WESTPORT, CONNECTICUT

Jennifer Tooker
First Selectwoman

SPEED HUMP POLICY AS APPROVED BY THE BOARD OF SELECTMEN ACTING IN ITS CAPACITY AS THE TRAFFIC AUTHORITY

(Approved June 23, 1999)

PURPOSE:

The Traffic Authority has found it necessary to control speeds and volumes on primarily residential streets. This policy is intended to provide criteria for the evaluation of locations for speed humps as well as criteria for speed hump design.

EVALUATION OF LOCATIONS:

1. Speed humps should only be installed on those roadways considered "local" or "minor" streets or park roads by the Traffic Authority. These streets should be primarily used for direct access to abutting residential uses, and usually do not contain transit bus routes. The street classifications in the current Town Plan of Conservation and Development should be considered as part of this evaluation.

2. Speed humps should be used only on two lane roadways with overall pavement width of 40 feet or less. The surface of the pavement should be in good condition and be properly drained.

3. Speed humps should only be installed on streets that are relatively straight and level. Approaches on downgrades or severe horizontal or vertical curves will result in substantial forces being applied to a vehicle traversing the hump.

    a) Maximum grade: 8%; 6% recommended;
    b) Horizontal curves: 300 foot centerline radius or more
    c) Vertical curves: safe stopping sight distance
    d) Speed humps should only be installed where the minimum safe stopping sight distance, using the CT DOT standards, can be provided.

4. Speed humps should only be installed on streets regulated at 30 miles per hour or less and where the observed speeds (85^{th} percentile) exceed the posted speed limit by five miles per hour or more

5. Speed humps should generally be installed on streets with an average daily traffic volume of 3,000 vehicles or less. Where a street has higher volumes special consideration may be appropriate if the street is used as a by-pass or if alternate routes can adequately accommodate diverted traffic. Streets with very low volumes of traffic (500 vehicles per day or less) should not be considered for speed humps.

6. Speed humps should not be installed on streets with a significant proportion (5% or more) of long wheel-base vehicle traffic without consideration of reasonable alternate routes for these vehicles.

7. Speed humps should not be recommended on streets that are used as primary or routine emergency vehicle access routes. Speed humps shall only be located where emergency vehicles have the ability to reach a location from an alternate route without significantly affecting response time.

8. The Traffic Authority is without jurisdiction to approve speed humps on State or private roads.

PROCEDURES:

1. A petition requesting the placement of speed hump(s) on a street that is signed by 60% or more of the property owners on such street and any street affected by the placement of speed humps will be placed on the agenda of the Traffic Authority (see below for petition requirements). The Town of Westport, acting through the First Selectman, can also place requests for speed humps on the agenda of the Traffic Authority if, in the Town's discretion, it determines the request to be in the best interests of safety, provided all documentation, analysis and engineering requirements are met and/or complete.

    a) The petition must state that the undersigned are requesting the town to install speed humps on a specific roadway – the petition may not propose the location of each speed hump. The petition should include: signature of property owner(s), printed name of property owner(s), and address of property. (NOTE: if there are multiple property owners, each signature represents a proportional. For example, two property owners = ½ vote each) Phone number/email address is optional, but preferable. The petition must include all property owners that have property on roadways that have only one way in/out of neighborhood and must use the roadway which the speed humps are proposed (ie: a cul-de-sac or one-way street that enters/exits onto the roadway). Any questions about what roadways are to be included in the petition should be referred to Public Works Department.

2. The Traffic Authority shall refer all petitions for speed humps to the Police Department, the Fire Department, and the Department of Public Works for review.

3. The Traffic Authority shall hold a duly noticed public hearing on all petitions for speed humps. The petitioners shall provide for direct notice mailings as follows:

    a) A list of names and addresses of all property owners located in and within 500 feet of the proposed speed humps, including those property owners located on all streets affected by the proposed speed hump
    b) A list of every property owner on the street for which speed humps are proposed (regardless of the distance from the proposed speed humps)

c) Such lists shall be submitted along with stamped business envelopes addressed to the petitioners and each such property owner as shown on the tax assessment records as of the date of petition submission.

4. The Traffic Authority shall be guided by this policy as it considers requests for speed humps. The Traffic Authority's evaluation of requests should also include the physical and geometric inventory of the street, traffic volume and speed data, and an assessment of the portion of through traffic.

