



# City of Hartford

Department of Public Works

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## Traffic Calming Speed Hump Location & Installation Program Guide for Neighborhood Revitalizations Zones (NRZ)

## Spring/Summer 2017

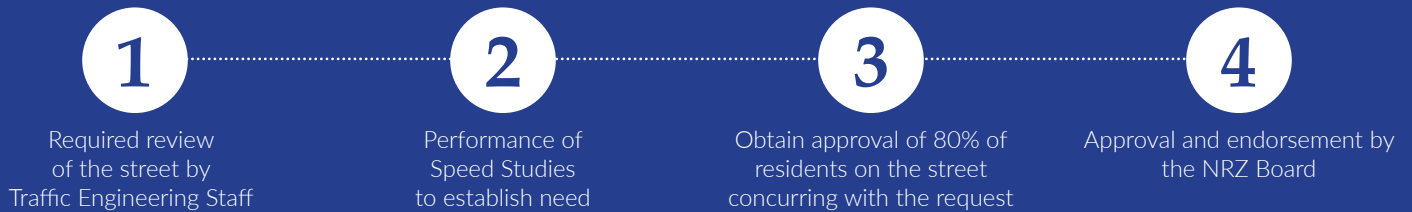
# Traffic Calming Speed Hump Installation Program

## Background

Over the past year the Department of Public Works has been working with the Office of the Mayor, NRZ Boards and other interested parties concerning the development of an approach to traffic calming measures and more specifically Speed Hump installation. Regulations previously in use required a multi stepped approach which was slow and resulted in general dissatisfaction by residents. A good portion of this delay was due to the studies that were

needed to establish that the placement of speed humps was appropriate. To improve this process, the Mayor has directed the DPW to develop a uniform policy that would reduce to the maximum extent the receipt of applications for Speed Humps and expedite installation where appropriate.

## Former Speed Hump Approval Process



Once the above steps were met the DPW arranged installation of either permanent or temporary speed hump devices. To expedite this process while not sacrificing safety the DPW has conducted a citywide review of our street system and identified those streets which are eligible for speed hump installation based on accepted engineering

criteria and other factors. This work and related mapping has now been done for each NRZ. It will no longer be necessary to have individual traffic studies taken by the DPW as the streets that may have speed humps installed are identified.

# Traffic Calming Speed Hump Installation Program

The community interest in traffic calming and in particular speed humps is unique and requires a defined process. The DPW will be working with each NRZ to roll out this program, however, the primary responsibility for program development will rest with each NRZ Board.

## Funding

The city has received a state grant to fund the installation of approximately 100 speed humps, and these are expected to be permanent devices installed by a contractor. The use of temporary speed humps is not preferred as the Department only has approximately 20 and cost to acquire, install and remove each season, and replace damaged units requires more funding than the installation of a permanent speed hump.

## Criteria for Installation Location

Not all streets will be eligible for installation. The following engineering criteria and recommendations have been used to disqualify streets from being included in this program.

### Ineligible Streets

1

#### NON-RESIDENTIAL

Non-Residential Streets, industrial areas and downtown streets have been eliminated.

2

#### EXCESS OF 4,000

Collector or Arterial Streets with daily traffic of 4000 vehicles have been found to have significant crash potential with speed hump devices and are not included.

3

#### 5% +

Streets or sections of streets with a grade of 5%. The potential for increased loss of control accidents is concerning in these areas.

4

#### EMERGENCY ROUTE

Finally, streets that have been designated by HPD or HFD as "emergency service routes".  
Emergency Service Routes are designated to identify streets that have higher than normal calls for service which require fire trucks, EMS or ambulance trips.

The remaining streets in each NRZ have been mapped and provided to each NRZ. With this work now done the path from request to implementation will be simpler, attentive to safety issues and more expedient.

### Eligible Streets

1

#### RESIDENTIAL STREETS

2

#### COLLECTOR OR ARTERIAL STREETS W/DAILY TRAFFIC OF < 4,000 VEHICLES

3

#### STREETS OR STREET SECTIONS WITH A GRADE OF < 5%

4

#### NON-EMERGENCY ROUTES

# Traffic Calming Speed Hump Installation Program

## Installation Program Guidelines

- 1 Review criteria for eligible streets for traffic calming devices (refer to page 3):**

The NRZ should consider the following additional factors to assist in selecting finalist Streets for this program

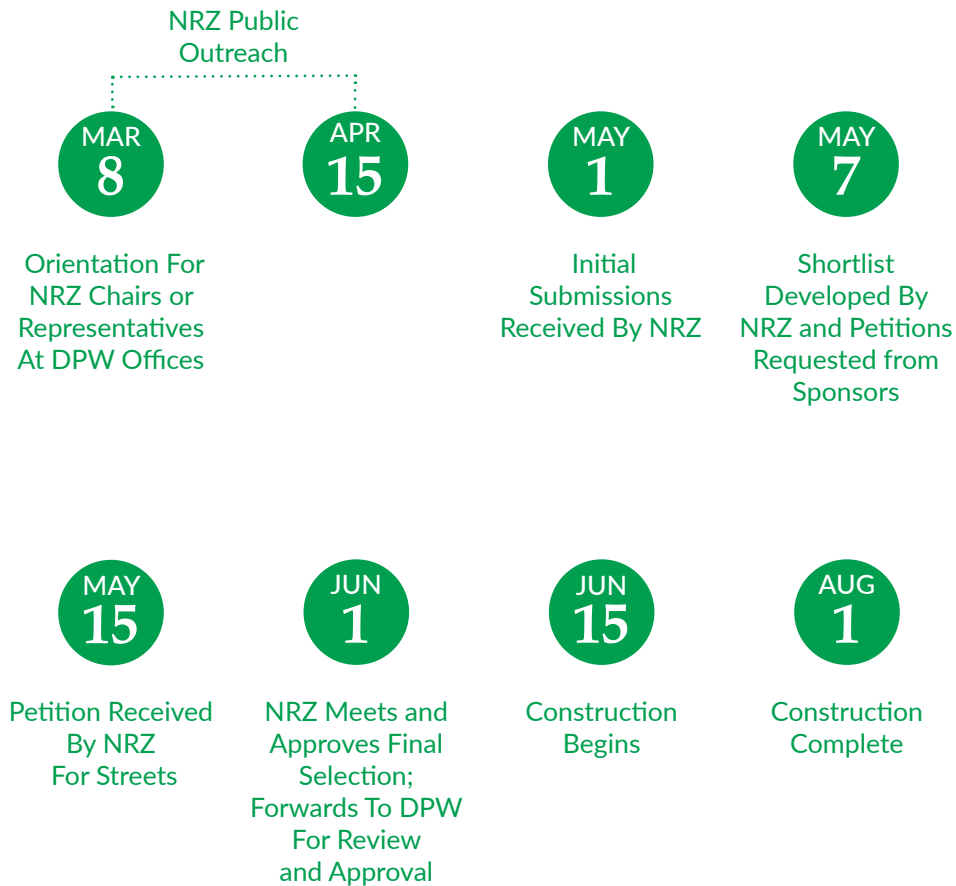
  - ☐ Residential Development Density and Parking Demand – Speed Humps may reduce parking spaces
  - ☐ Commercial Development on Street- Speed Humps are a residential program and commercial development increases truck traffic on the street
  - ☐ Direction of Travel – One Way or Two Way
  - ☐ Length of Block - Speed Humps are placed in pairs approximately 300 feet apart for maximum effect  
Block Length of 900 feet is ideal
  - ☐ Presence of Sidewalks
  - ☐ Presence of Illumination
  - ☐ Level of Prior interest in Traffic Calming from Street Residents
- 2 Develop a shortlist of potential locations based on criteria.**
- 3 Obtain approval of at least 75% of the residents of a Short Listed Street or block for the program on that street to proceed.** To facilitate petition process DPW will provide list of addresses for each shortlisted Street. This list can be used to determine compliance with 75% concurrence guideline. (See #6 below).
- 4 Finalize selection following receipt of petitions.**
- 5 Forwards final list of selected streets to the Department of Public Works (DPW)**
- 6 DPW will visit each proposed street as part of the installation process.** These locations will be marked on the street and be designed to minimize conflicts with driveways, fire hydrants, crosswalks etc. A notice will be placed on the door for the houses abutting the location of the hump. If objections are raised to the installation the NRZ attempt to resolve the concerns, and if not able to do so, defer action on that street.
- 7 DPW will be bidding a contract for installation.** Once the above steps have been completed, construction directives will be given to the low bidder(s) and the speed humps installed. Each Speed Hump will require approximately two to three days for completion. Pavement markings and signs will be installed as part of the system.

## Suggestions

- *NRZ conducts public outreach campaigns to determine those streets who are interested. Outreach efforts should include contacting residents via email, phone and door-to-door canvassing to ensure that maximum community involvement is obtained. During this process, nomination forms are requested. This phase identifies candidate streets and contacts.*
- *The NRZ Board develops a deadline for proposed street nominations. Recognizing that each NRZ will be budgeted funds for approximately 5 street deployments it is likely the demand will exceed the available funding. As part of the solicitation of interest we recommend the Board disclose the rating criteria the NRZ will use to set priorities. We recommend the NRZ select at least 5 Streets and include 2 or 3 additional Streets in case residents choose not to participate.*

# Traffic Calming Speed Hump Installation Program

## Project Timeline



## Construction Process

Construction will be undertaken and completed in during the 2017 season. It is our intent to seek a contractor or contractors who would be able to work on more than one street at a time and be limited in the time allowed to complete each street. We would like to see bidding complete by May 1st and be in a position to issue construction directives by no later than June 1st. This should allow for completion of the 100 devices by August 1st.