

The following was sent by Robert Peirent in an email on June 6, 2022

From Robert Peirent, City Engineer, report on possible hump request for Bray Park Drive

In response to the order you filed on September 7, 2021 that was referred to the Public Safety Committee, the DPW installed speed monitoring equipment at 15 Bray Park Drive and monitored from April 13, 2022 through April 20, 2022.

The 85th percentile speed, the speed at which 85% of the vehicles were measured at or below, during this period was 29 miles per hour (mph) and 63% of the vehicles drove at or below the city wide speed limit of 25 mph. The highest speed recorded was 42 mph. Of the vehicles exceeding the speed limit, 14.5% of the vehicles drove at 30 mph or higher and 0.2% of the vehicles drove at 40 mph or higher.

By comparison, a similar analysis was performed at Michigan Avenue before the temporary speed humps were installed last year. The 85th percentile speed was 32 mph and only 39% of the vehicles drove at or below the city wide speed limit of 25 mph. The highest speed recorded was 52 mph. Of the vehicles exceeding the speed limit, 31% of the vehicles drove at 30 mph or higher and 0.9% of the vehicles drove at 40 mph or higher.

The Michigan Avenue trial showed that the 85th percentile speed dropped from 32 mph to 27 mph and the maximum speed dropped from 52 mph to 40 mph. If we were to see similar results on Bray Park Drive the 85th percentile speed might drop by a couple of mph but the speeds over the city wide limit would likely not change significantly.

Due to the time and effort associated with installing temporary speed humps as well as the negative impact to the road surface, I would not recommend that temporary speed humps be installed.