master or Qualified Employee), Nevada Blue Book
2. Provide an overall site plan/satellite map showing all locations of proposed traffic calming devices with street names and feeder street names.
3. Include the detail(s) of the proposed traffic calming device(s) to be used (attached to this document).
4. Provide a scaled, legible drawing(s) of all streets with the proposed locations of traffic calming devices.
5. Include the locations of all required signage.

Minimum Criteria:

1. Street shall be posted with approved signage at 25mph.
2. Installation of humps shall be visible from 200 feet.
3. Street grade shall not be higher than 8%.

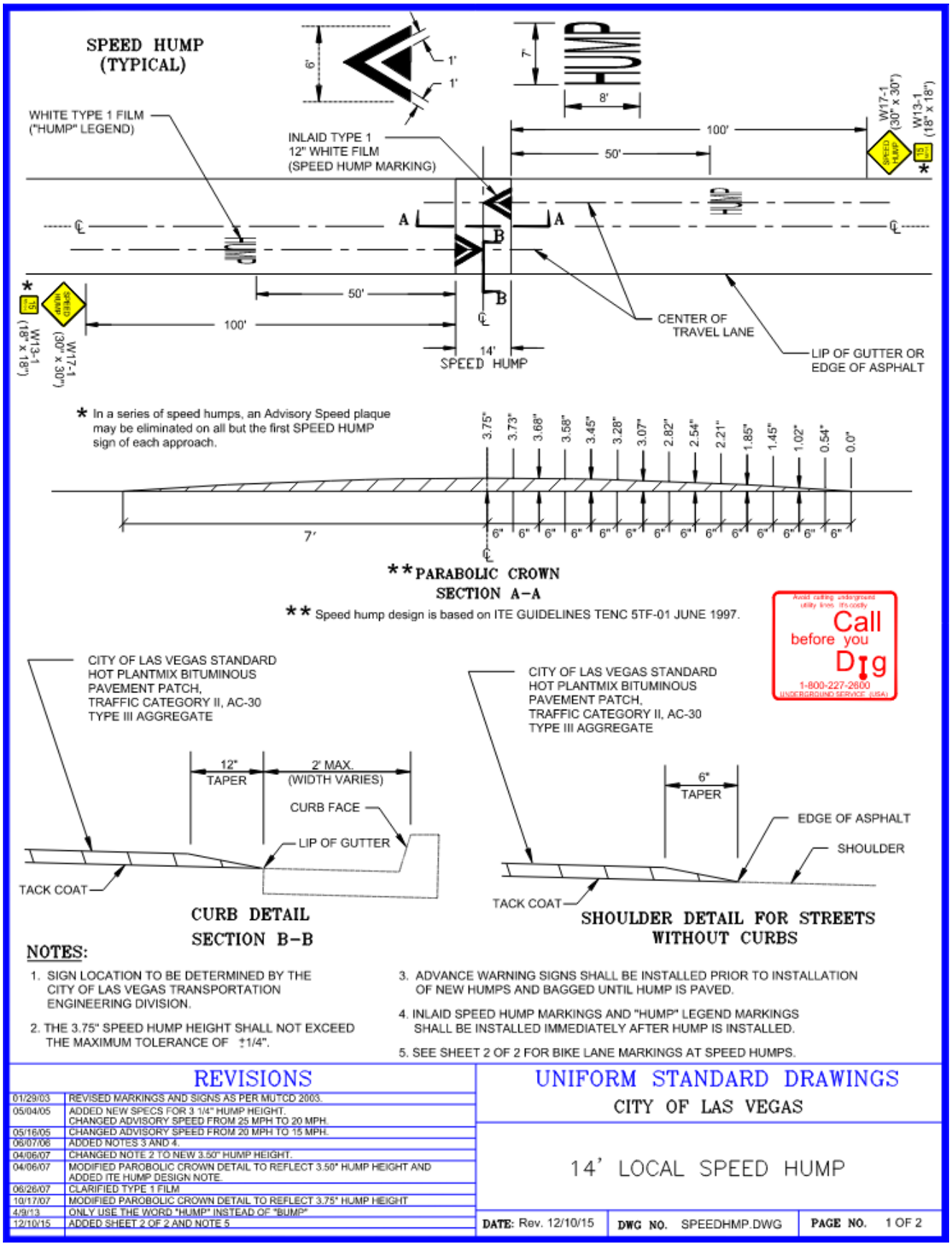
Placement of Speed Humps or Cushions:

1. 1st hump shall not be within 100 ft of the development entry.
2. Additional humps may be spaced 400-600 ft apart.
3. No humps can be placed in front of driveways, turns, fire hydrants, or emergency access gates.
4. Speed humps shall be installed exactly at a right angle to the vehicular travel path.
5. Speed humps shall be installed with provisions made for any roadway drainage and utility access.
6. Humps shall not be placed to reduce the allowable on-street parking or any special configurations.

