

## Kennedy, Karl

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**From:** Sengelmann, Christopher  
**Sent:** Tuesday, January 12, 2021 5:27 PM  
**To:** Kennedy, Karl  
**Cc:** Dolton, Matthew; Carris, Scott  
**Subject:** RE: Speed Hump Resolution - Possible Revisions

Karl,

As always, we are committed to helping to resolve the quality of life and safety concerns of our citizens, through collaboration with our City partners.

I will summarize some of PDs concerns, from our recent conference call, that support our preference for maintaining the minimum straight length of 1000 feet of roadway, as a requirement for the installation of a speed hump.

- Usually, a speed study and assessment of a location do not support the traffic issue that is being cited.
- We have experienced that an unintended consequence of installing a speed hump is that residents near a speed hump will now cite noise issues, due to large vehicles (lawn care trailers, work trucks, garbage trucks, school buses, etc.) traveling over the speed hump and jostling their load.
- The noise created while traveling over the speed hump can create a perception of speeding. Additionally, motorists could attempt to speed up between speed humps in an effort to reclaim time spent slowing to cross a speed hump.
- Speed humps create a potential for increased response time to emergency calls for service, where minutes or seconds can matter.
- When speed humps are installed in an area with a speed limit of 25-30 mph, it is unrealistic and potentially unsafe for vehicles to maintain this speed while traversing the hump.
- Often, when a speed hump is installed on a section of roadway, residents living on the adjacent roadways experience increased vehicular traffic, leading to additional speeding complaints and requests for speed humps along their stretch of road.

I hope this information helps in the discussion over revisions to the speed hump resolution.



### Captain Christopher Scott Sengelmann

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**From:** Shimpeno, Kipp  
**Sent:** Tuesday, December 29, 2020 9:51 AM