5. Removal of speed humps shall only be considered by the Traffic Authority upon a petition of the majority of the property owners on the street where the speed humps are located, or upon petition of the Town of Westport, acting through the First Selectman. For each request for removal, the Traffic Authority shall hold a duly noticed public hearing consistent with the procedures outlined above. The Traffic Authority shall undertake a review and analysis of the traffic characteristics which led to the original installation and any changes in the traffic volumes, traffic operations or physical characteristics of surrounding streets. A majority of property owners must support removal of speed humps before speed humps will be removed because of lack of support. Notwithstanding the provisions of this paragraph, the Traffic Authority shall have the authority to remove speed humps without property owner agreement if the Traffic Authority finds removal to be in the best interests of safety.

DESIGN OF SPEED HUMPS:

1. The speed hump must conform to a parabolic section as shown in Appendix A
2. The range of acceptable heights is 3 inches to 4 inches. A 3.5 inch height should be considered as an "all-purpose" height to accommodate between hump speeds of 20 miles per hour. The 3,5 inch height provides sufficient tolerance to ensure that the 4 inch maximum height is not exceeded.
3. On roadway sections with significant percentages of long wheel-base vehicle traffic (near 5%) a 3 inch maximum height is recommended.
4. The recommended guidelines are as follows:

BLOCK LENGTH	SPACING
Single short block 300-500 feet*[1]	1 per block 2 per block
Single moderate length block Longer than 500-1000 feet	2 per block
Long blocks Longer than 1000-1600 feet	3 per block
Lengthy sections or controlled Segments comprised of several blocks	Interior humps 300-500 foot spacing: at least 1 hump in each block segment

[1] Speed humps are most effective when used in series. Single humps in an isolated short block should be avoided

5. The first hump in a series shall be located in a position where it would not normally be approached at a high speed. The first hump should be located following a natural speed reducing feature such as a stop sign controlled junction or a small radius curve (200 feet or less)

6. Speed humps shall be installed as a right angle to the roadway centerline.

7. Speed humps shall be installed with appropriate provision for drainage and utility access. Humps should not be located over, or contain, access holes, valves or gates.

8. To prevent drivers from avoiding speed humps by driving over shoulders or adjacent lawn areas, speed humps should be located, where feasible, adjacent to roadside features such as utility poles or trees. Barrier curbs should be constructed adjacent to speed humps for a short distance on the approach where other features are not present.

9. Gutter treatment of the speed hump to permit drainage should be accomplished with the minimum slot required for drainage and a short taper. A recommended design for a speed hump at a curb is shown in Appendix A.

10. Speed humps should be coordinated with existing or planned street lighting.

11. Speed humps should not be installed on roadways scheduled for major infrastructure improvements, such as sewer, water or gas pipe installations, or overlay.

SIGNS AND STREET MARKINGS:

1. Signs shall be installed so that drivers will be warned of a speed humps presence. The Manual on Uniform Traffic Control Devices (MUTCD) standard sign, W8-1, "Bump," shall be used in advance of and at each hump. The advance warning sign should have a supplemental plate with an advisory speed plate (MUTCD, W13-1, "15 M.P.H."). Placement of the advance sign should be not less than 100 feet before the first speed hump in a series with between-hump signs equally spaced.

