



Speed Bump Placement Criteria

Speeding on residential streets is a concern that is often brought to the attention of the City. Enforcement is a potential method to address this concern, but limitations on resources cannot guarantee constant presence. Speed bumps are often requested as a possible solution to speeding concerns. Staff has evaluated speed bump policies from numerous jurisdictions and compiled the following policy for the City of Brentwood.

- A. Research has indicated that speed bumps have the following advantages:
 - 1. Vehicle speeds are decreased at the speed bump and at locations between properly spaced speed bumps
 - 2. Once in place, speed and volume modifications tend to remain constant over time
- B. Research has also indicated the following disadvantages:
 - 1. Speed bumps will often divert traffic to other streets, especially where the traffic volume is comprised of “cut-thru or short cut” traffic. Consequently, an additional traffic problem or speed bump request is created.
 - 2. Emergency response time will increase
 - 3. Residents may object about the aesthetics regarding the speed bumps, markings and signing required
 - 4. Possible increased noise levels
 - 5. In order to achieve the desired effect, a number of speed bumps are required. A single speed hump will act only as a point speed control.
 - 6. Driving or riding over speed bumps can cause pain or discomfort for persons with certain physical disabilities.
- C. Roadways that meet all of the following criteria will be considered for the placement of speed bumps:
 - 1. 2 lanes wide (40 feet maximum)
 - 2. Not a designated truck, bus (school or public) or emergency route
 - 3. Street includes curb and gutter
 - 4. Speed limit is 25 mph
 - 5. Maximum grade is 5%
 - 6. Minimum length of 750 feet
 - 7. Traffic volume is between 500 and 2,000 vehicles per day
- D. The factors included in the decision to place speed bumps shall include the following:
 - 1. 85th percentile speed exceeds 32 mph
 - 2. 50% of the vehicles exceed 25 mph
 - 3. 67% of the residents on the street approve of the installation (1 vote per residence)
 - 4. 75% of the property owners adjacent to the hump approve of the installation (1 vote/residence)
- E. Other factors to be considered by the City include:
 - 1. Speed related accident history
 - 2. Diversion and possible impacts to neighboring residential streets
 - 3. Approval by emergency service providers
 - 4. Funding constraints
- F. If speed bumps are approved they shall be placed in the following fashion:
 - 1. Spacing of 500 feet (+/- 50 feet)
 - 2. 200 feet from any intersection, horizontal or vertical curve
 - 3. Speed bump signs and markings will be included
- G. Cost
Typical speed bumps cost approximately \$5,000 per bump. (The City of Brentwood will pay for the placement of bumps).
- H. Notification
The City would mail a ballot to residents seeking their input on the placement of speed bumps.