

SPEED HUMP POLICY
AS APPROVED BY THE WILTON POLICE COMMISSION
ACTING IN ITS CAPACITY AS THE TRAFFIC AUTHORITY
(Approved September 8, 2003)

PURPOSE

The Police Commission has found it necessary to control traffic speeds and volumes on primarily residential streets. Speed humps are uniformly accepted as safe and effective speed control and traffic deterrent devices. 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 Police Commission. These streets should be primarily used for direct access to abutting residential uses, and usually do not contain transit bus routes.
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 down grades 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 Connecticut Department of Transportation 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 (85th 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 Police Commission is without jurisdiction to approve speed humps on State or private roads.

PROCEDURES

1. A petition requesting the placement of speed humps on a street that is signed by 60% or more of the property owners on such street will be placed on the agenda of the Police Commission. The Town of Wilton, acting through the First Selectman or Chief of Police, can also place requests for speed humps on the agenda of the Police Commission, if, in the Town's discretion, it determines the request to be in the best interests of safety. The Police Commission shall make their final determination of placement of speed humps at their regular October meeting.
2. The police department shall survey all locations at which speed humps are requested to insure that the physical location complies with the requirements as stated in this policy.
3. The Police Commission shall refer all petitions for speed humps to the Police Department, the Fire Department, and the Department of Public Works for review.
4. The Police Commission shall hold a duly noticed public hearing on all requests for speed humps not initiated by the Wilton Police Department. The petitioners, at their expense, shall provide for direct notice mailings as follows: a list of names and addresses of all property owners located in and within 500 feet of the proposed speed humps, as well as every property owner on the street for which speed humps are proposed, regardless of the distance from the proposed speed humps, 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.
5. 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.

6. Removal of speed humps will only be considered by the Police Commission upon a petition of 60% of the property owners on the street where the speed humps are located, or upon a petition of the Town of Wilton, acting through the First Selectman or the Chief of Police. For each request for removal, the Police Commission shall hold a duly noticed public hearing consistent with the procedures outlined above. The Police Commission 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 Police Commission shall have the authority to remove speed humps without property owner agreement if the Commission finds removal to be in the best interests of safety or for other good cause.

7. In such instance where the Police Commission decides of its own volition to install or remove a speed hump, it shall endeavor to gauge public support for such determination prior to taking such action.

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 accomplish 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 spacing guidelines are a follows:

BLOCK LENGTH	SPACING
Single short block 300-500 feet*	1 per block
Single moderate length block Longer than 500 – 1,000 feet	2 per block
Long blocks Longer than 1,000 – 1,600 feet	3 per block

Lengthy sections or controlled segments comprised of several blocks

Inter humps 300 – 500 foot spacing; at least one hump in each block segment

*Speed humps are most effective when used in a series. Single humps in an isolated short block section 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 at 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 road side 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 B.
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 hump's 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. Signs shall be erected no later than the day before the speed hump is constructed.
3. Where diversion of through traffic is desired, advance warning signs on the adjoining arterial or 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.