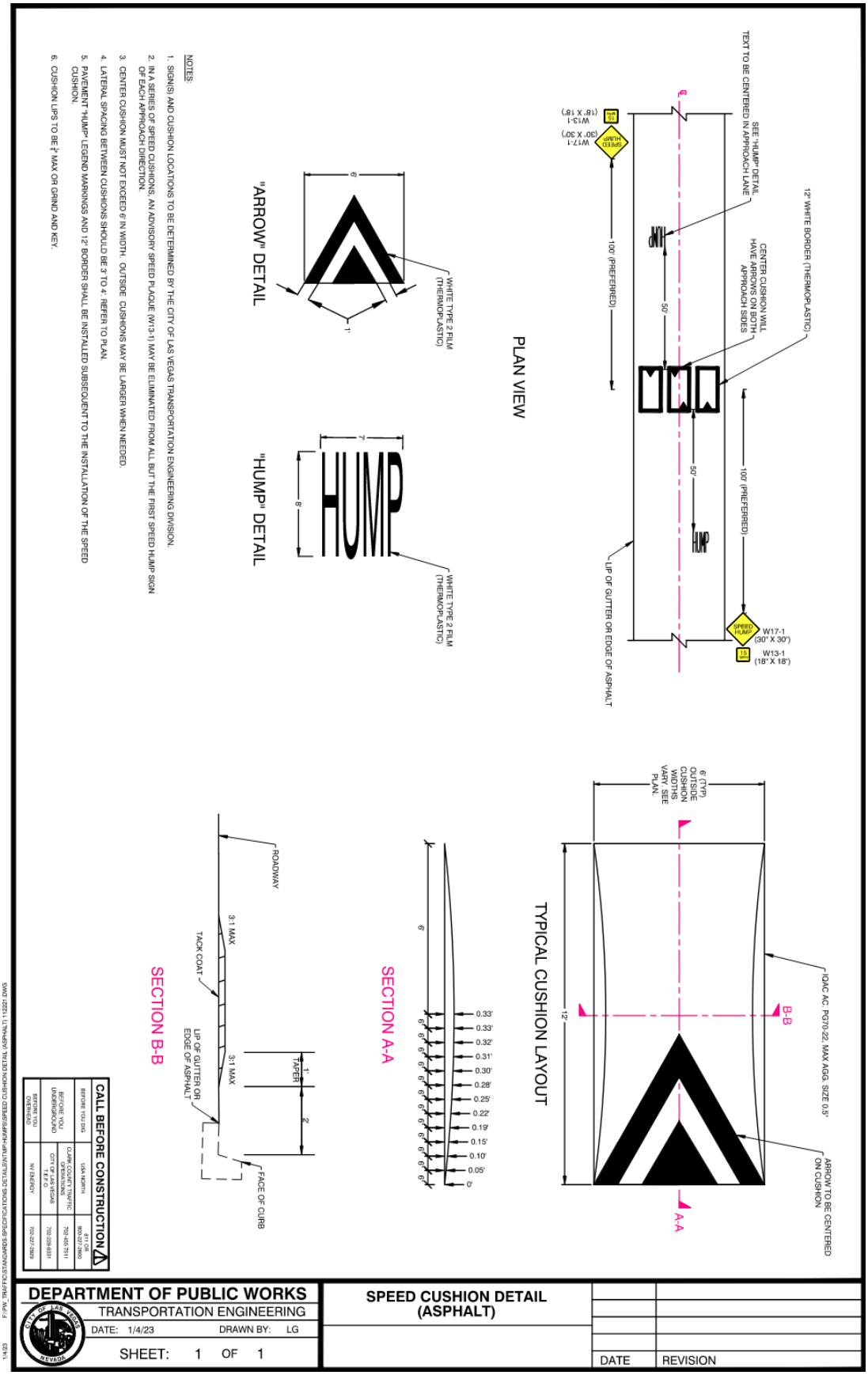
Signs and Markings:

1. The most common warning sign is the MUTCD W17-1 “SPEED HUMP” warning sign. The signs shall be located based on the MUTCD table 2C-4, “A guide for advance warning sign placement distance”.
    a. This document is available by accessing the Federal Highway Administration website at: http://www.fhwa.dot.gov
2. The speed hump or speed cushion shall be marked with distinctive painted markings so as to be visible to the approaching traffic. (See CLV Uniform standard drawing 14’ LOCAL SPEED HUMP or SPEED CUSHION DETAIL).

