

**RESOLUTION 97-14**

**A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO AMEND THE POLICY  
FOR THE INSTALLATION OF SPEED HUMPS AS ADOPTED BY RESOLUTION 95-35**

**WHEREAS**, Resolution 95-35 adopted a policy for the installation of speed humps as a traffic control measure on certain types of residential streets; and

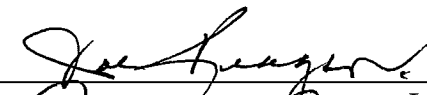
**WHEREAS**, said policy requires the endorsement by an officially incorporated homeowners association (where applicable) for the subdivision in which speed humps are requested, but does not address situations in which a homeowners association fails to take a position or acts against the wishes of residents of a certain street; and

**WHEREAS**, said policy further makes mandatory such measures as additional signs and traditional pavement striping and markings for a six month period prior to the installation of speed humps, and it is now recommended that such measures should be at the option of the Board of Commissioners.

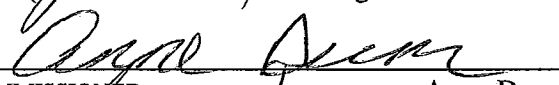
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF BRENTWOOD, TENNESSEE, AS FOLLOWS:**

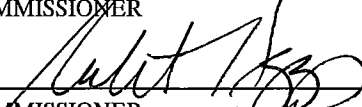
**SECTION 1.** That the policy for the installation of speed humps as adopted by Resolution 95-35 shall hereafter be superseded by the policy which is attached hereto as Attachment A, said policy being made a part of this resolution by reference.

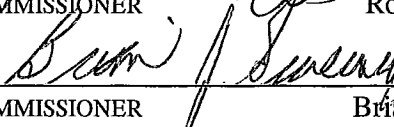
**SECTION 2.** That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

  
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MAYOR Joe Reagan

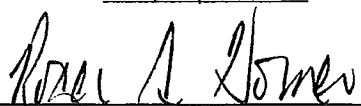
  
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VICE MAYOR Regina R. Smithson

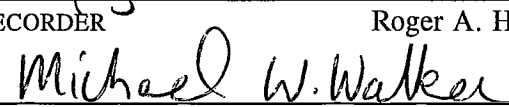
  
\_\_\_\_\_  
COMMISSIONER Anne Dunn

  
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COMMISSIONER Robert L. Higgs

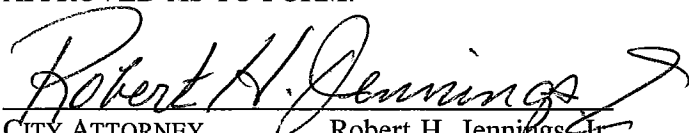
  
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COMMISSIONER Brian J. Sweeney

ADOPTED: 3/24/17

  
\_\_\_\_\_  
RECORDER Roger A. Horner

  
\_\_\_\_\_  
CITY MANAGER Michael W. Walker

APPROVED AS TO FORM:

  
\_\_\_\_\_  
CITY ATTORNEY Robert H. Jennings, Jr.

## SPEED HUMP POLICY

### ACCEPTABLE STREET LOCATIONS

The City of Brentwood recognizes that properly place and designed speed humps are an effective tool for reducing vehicular speeds and discouraging cut through traffic on residential streets. This policy outlines the procedure for determining when, where and how speed humps will be installed in the City of Brentwood.

Speed humps shall be installed according to this policy and the specific design criteria outlined in the following section. Requests for speed humps shall be directed in writing to the City Manager for approval subject to review and recommendations from the City's Engineers.

Speed humps may be installed in residential areas if all of the following conditions are met:

