

POLICY GUIDELINES FOR TRAFFIC CALMING DEVICES ON STREETS (PUBLIC AND PRIVATE) WITHIN THE CITY OF FEDERAL HEIGHTS

1. The policy for traffic calming devices is a part of the Federal Heights Municipal Code, Chapter 5-14-5 Traffic.
2. The request for traffic calming devices shall be supported by written documentation, which demonstrates that a substantial interest in a particular type of roadway calming device is desired within a specific area. To that end, a petition bearing the name, address and telephone number of 85 percent minimum of the affected residents requesting a particular device and 100 percent within 300 feet of proposed devices shall be submitted and will be considered as an application.
 - a. The petition shall include a statement that all residents agree to the installation of traffic calming device including appropriate signage in front of their residence. Signage and pavement marking will be standardized with no exception for individual residents.
 - b. Affected residents are those residents on a street requesting traffic calming device and/or residents on streets that interconnect with subject street.
3. Traffic calming devices will be considered if the Average Daily Traffic (ADT) volume is greater than 500 and less than 2500 vehicles per day, unless specified otherwise. The applicant may be required to furnish a traffic count to justify application. Special circumstances could warrant installation of traffic calming devices regardless of the ADT, such as schools, parks, etc.
4. Traffic calming devices will not be allowed if any of the following conditions exist:
 - a. Street Grade that are greater than 6 percent
 - b. Curves with radius of less than 300 feet
 - c. Vertical curves with less than minimum sight distance
 - d. Street pavement width greater than 40 feet
 - e. Street pavement width less than 25 feet except for speed humps
 - f. Posted speed greater than 30 MPH
 - g. If less than 85 percentile of traffic exceed posted speed of which less than 30% of speeding traffic exceeding posted speed by 5 MPH or more.
5. Calming devices could include but not be limited to the following: Street Reconfiguration by Restriping; Speed Humps; Street Closure by adding cul-de-sacs; raised crosswalk; Street Table (raised intersection); Roundabout (traffic circle); Median; Street narrowing (choker); Calming Islands (with landscaping).
6. Speed bumps shall be prohibited within the City of Federal Heights. Existing bumps shall be either removed or modified to meet city guidelines for street calming devices. The cost for removal or modification shall not be borne by the city.
7. Traffic calming devices are intended to reduce speed and/or reduce traffic volume for residential (local & private) streets and in some intense collector streets, but not for arterial streets.
8. Cost for calming devices:
 - a. Cost for all devices other than speed humps shall be borne by the city when funding is available
 - b. Cost on private streets shall be borne by the owners of these streets
 - c. Cost for speed humps on City Streets shall be 50 percent residents who petitioned and 50 percent by the city if funding is available, provided the request for a street calming device is approved

- d. Cost of removal will be borne by the petitioning residents
- 9. The procedure to request a calming device to be removed is identical to the request procedure for installation of a traffic calming device (refer to item 2). The cost for removal within the first 2 years shall be borne by the petitioners. After this timeframe the cost shall be identical to the installation cost procedure (refer to item 8).
- 10. The following gives a brief description of the possible devices for speed calming. Also, refer to attached sketches:

A. Speed Humps :

- 1. A Speed Hump is a raised undulation with a parabolic top extending across the road perpendicular to the direction of street traffic flow with tapered ends to smooth transition over this undulation.
- 2. The following are in addition to the previous conditions for traffic calming devices, specifically for speed humps:
 - a. Only on residential streets
 - b. On non-emergency vehicle routes
 - c. Installation shall be no closer than 200 feet from an intersection
 - d. Visible for a minimum of 200 feet
 - e. On straight sections of streets only
 - f. Shall not alter designed drainage pattern
 - g. Noise impact to adjacent residents is acceptable to adjacent residents
 - h. Streets without curbs shall have reflector & delineator posts installed adjacent to the edge of street pavement at specified intervals and distances either side of speed hump
- 3. Speed Hump design guidelines
 - a. Constructed of either concrete (plain or colored) or asphaltic concrete
 - b. Height of bump shall be either 3 inch or 4 inch (dependent upon particular case)± 1/4 inch
 - c. Length of bump base shall be either 12 feet or 16 feet (4.17% slope)
 - d. Sides of bump shall be tapered to edge of gutter pan
 - e. Hump shall be delineated by striping with white paint or tape (8 inch width)
 - f. Warning signage shall be installed prior to and at speed hump
 - g. Speed Humps shall be spaced at approximately 400 feet intervals
 - h. Installed as close as possible to street lighting for maximum illumination

B. Raised Crosswalks:

- 1. Raised crosswalk is a raised undulation with a flat top extending across the road perpendicular to the direction of street traffic flow with tapered ends to smooth transition over this undulation.
- 2. Constructed at either intersection or at mid-block
- 3. Constructed with either asphaltic concrete, concrete (plain or colored), cobblestones, interlocking brick, printed concrete, concrete pavers or combination of materials.
- 4. Guidelines are similar to that for speed humps

C. Speed Tables (raised intersection):

1. Speed Table is a raised plateau of street where streets intersect. Speed Table could also be utilized at mid-block
2. Top section is level with sidewalk
3. Table is elevated approximately 4 to 6 inches higher than the surrounding streets
4. Constructed with concrete (plain or colored), cobble stone, stamped concrete, interlocking bricks, concrete pavers or a combination of materials
5. Drainage and maintenance issues shall be addressed

D. Choker-neckdowns/bulbs (calming island with landscaping):

1. Chokers are a narrowing of a street intersection, mid-block or a segment of a street in order to reduce width of the street by physical curb reduction and construction of wider sidewalks or landscape strips
2. Chokers can be used at intersections to channelize traffic
3. Chokers are concrete curb and gutter island, landscaping within island suggested for aesthetic appearance
4. Drainage and maintenance issues shall be addressed

E. Roundabout (traffic circle with landscaping):

1. Roundabout is an elevated circular island that provides circular counter-clockwise traffic operations at intersections
2. Circular structure size is variable dependent on location, but in general the size range from 25 to 50 feet in diameter.
3. Circular island is constructed with a concrete mountable curb
4. Street grades approaching the intersection shall not exceed 8 percent
5. Driving surface shall be constructed with either asphaltic concrete, concrete (plain or colored), cobble stone, interlocking brick, or stamped concrete, concrete pavers or a combination of materials
6. Landscaping will not only act as a visual barrier but shall add aesthetic improvement
7. Drainage and maintenance issues shall be addressed

F. Street Closure (cul-de-sac):

1. Converts through streets to dead-ends
2. Will not be used if significant traffic will be diverted to another street to reduce volume on a requested street closure
3. Drainage and maintenance issues shall be addressed

G. Chicane (calming island with landscaping):

1. A chicane is created by staggered curb extension islands that are placed on both sides of the street. Landscaping will not only act as a visual barrier but shall add aesthetic improvement.
2. The same effect could be achieved by alternating parking from one side of the street to the other
3. Drainage and maintenance issues shall be addressed