2. Sign shall be erected no later than the day before the speed hump is constructed.

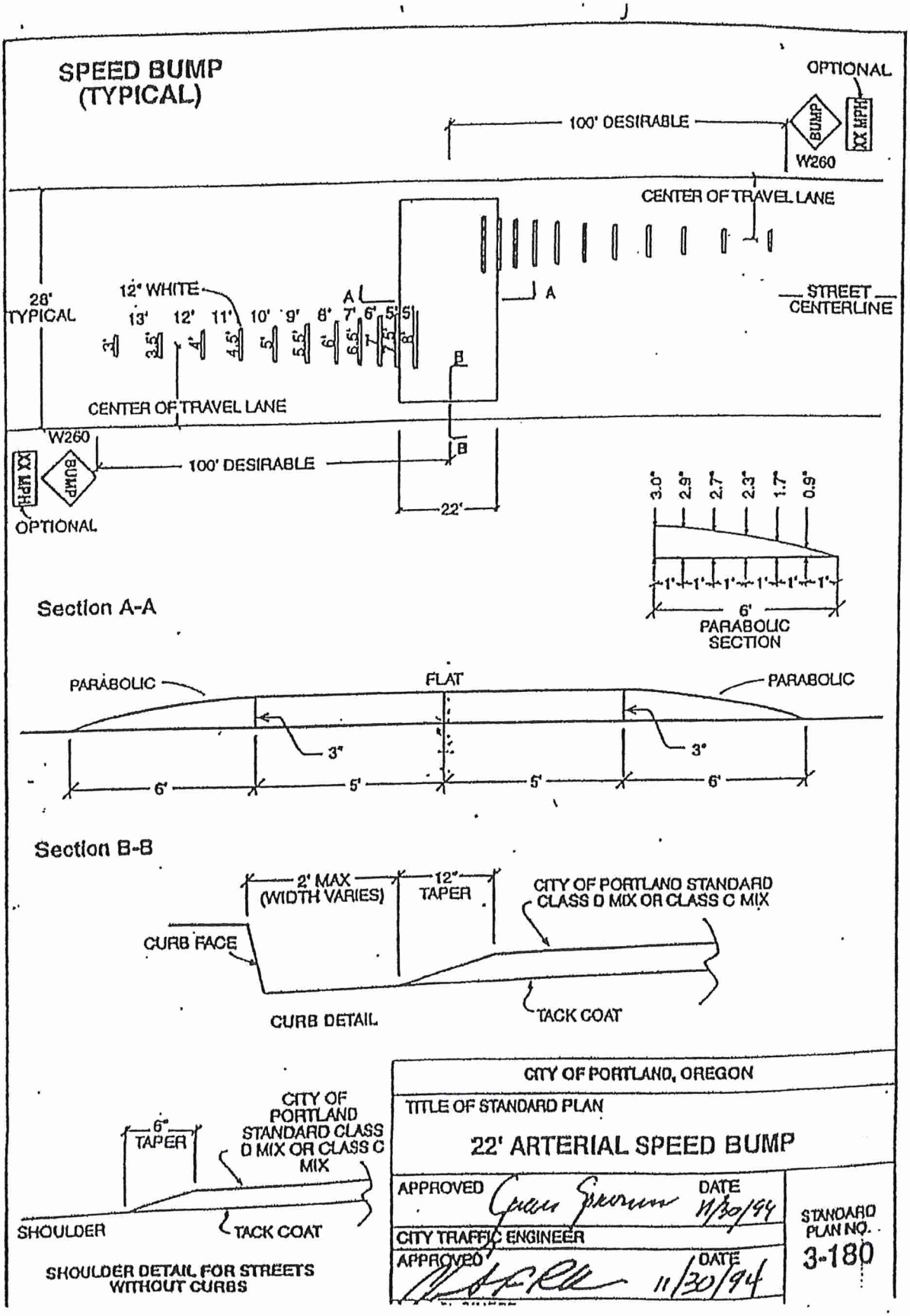
3. Where diversion on through traffic is desired, advance warning signs on the adjoining arterial of collector streets should be installed.

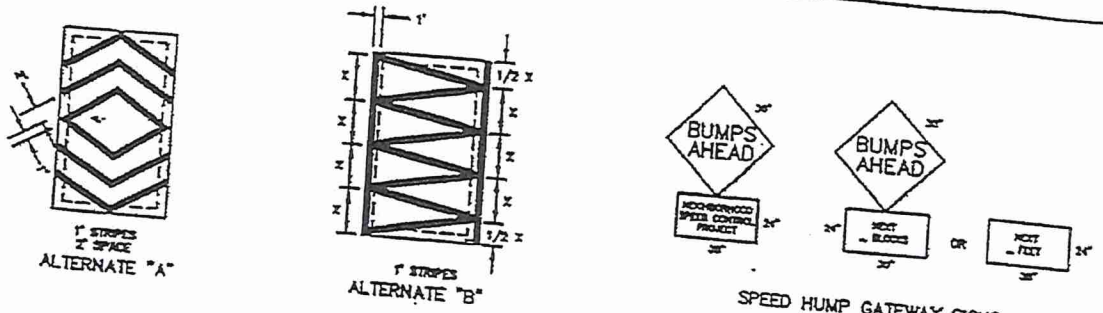
4. Each hump shall be prominently marked with a design unique to the speed hump use. The design should not create confusion with standard crosswalk markings. Examples of signing and marking designs are shown in Appendix C.

NOTE:

There are a number of criteria that need to be met prior to petitioning for speed humps. Residents are urged to carefully review those criteria and determine if they are met before proceeding with a petition. Typically, it is suggested that prior to a resident taking the time to gather the appropriate percentage of petition signatures that he or she contact Public Works, Police and Fire Departments for input on the possibility of getting approval of speed humps. If any one of the departments (Police, Fire, Public Works) is against the request, or if the engineering parameters are not met, the likelihood of approval is slim.

