

Village of Pittsford Speed Hump Policy

Process for speed hump consideration

The process for requesting and selecting speed hump locations is:

1. Citizen support for the project must be demonstrated through a petition (see Appendix A) showing 60% support of occupied properties on the affected street. If the street has few or no occupied properties, the Board of Trustees may initiate an investigation without a petition.
2. If a 60% petition is received, then the Board of Trustees will request that a Public Hearing be scheduled. The Village Clerk will publish a legal notice noting the date, time, and place of the hearing. The Board will consider the process and criteria outlined below, comments from the public, and alternative traffic calming techniques if appropriate.
3. If approved, the Village Department of Public Works (DPW) will install the hump(s) in accordance with specifications provided by a traffic engineer, subject to the availability of funds and staff resources.
4. Following installation, DPW personnel will monitor speed humps, traffic volumes, and speeds.
5. The Clerk will send the Speed Hump Post Installation Questionnaire to residents after installation (Appendix B) for input.

Village Selection Steps and Criteria

The following three-step speed hump location selection process and criteria shall be used by the Board of Trustees to select future speed hump locations in the Village of Pittsford:

1. An in-house evaluation of street functional classification and geometric features shall be conducted.
2. Volumes and traffic speed data shall be collected and evaluated.
3. There shall be a review of other related information to determine if there are any unusual circumstances which would support or eliminate the street from future speed hump consideration.

The first evaluation involves the screening of potential speed hump locations based on street geometric features and functional classification. The criteria for this evaluation are:

1. The candidate street must be under the control of the Village of Pittsford (thus, not Monroe County or New York State). The purpose of the speed hump program is to promote safety and discourage cut-through traffic and/or speeding on local streets.

2. The street must NOT be on a “primary” or routine emergency vehicle or public transit bus route. RTS bus routes and fire station locations will be used in this evaluation.
3. The street width must be less than 40' wide to indicate the street is not a wide arterial street.
4. The street must have a grade of 6% or less approaching the hump location to avoid drainage problems and insure safe vehicle operations.
5. The street must have no parallel local residential streets. If there are parallel local residential streets, the placement of speed humps could merely shift traffic to another street.
6. The street must be a through street (no cul-de-sacs or alleys).

The Board of Trustees will request a traffic study to obtain speed and volume data and compare the results to the following criteria:

1. Traffic Speeds – A speed survey should demonstrate that a minimum of 40% of the vehicles are exceeding the speed limit. Furthermore, the finding of excessive speed should be made only after attempts at controlling speed using specialized enforcement has proven ineffective.
2. Traffic Volume – Streets should have a minimum daily volume of 500 vehicles before humps are considered. The volume of traffic is the level at which the character of the street is impaired.

Should the candidate street not meet the above criteria, the Board of Trustees will consider other factors impacting safety, such as:

1. History of accidents clearly related to speeding or conditions on the street.
2. Adequate street lighting and drainage.
3. Pedestrian traffic without a sidewalk on either side of the street.
4. Unusually high volumes of pedestrian and/or bicycle activity.
5. Other factors deemed appropriate by the Board of Trustees.

Forward petitions to:

Village of Pittsford
21 North Main Street
Pittsford, NY 14534

APPENDIX B-1
SAMPLE
SPEED HUMP POST INSTALLATION QUESTIONNAIRE

Date: _____

Name: _____

Address: _____

1. It is my perception that the speed of traffic has been:

Reduced Stayed the Same Increased
2. Since the installation of speed humps, the overall speed of traffic is:

Too Fast Just Right Too Slow
3. It is my perception that the volume of traffic has:

Reduced Stayed the Same Increased
4. I have observed that the speed humps are an attractive nuisance to kids with bikes, skateboards, etc.

Yes No
5. Knowing what I do, I would agree to a similar installation again.

Yes No
6. Should the speed humps remain permanently on _____ ?

Yes No
7. I feel that the signage and striping is acceptable in appearance.

Yes No

APPENDIX B-2
SAMPLE
SPEED HUMP POST INSTALLATION QUESTIONNAIRE

Name: _____ Date: _____
Address: _____

1. It is my perception that the speed of traffic has been:
Reduced Stayed the Same Increased

2. Since the installation of speed humps, the overall speed of traffic is:
Too Fast Just Right Too Slow

3. It is my perception that the volume of traffic has:
Reduced Stayed the Same Increased

4. I have observed that the speed humps are an attractive nuisance to kids with bikes, skateboards, etc.
Yes No

5. Knowing what I do, I would agree to a similar installation again?
Yes No

6. Should the speed humps remain permanently on _____ ?
Yes No

7. I feel that the signage and striping is acceptable in appearance.
Yes No

OTHER COMMENTS:

