

## Policy

Speed humps are proven, effective safety features on Boston's streets, and they are to be considered typical features. Subject to the below guidelines and site-specific engineering analysis, speed humps should be incorporated into any significant street design project and may be added to Public Ways as part safety enhancement programs, routine maintenance, utility projects, and other efforts that involve significant construction in the public right of way.

## Design

Speed humps shall be designed to conform with Typical Detail A724.

Speed humps shall not be installed:

- On a curve with a radius less than 100 feet where the design speed is 20 mph
- Where the longitudinal grade is greater than 8%
  - On a case-by-case basis following engineering evaluation, speed humps may be installed on street sections with a grade of up to 12%. Streets with longitudinal grades in excess of 12% shall not be eligible for speed humps.
- On streets with posted speeds higher than 25 MPH
- On streets wider than 40 feet, measured curb-to-curb, or more than one travel lane per direction
- As "one-off" treatments on single blocks or on streets without corresponding traffic-calming on parallel routes
- On any MBTA bus route

Speed humps shall be installed in a series. Speed humps shall be spaced to maintain desired operating speeds using engineering judgment. Generally, speed humps shall be placed between 150 and 250 feet apart with a maximum of 350 feet between speed humps on the same street segment. Speed humps should be placed between 150 and 200 feet from an intersection, but no closer than 100 feet unless otherwise determined through engineering judgment.

Speed humps shall be located to avoid conflict with underground utility access, manholes, and sewers. Speed humps shall not be located or constructed in a manner that will impede the flow of stormwater. Speed humps should not be placed in front of driveways, whenever possible.

Speed humps should not be installed along the main route to or from a firehouse or hospital emergency entrance. Streets Cabinet staff will meet and review plans with appropriate firehouse and/or hospital staff to discuss suitability.

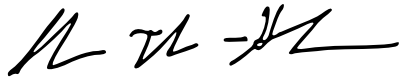
# **B** City of Boston Speed Humps Policy and Design Directive

May 2023

## **Private Ways**

Speed humps, as detailed above, may be designed and installed on private ways that are open to public travel. Engineering plans shall be developed and submitted for review and approval by the City of Boston's Public Improvement Commission. Such plans shall follow normal requirements for Layout (Private Ways). Design and installation will be the responsibility of the abutting property owners.

*Issued by the Chief of Streets, Deputy Chief for Transportation, and Deputy Chief for Infrastructure and Design on May 10, 2023.*



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Chief of Streets, Transportation, and Sanitation



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