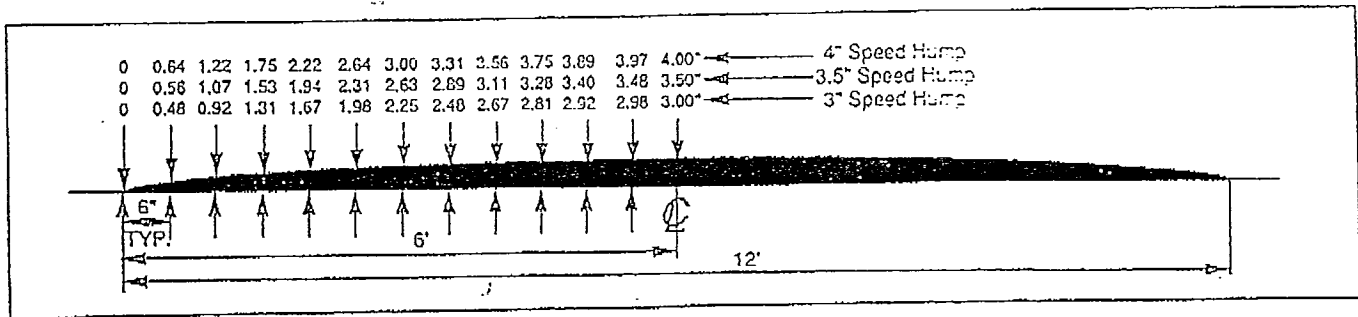
- 1) The residential street has a problem with either cut through traffic or vehicular speeding. By default, the street is functioning as a minor collector road but does not have the standard pavement width specified in the subdivision regulations (i.e., minimum 30 feet width) to serve effectively as a collector road. In addition, the street provides either a connection route between two designated arterial or collector streets or permits traffic from another subdivision to pass through the affected subdivision street en route to an outside destination. Additional priority shall be placed on the above streets when a higher density of housing is present (i.e., lots that are less than 1 acre with front yard setbacks less than 75 feet, thereby creating more potential conflicts with residents and pedestrians).
- 2) The cut through traffic or speeding problem can be identified by the City through current traffic counts, speed surveys and projections of future traffic impact in accordance with long range development plans for the area. Cut through traffic shall be defined as the condition where 35% or more of the traffic on the affected street does not originate or terminate in the subdivision. A condition of speeding exists when the 85<sup>th</sup> percentile speed of traffic on the street exceeds the posted speed limit.
- 3) To ensure timely response of emergency vehicles, no speed humps shall be permitted on designated arterial or collector streets.
- 4) An eligible street must be a designated local street with a projected average daily traffic count not to exceed 2,500 vehicles per day at the time of full development of the area. No speed humps shall be installed on any street with a current vehicle count of less than 500 per day. Speed humps may be removed by the City at any time in the future if the traffic count for the street exceeds 2,500 vehicles per day.

- 5) A petition shall be provided to the City with signatures from 2/3 of the residents living within 1,000 feet of the proposed speed hump location(s), measured along the affected street, supporting the installation of speed humps and agreeing to pay 60% of the direct cost associated with installation including paving, signing, and pavement markings. Where applicable, the petition shall also be endorsed by an officially incorporated homeowners association for the subdivision. If the homeowners association takes no position for or against the humps, the wishes of the affected residents on the street shall prevail.
- 6) The City shall assume responsibility and cost associated with traffic engineering review, and in-house approval and coordination to ensure that the proposed speed humps are located in compliance with this policy and are installed properly on the roadway. This does not prevent petitioning residents from securing at their expense additional professional services from a licensed traffic engineer to provide supplemental information in support of the proposal.
- 7) The installation of speed humps shall be viewed as a last step in a comprehensive plan for reducing vehicle speeds and for discouraging cut through traffic movements in a residential area. Prior to the installation of speed humps, the City may address the problem at City expense through less dramatic measures on the street such as the installation of additional signs, traditional pavement striping and markings, etc. If used, the residents and the City shall reevaluate the effectiveness of those measures six months after installation. Based on this evaluation, a final decision will be made on the installation of the speed humps.
- 8) Prior to the installation of the approved speed humps, the petitioning residents shall pay the City 60% of the cost for the improvements based on an itemized breakdown of estimated expenses plus a 10% contingency for unanticipated expenses. Any funds left over at the completion of the project shall be returned to the petitioning group.
- 9) Prior to the installation of the speed humps, a resolution approving the proposed speed hump location(s) shall be approved by the Board of Commissioners.