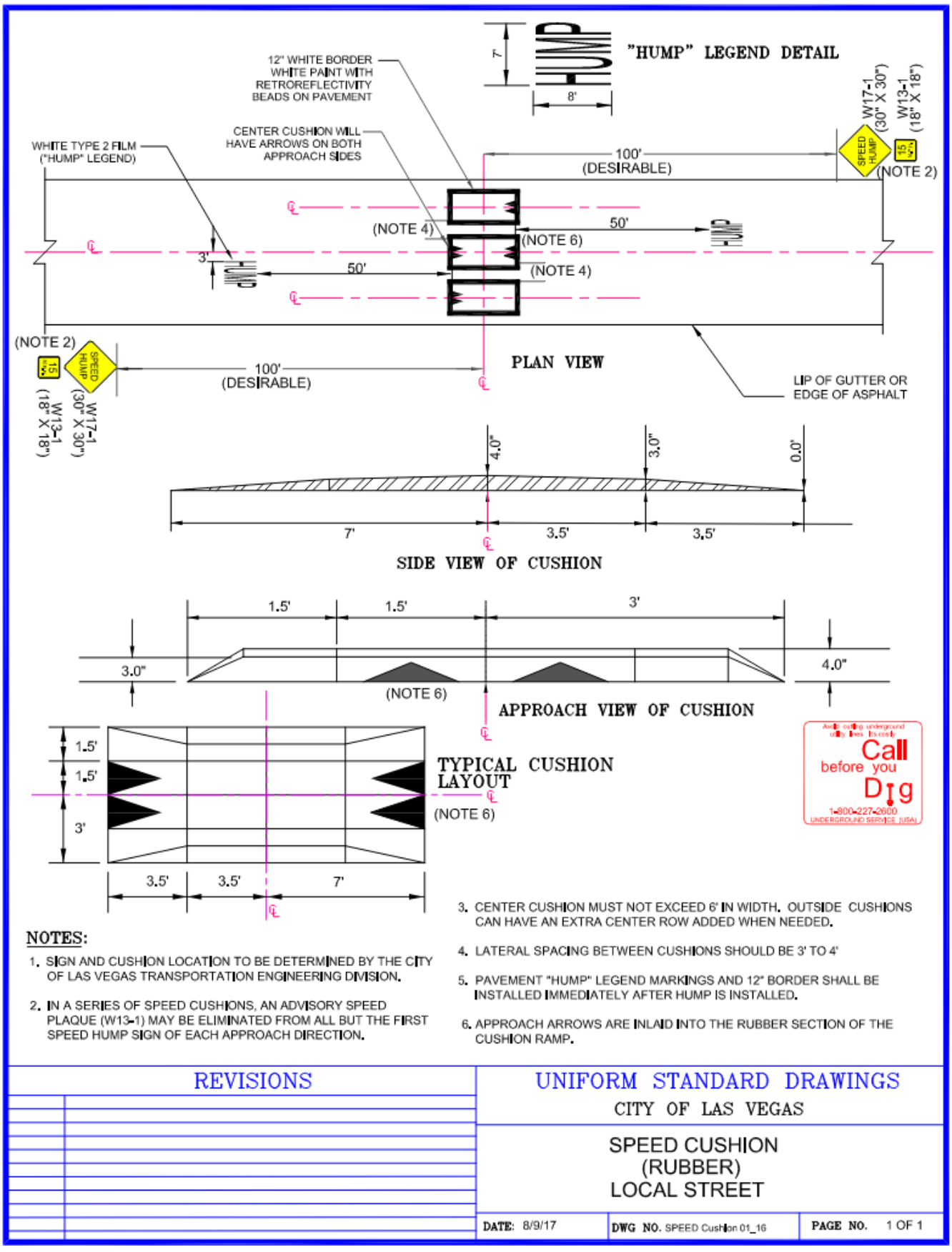
Detail #1 – Speed Hump



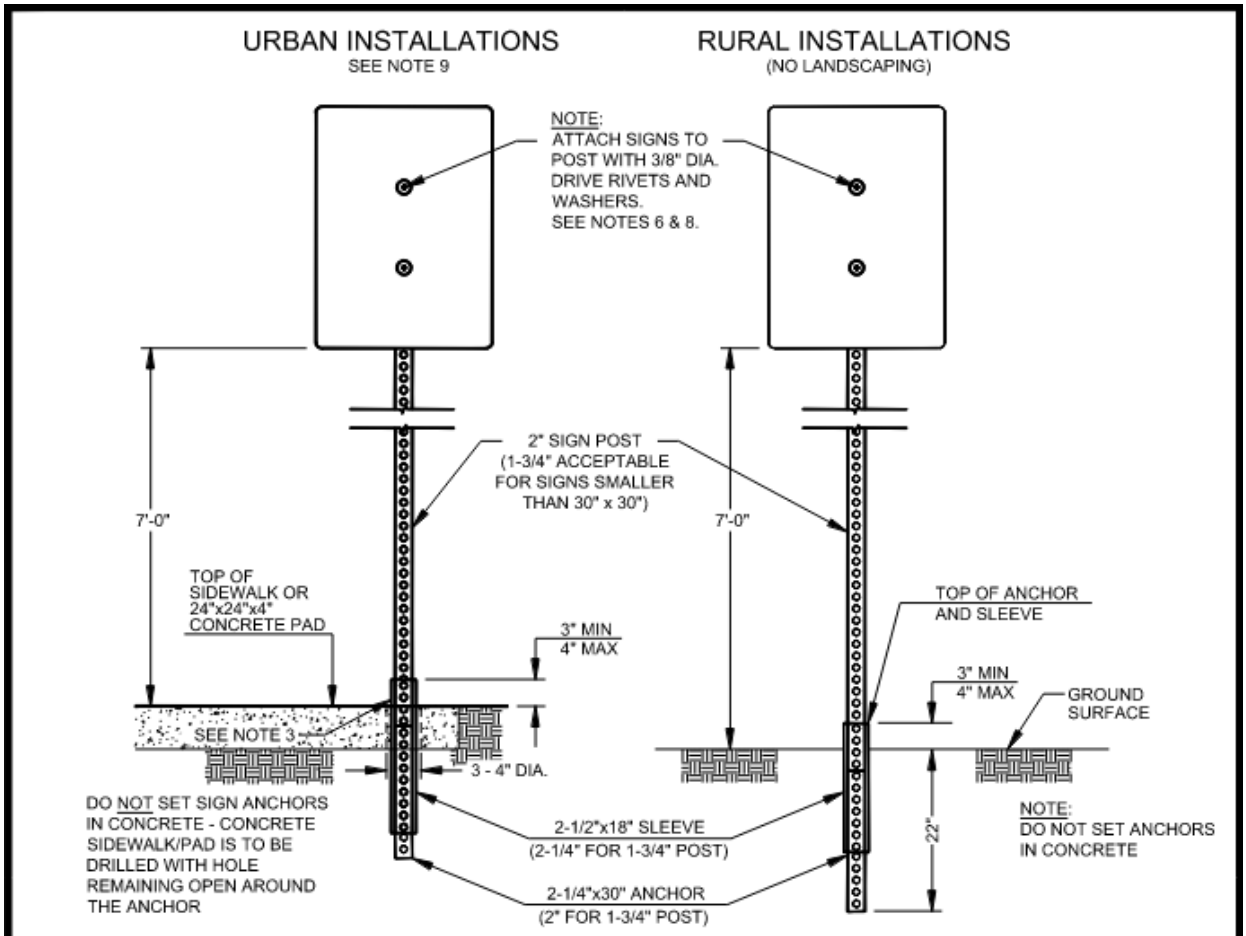
Detail #2 – Speed Cushion



Detail #3 – Speed Cushion Rubber



Detail #4 – Sign Installation Detail



NOTES

1. ALL COMPONENTS SHALL BE MINIMUM 12 GA. SQUARE POST WITH 7/16" PUNCHED THRU HOLES @ 1" ON CENTER, ON ALL FOUR SIDES. ANCHORS SHALL BE TWO PIECE BREAKAWAY ANCHORS.
2. ATTACH ANCHOR AND SLEEVE TOGETHER PRIOR TO DRIVING INTO GROUND. LEAVE AT LEAST TWO HOLES, BUT NO MORE THAN THREE HOLES ABOVE GROUND OR ABOVE SIDEWALK.
3. FOR SIDEWALK INSTALLATION, DRILL SIDEWALK AND CONCRETE PAD INSTALLATION, DRILL A 3" TO 4" DIA. HOLE (DEPENDENT UPON ANCHOR SIZE), THE CENTER TO BE 6" FROM THE BACK OF SIDEWALK.
4. ATTACH POST TO ANCHORING SYSTEM BY USING AT LEAST TWO 3/8" DIA. DRIVE RIVETS.
5. PROVIDE 4" MINIMUM LAP BETWEEN BOTTOM OF POST AND THE BOTTOM OF THE ANCHOR/SLEEVE ASSEMBLY.
6. SIGNS LARGER THAN 24"x30" REQUIRE 3/8" x 1-1/2" FENDER WASHERS UNDER DRIVE RIVETS.
7. "U-CHANNEL" POSTS ARE NOT ACCEPTABLE.
8. BOLTS IN LIEU OF DRIVE RIVETS ARE NOT ACCEPTABLE.
9. ALL URBAN SIGN INSTALLATIONS ARE TO BE INSTALLED IN A CONCRETE SIDEWALK, OR IN A CONCRETE PAD (24"x24"x4") WHEN NO SIDEWALK EXISTS.
10. IF SIGN POST IS INSTALLED IN SIDEWALK, A MINIMUM HORIZONTAL CLEAR WIDTH OF 48" AND A MINIMUM VERTICAL CLEARANCE OF 7' SHALL BE MAINTAINED ON THE SIDEWALK FOR COMPLIANCE WITH ACCESSIBILITY REQUIREMENTS.
