West Hartford Neighborhood Traffic Calming
Revised Process

This initiative replaces the prior multi-step, consensus-based program with a systematic, engineering-driven process to rapidly and effectively reduce neighborhood traffic speeds to a target of 20 MPH.

Core Policy Mandate

1. **Speed Benchmark:** The primary goal for neighborhood streets is an 85th Percentile Speed of 20 MPH or less.
2. **Process Authority:** The Legal Traffic Authority (LTA) and Town Engineering Division are granted the authority to select, design, and implement proven, self-enforcing physical traffic calming measures (e.g., speed humps/bumps/tables, raised crosswalks, chicanes, curb extensions, roundabouts, quick builds) based solely on the need to achieve the 20 MPH benchmark.
3. **Process Enhancement:** All resident petitions and input will be considered, but not required. This is due to the fact that prior requirements – e.g., strict thresholds for resident petitions (75% support) – were too onerous.
    a. Critically reappraise and clarify reasons that traffic calming has been traditionally refused, such as emergency access and arbitrary complex algorithms.

Systematic Implementation Process

The program moves from a reactive, request-based system to a systematic, proactive, phased rollout focused on achieving town-wide speed reduction.

Step	New Process	Rationale
1. Phase Prioritization	**A. Phase 1**: All neighborhood streets within a 1,000-foot radius of schools, parks, libraries, and community centers (high pedestrian generators) are prioritized for immediate and comprehensive traffic calming treatment. Quick-build materials are encouraged for fastest and cheapest implementation, and to study results against the 20 MPH benchmark goal.	Replaces reactive "Report a Problem" with a proactive, systematic approach starting at high-risk pedestrian areas, as suggested.

	B. Phase 2: Implementation proceeds in contiguous neighborhood zones, moving outwards systematically from Phase 1 areas until all eligible residential streets are addressed.	Ensures equitable, efficient, and cost-effective use of resources for town-wide coverage.
2. Engineering Design & Assessment	Engineering staff conducts an immediate review (eligibility check, speed/volume/crash data) and designs the optimal configuration of physical, self-enforcing measures required to meet the 20 MPH benchmark.	Eliminates the scoring/tier system, focusing all resources on engineering solutions to meet the 20 MPH goal, which corresponds to the most urgent “Tier 3” designation in the old program.
4. Implementation	Once administratively approved, the project moves directly to Design and Construction. The Vision Zero dashboard will serve as public notification.	Removes the lengthy public discussion/petition steps and allows for expeditious action on the ground. Merge the neighborhood traffic calming notification process into the existing public notification process for Vision Zero.
5. Program Evaluation	Traffic speed data is collected 1-3 months after installation to verify the 20 MPH benchmark. Engineering staff will make adjustments to the measures if the target is not met.	Focus post-project review strictly on the achievement of the core 20 MPH goal, rather the existing broad, extensive "look back” process that would overwhelm town staff if done at any scale.