## **SPEED HUMP POLICY**

### **DESIGN CRITERIA**

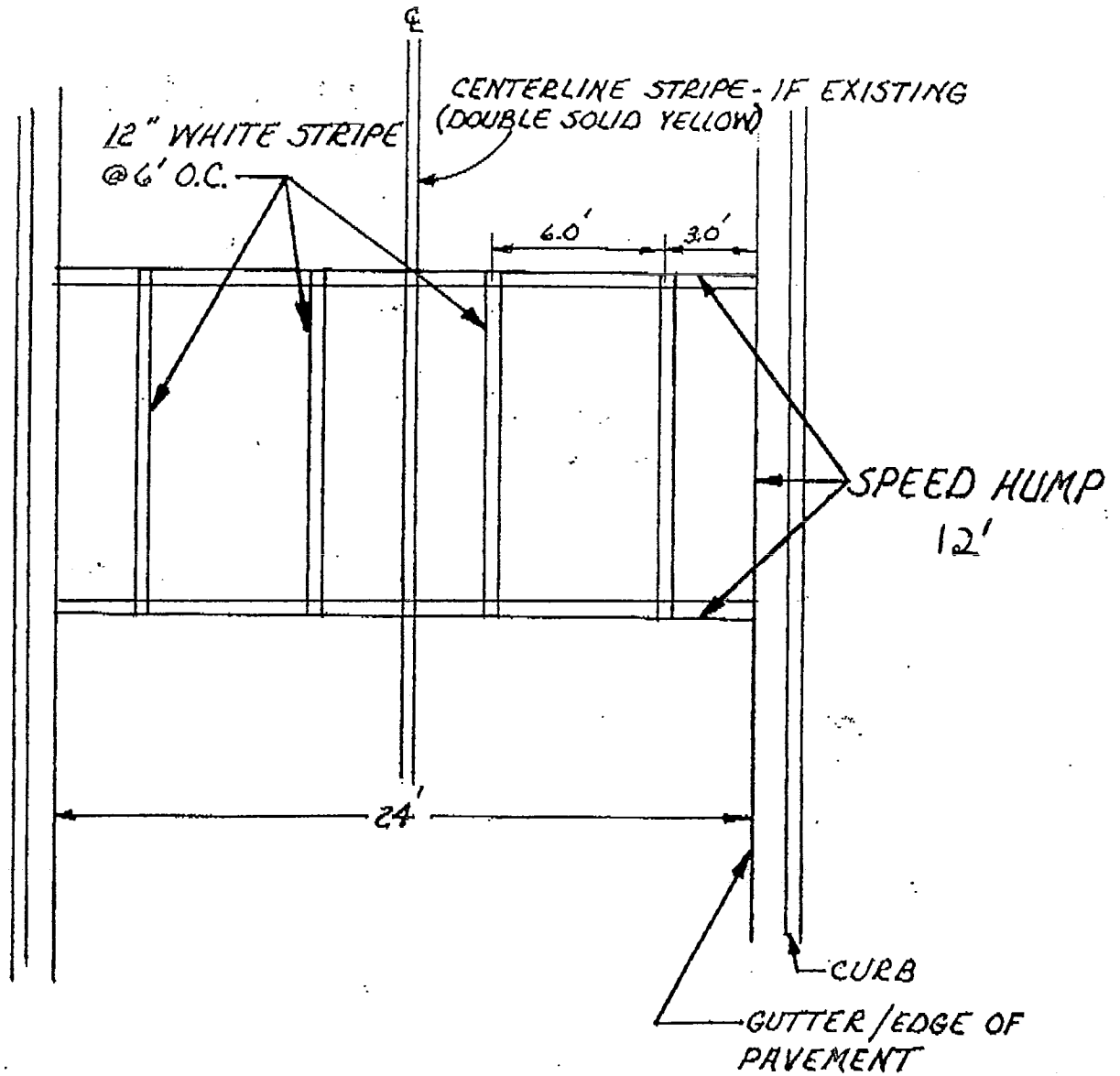
- 1 The eligible street must be a two (2) lane roadway less than 30 feet in width with grades no greater than 6% and have a designated speed limit of 30 mph or less.
- 2 Speed humps shall be placed at least 200 feet away from intersections and from any horizontal curve with a centerline radius of 150 feet or less.
- 3 Speed humps shall be placed approximately 300-600 feet apart.
- 4 The speed humps shall be designed and installed to have a maximum height of 3 inches to 4 inches with a travel length of 12 feet. The attached figure shows the standard dimensions for speed humps.
- 5 Regulatory signs, identifying the specific street(s) in a subdivision as a residential speed control district shall be installed in a prominent location in advance of the first series of humps. The design and legend for the sign is shown in the attached figure. The signs shall be 24" x 24", with a black legend on a white background.
- 6 Advance warning signs shall be installed for each approach to a series of humps. The signs shall be designed and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). The signs shall be standard 30" x 30" black legend on yellow diagonal warning signs with the legend "SPEED HUMPS". An advisory speed plate (18" x 18" black legend on yellow rectangular warning sign) with a "15 M.P.H." legend shall also be installed. The signs shall be placed approximately 125 feet in advance of the first speed hump encountered by a driver.
- 7 Double yellow centerline pavement markings shall be required on the street and shall continue across all speed humps which are installed on roadways. Pavement marking shall be installed on each speed hump as shown on the attached figure.
- 8 All proposed locations for speed humps shall be reviewed by the City Engineer prior to the installation to ensure that drainage is adequately accommodated.



### RECOMMENDED DIMENSIONS FOR SPEED HUMPS



### RECOMMENDED REGULATORY SIGN FOR RESIDENTIAL SPEED CONTROL DISTRICT



## PAVEMENT MARKING DETAIL FOR SPEED HUMPS