11. SIGNS SHALL HAVE A STICKER AT THE BACK WITH THE NAME OF THE CONTRACTOR AND THE DATE OF INSTALLATION.

AGENCY APPROVED	B	C	H	L	M	N	R

SPECIFICATION REFERENCE		UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA		
631	STREET NAME SIGNS			
		SIGN INSTALLATION DETAIL		
		DATE 12-10-20	DWG. NO. 249.1	

Speed Humps (Level 3)

Description

Speed humps are raised areas of pavement 12 to 14 feet in length and approximately 3 inches high with a parabolic profile. They include longitudinal slots (cushion design) that accommodate the wide wheelbase of emergency vehicles, allowing them to pass through with minimal impact to their speed. They are typically spaced 200 to 500 feet apart and have warning signs in advance of each hump.

Application Considerations

- Appropriate for midblock applications on local residential streets and minor collectors.
- Requires Fire Department approval to ensure that emergency access needs are not compromised.
- Work well in combination with curb extensions.
- Approximately $5,000 per hump (typically consisting of three "cushions").
- Speed hump installation should not cause excessive diversion of traffic to other residential streets.

Effectiveness

- Average speed reductions of 20 to 25 percent between humps.[1]
- Typical volume reductions of 20 percent.[2]
- Average crash rate reduction of 13 to 45 percent.[1]
- No significant impact on non-emergency access (for cushion design).

Concerns

- Objections to aesthetics of hump and associated signs and pavement markings.
- Increased noise at hump due to vehicle rocking and acceleration/deceleration.
- Possible negative effects on property values.
- Ongoing maintenance cost of hump and associated signs and pavement markings.

Street Applicability					
Street Type					
Local	Minor Collector	Transit Route	Daily Traffic Range	Speed Limit	Grade
●	◒	✖	500-3,000	≤25 mph	<8%
Concern Effectiveness and Cost					
Speed Reduction	Volume Reduction	Crash Reduction	Multi-modal Safety Improvement	Noise Reduction	Cost
●	●	◒	◒	✖	$ - $$

[1] Institute of Transportation Engineers. *Traffic Calming Fact Sheet*, Institute of Transportation Engineers. https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures, accessed September 4, 2023.

[2] Federal Highway Administration. *Traffic Calming ePrimer*. Washington, DC: U.S. Department of Transportation, Federal Highway Administration, 2017. https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm, accessed September 4, 2023.

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