

CAPITOL HILL TRAFFIC CALMING FAQ

Will putting speed humps on Ensign Vista and Edgcombe displace racing onto other streets? Are speed humps needed on Dorchester, Braewick and Sandrun as well?

The hope is that speed humps on East Capitol Boulevard are effective in reducing racing /exhibition driving for the whole area. Placing speed humps on Ensign Vista and Edgcombe are a priority since those roads are currently used by racing /exhibition driving. Additional speed humps on interior streets may be justified later, as part of a future project.

Would humps in East Capitol Boulevard (ECB) alone be sufficient to stop the racing? Are the humps in the side streets needed? Would putting the planned speed humps on side streets along ECB be as effective in stopping the racing?

The hope is that speed humps on ECB are effective in reducing racing /exhibition driving for the whole area. Placing speed humps on Ensign Vista and Edgcombe are a priority since those roads are currently used by racing /exhibition driving.

Will the speed humps cause issues with vehicle damage or other major inconveniences?

We are planning to deploy a typical design that is 3" tall and about 7' long. This design is reasonably comfortable for vehicle speeds in the target range of 15-25 miles per hour. If a vehicle is moving in this speed range, as is expected on residential streets, they are not going to be inconvenienced.

How would speed humps affect emergency vehicle access and response time?

In conversations with the SLC Fire Department, their engines already drive East Capitol Blvd. at reduced speeds uphill and downhill. Due to the grade of ECB, their vehicles simply don't achieve high speeds due to their weight, power and gearing. On descent, they avoid high speeds to maintain control of the vehicle. The considered 25 mile per hour design speed of the speed humps on ECB would meet the Fire Department's operating needs.

Why are there so many planned speed humps?

When considering speed humps as a planned road speed intervention, repetition is important. Typically, speed humps are placed 250' to 500' apart as a best practice to discourage the behavior of speeding up after each hump. On ECB, the approximately 700' spacing of the speed humps will be toward the upper range of typical implementation to incorporate the context of the street.

How will construction activities affect traffic and how long will it take?

When construction begins in spring of 2023, only one side of the road will be closed at any given time to keep the corridor open to traffic. The Division is going to refine the speed hump construction process in other areas before bringing it to ECB. ECB has a steep grade that may complicate the installation of speed humps.

Bidding, selection, and contract negotiations will take place in February/March. Asphalt plants open as the weather permits (warmer temperatures). In our region, asphalt plants typically open in late March or early April. Lining up with these openings is when we expect work to begin.

Considering the timeline for completion of the project, we don't know for certain when it will be done. We have some influence over the contractor, but they have some liberties over schedule decisions. Typically, we set the start and end date, and in the case of ECB, we will give them direction for basic sequencing of work. 2022 provided some unforeseen delays that impacted active project schedules due to material and labor shortages.

Will heavy vehicles (e.g. concrete mixers) going over the humps at the design speed create noise and vibration?

Possibly, yes. This will be site-specific and depends on distance from speed hump and home construction materials (e.g. single pane vs double pane windows). Some areas may experience some minor noise and possibly a little vibration with heavy trucks, however the traffic mix on ECB does not have a high frequency of heavy trucks so it is not expected to be a constant nuisance.

How will the success of the project be measured?

Project success will be measured by fewer instances of measured excessively high vehicle speeds, by a reduction in cut through traffic, and by public perception and feedback.

What will happen with the 20 MPH speed limits signs on East Capitol Boulevard?

The 20 mph signs were posted as a result of a city-wide program to make 20 mph the default speed limit on residential streets. ECB is classified as a residential street, therefore the signs were posted here. This was not done as part of the Capitol Hill Traffic Calming plan. City engineers have told the CHNC that they think the classification of ECB as a residential street may not be appropriate. The city has requested, and the CHNC will provide, a letter requesting that the speed limit be restored to 25 mph.