

Village of Bronxville Speed Hump Policy

A **speed hump** is a rounded traffic calming device used to reduce vehicle speed on residential streets. Humps are placed across the road to slow traffic and are often installed in a series in order to prevent cars from speeding before and after the hump.

Generally, speed humps are 12 to 14 feet in length and span the width of the road. The height of humps ranges from 3 to 4 inches. Speed humps can be constructed of asphalt or recycled rubber.

A warning sign notifies motorists before humps. Humps generally have pavement markings to enhance visibility and a tapered edge near the curb to allow a gap for drainage.

Speed humps are used in locations where very low speeds are desired and reasonable. Speed humps are typically placed on residential roads and are not used on major roads, bus or truck routes, or primary emergency response routes. Placement is generally mid-block between intersections.

Speed humps are among an array of available and accepted traffic calming devices in use on residential streets across the country, as well as locally in some municipalities in Westchester County. The installation of speed humps has shown in most areas to slow traffic, but is not a guarantee that the street would become free of speeding motor vehicles. Our streets primarily exist for the passage of motor vehicles and should never be considered a safe place for children to play.

The purpose of this policy is to establish guidelines and criteria under which speed humps will be considered for installation on a residential street.

Minimum Criteria

- Community support of 70% of homeowners in area of affected street from where the devices are placed between intersecting streets. Area may include continuous streets if there is no outlet.
- 100% support of homeowners immediately adjacent to the proposed speed hump, usually four properties.
- Traffic studies must find that a speeding problem exists based on the 85th percentile speed. The 85th percentile speed, otherwise known as the critical speed, is the speed at or below which 85% of the traffic is moving.

Eligible Residential Street:

- Less than 40 feet wide
- No more than two lanes
- Not primary route for emergency vehicles
- Restricted to no thru commercial traffic
- At least 500 vehicles per day and less than 2,500 vehicles per day
- A minimum of 1,000 feet long
- Not more than 8% Grade

Guidelines for Placement

- Within a series from a minimum of 200 feet to a maximum of 750 feet apart
- 200 feet from an intersection or traffic control device
- Should not impede driveways or walkways
- Will not be located over manholes, water valves or other utilities
- Will not be located within 15 feet of a fire hydrant
- Should be located near street lights whenever possible

Signs and Pavement Markings

Signs and pavement markings are required to warn motorists of the speed humps

Warning Signs

SPEED HUMP AHEAD signs will be placed 100 feet from the center line of the speed hump(s)

SPEED HUMP signs will be placed at the center line of the hump

Pavement Markings

Pavement markings may be placed on each approach and on the device

All signs and pavement markings will conform to the Manual on Uniform Traffic Control Devices.

Procedure

1. Residents or civic association express interest in installing speed humps.
2. The police department will conduct a preliminary inspection of the street to assess if speed humps are appropriate to calm traffic. If not, residents are notified that the street is ineligible and the police department will consider other options.
3. When a street is deemed eligible, the police department will conduct speed and volume surveys, as well as review accident history data.
4. The Eastchester Fire Department, Eastchester Volunteer Ambulance Corps and the Department of Public Works will be advised of the request and their input solicited.
5. A meeting for residents will be scheduled to discuss the installation guidelines, criteria, input of emergency service providers, benefits and possible disadvantages of the devices, as well as review the findings of the traffic surveys.
6. Based on a consensus at the meeting, a written survey will be sent to each homeowner in the affected area of the street.
7. The Village Board of Trustees will consider a resolution for the installation of the speed humps if:
 - 70% of homeowners in the affected area of the street responded positive
 - 100% of homeowners who are located immediately adjacent to the devices respond positive
 - Approval of the police department and department of public works
8. Upon the approval of the Board of Trustees, the construction/installation schedule will be determined by the Superintendent of the Department of Public Works. Scheduling factors may include budget, weather and D.P.W. workload.

Removal of Speed Humps

There may be instances when the existence of speed humps has an adverse effect to the quality of life of residents. The Village Board of Trustees will consider the removal of speed humps when 80% of residents in the affected area petition the removal of the devices.

The Village Board of Trustees may remove speed humps for public safety reasons at any time.