

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 659

Approved December 12, 1985

RESOLVED, That the Director of Public Works is requested to undertake a survey of Westminster Street, Broadway and Atwells Avenue, to study the feasibility of causing the installation of speed bumps, where deemed advisable, with particular attention to be given along 362 Atwells Avenue, due to the traffic fatalities that have taken place in the past several months.

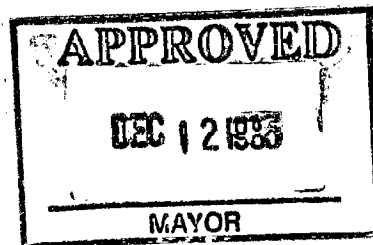
IN CITY COUNCIL

DEC 5 1985

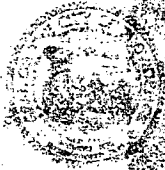
READ AND PASSED

Nicholas W. Enton PRES.

Robert M. Mankiewicz CLERK



Councilman Lombardi



Department of Traffic Engineering

"Building Pride in Providence"

TO: Councilman John Lombardi
FROM: B. James Suzman, Traffic Engineer
RE: Speed Bumps

DATE: December 11, 1985

Be advised that in reference to the resolution recently passed by Council requesting the installation of speed bumps on Broadway, Westminster, and other streets, as I have previously concluded with the former Public Works Director, they should not be installed on public streets and roadways in the City of Providence.

The attached article from the Institute of Transportation Engineers details my opposition to them. Most importantly, speed bumps present municipal liability in the event of deterioration and accidents when vehicles go out-of-control when jumping them. Also, the city would be liable if the speed bump advance signs were stolen or knocked down. It should be noted also that their effectiveness is somewhat questionable on public roadways as speeders find that they are able to "hop them" in certain type vehicles. Most important though is the liability issue and unfortunately, innocent persons would often be the victims. Also, snow plowing is impeded.

Persuant to your previous resolution, we have posted additional 25 mph signs on Atwells, Broadway, and Westminster. No different than all main roadways in the city - that is, speeding - constant radar and enforcement are required.

TRAFFIC

INFORMATION

PROGRAM

SERIES

SPEED BUMPS

WHY SHOULDN'T WE HAVE SPEED BUMPS TO SLOW DOWN THE HOTRODDERS?

The control of speeding in residential neighborhoods, while maintaining acceptably safe street and roadway conditions, is a wide-spread concern which requires persistent law enforcement effort. The inability of posted speed limit signs to curb the intentional violator, leads to frequent demands for installation of "speed bumps" in public streets and alleys. However, actual tests of various experimental designs have demonstrated the physical inability of a speed bump to control all types of light weight and heavy-weight vehicles successfully. In fact, a softsprung sedan is encouraged to increase speed for a better ride, while some vehicles may lose control.

California courts have held public agencies liable for personal injuries resulting from faulty designs. Increased hazard to the unwary; challenges to the dare-devils; disruption of the movement of both emergency and service vehicles; and undesirable increase in noise, have caused speed bumps to be officially rejected as a standard traffic control device on public streets and alleys.