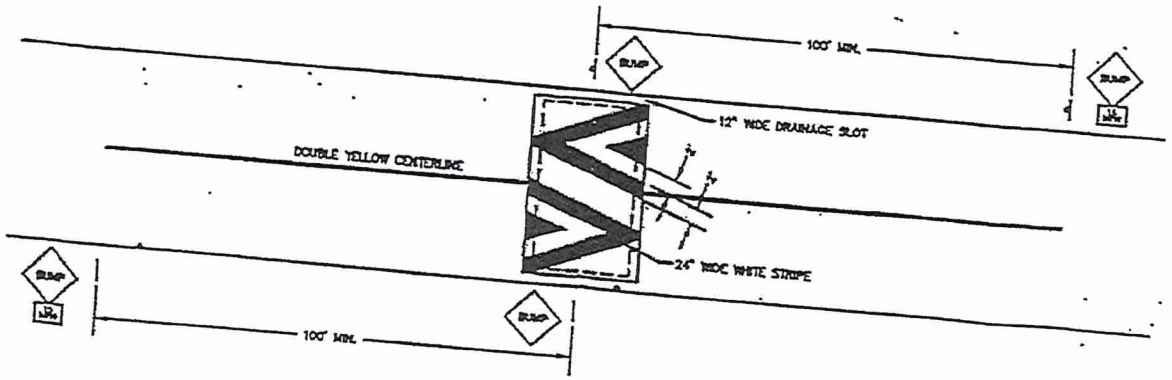
Recent requests for placement of speed humps on town roadways have been denied by the Traffic Authority, mainly because the Fire Department generally does not support the installation of any additional speed humps on town roadways. While they are cognizant of residents' concerns regarding speeding vehicles, the more pressing concern lies with damage that can be caused to apparatus by speed humps, and more notably, any increased response times to emergency scenes caused by their installation. Both the Police and the Fire Departments recommend other methods of traffic calming before permanently installing speed humps.


SPEED BUMP
(TYPICAL)
OPTIONAL
100' DESIRABLE
BUMP
XX MPH
W260
CENTER OF TRAVEL LANE
28'
TYPICAL
12" WHITE
13' 12' 11' 10' 9' 8' 7' 6' 5' 5'
3' 3.5' 4' 4.5' 5' 5.5' 6' 6.5' 7' 7.5' 8'
A
A
STREET
CENTERLINE
B
CENTER OF TRAVEL LANE
W260
XX MPH
BUMP
OPTIONAL
100' DESIRABLE
B
22'
3.0" 2.9" 2.7" 2.3" 1.7" 0.9"
1' 1' 1' 1' 1' 1'
6'
PARABOLIC
SECTION
Section A-A
PARABOLIC
FLAT
PARABOLIC
3"
3"
6'
5'
5'
6'
Section B-B
2' MAX
(WIDTH VARIES)
12"
TAPER
CITY OF PORTLAND STANDARD
CLASS D MIX OR CLASS C MIX
CURB FACE
CURB DETAIL
TACK COAT
6"
TAPER
CITY OF
PORTLAND
STANDARD CLASS
D MIX OR CLASS C
MIX
SHOULDER
TACK COAT
SHOULDER DETAIL FOR STREETS
WITHOUT CURBS
CITY OF PORTLAND, OREGON
TITLE OF STANDARD PLAN
22' ARTERIAL SPEED BUMP
APPROVED
DATE
11/30/94
CITY TRAFFIC ENGINEER
APPROVED
DATE
11/30/94
STANDARD
PLAN NO.
3-180



SPEED HUMP GATEWAY SIGNS

SPEED HUMP MARKINGS AND APPROACH SIGNING



PLAN VIEW, TYPICAL SPEED HUMP

APPROX. 1"=10'±

SPEED HUMP DETAILS

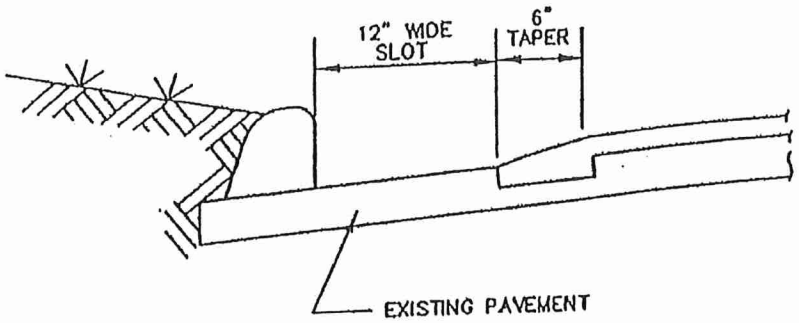
WESTPORT SPEED HUMPS

WESTPORT, CONNECTICUT

FIGURE 2

ALLAN DAVIS ASSOCIATES, INC.

APPENDIX B



CROSS SECTION OF SPEED HUMP AT CURB

NOT TO SCALE

SPEED HUMP DETAILS

WESTPORT SPEED HUMPS
WESTPORT, CONNECTICUT

FIGURE 3

ALLAN DAVIS ASSOCIATES, INC.