

TOWNSHIP OF FRANKLIN

SPEED HUMP REQUEST PROCEDURES

- 1. There should be concern within the neighborhood regarding a problem along a street segment such as considerable speeding or a substantial amount of "cut through" non-neighborhood traffic.**
- 2. Identify the specific street segment of concern such as X Street between Street Y and Z Street. It is better to identify a specific street where there is a concern as opposed to requesting a speed hump study for every street in a neighborhood.**
- 3. It is desirable that a request for a speed hump study be from a neighborhood association or group. However, if one does not exist, requests for studies will be accepted from individuals.**
- 4. Any speed hump study request should be made in writing to:**

**Thomas Zilinek-Township Engineer
Township of Franklin
475 DeMott Lane
Somerset, NJ 08873**

- 5. Written requests for speed hump studies will be addressed in the order they are received.**
- 6. Street segments that do not meet criteria contained in the Speed Hump Installation Policy will be rejected. Street segments that do meet the criteria must be approved by at least 75 percent of the residences within an identified impact area. Approved street segments will be placed on a list for installation of speed humps. The speed humps will be installed as funding is available.**

TOWNSHIP OF FRANKLIN
SPEED HUMP PROGRAM
SPEED HUMP INSTALLATION POLICY

I. General

The purpose of this policy is to provide guidelines for the installation of speed humps, a relatively new approach to control vehicular traffic speeds along a residential roadway. A speed hump is a gradual rise and fall of pavement surface across the width of the roadway. A speed hump differs from a speed bump, which is more abrupt, having a height of three to four inches over the length of one to three feet. The speed humps adopted for use in the Township of Franklin are:

1. A hump which is 14 feet in length and three to four and one-half inches in height with two seven-foot long circular arc approaches, or
2. A hump that is 22 feet in length and three to four and one half inches in height with an incline of six feet; a plateau of ten feet; and a decline of six feet.

Due to gentle vehicle rocking, speed humps cause some driver discomfort and result in most vehicles slowing down at humps and between properly spaced successive humps.

Research has shown that speed humps are effective in safely reducing speeds along a street. However, there is a potential for traffic diversion onto adjacent streets as a result of motorists avoiding the speed hump street.

In order for speed hump installation to be effective; their provision should be in accordance with established transportation engineering criteria and documented facts. As is the case with all traffic control devices, meeting warrants or design criteria, along with proper installations, will encourage compliance and safe driving practices. This policy provides criteria and procedures for installation of safe and effective speed humps.

As this is a new program, the Township reserves the right to change any and all of the criteria and procedures in these guidelines if deemed necessary.

II. Eligibility Requirements

All of the following criteria must be satisfied for a street to be considered eligible for speed hump installation.

A. Petition

1. A petition from the residents documenting that at least 75 percent of all households in the project area (which may include streets that traffic may be diverted to) support the installation of speed humps on the identified street. All residents within the project area should be presented the opportunity to sign the petition. The project area will be defined by the Township Engineer.
2. A verification statement from the contact person confirming that the signatures on the speed hump petition are valid and represent at least 75 percent of the households/businesses adjacent in the project area. Only one signature per residence will be counted.

3. A statement from the neighborhood association or group endorsing speed hump installation on the project street. The statement must be presented at a meeting of the neighborhood association or organization.

B. Operational and Geometric Characteristics of the Street

1. The street must be wholly contained within the Township of Franklin and under the control of the Township.
2. The street must be functionally classified as a local street or a minor residential collector as specified by the Township Master Plan.
3. The street shall have no more than two lanes, one in each direction.
4. The street shall have curbing on both sides for the entire length that speed humps are being requested.
5. The street must be paved, in reasonably good repair, and not scheduled for repairing.
6. The street shall have a regulatory speed limit of 30 mph or less as determined in accordance with township ordinances.
7. The speed humps should not be located in a horizontal curve, on vertical curves where visibility of the humps is restricted, or on the approaches to these curves.
8. The Chief of Police or his designee, the appropriate Board of Fire Commissioners and the primary first aid squad must approve the street.
9. The Township will conduct eligibility studies for speed humps after a request has been made. Requests made by neighborhood groups or associations will be given priority for eligibility studies.
10. The Township Engineer will be responsible for designating or approving the number and location of speed humps (and associated signage/stripping) along a street. If speed humps (at appropriate locations and spacing) cannot be accommodated for reasons related to drainage, driveway/intersection locations, vertical and horizontal geometry, etc., then the petition for speed humps will be rejected.

III. Project prioritization

Speed hump projects will be prioritized on a township-wide basis. This will ensure proper allocation of the Township's resources. Once a project is proven to be viable per the engineering studies, the project will be ranked according to the date that the neighborhood association endorsement statement or individual petition forms are received by the Township Engineer. Other criteria deemed applicable by the Township Engineer i.e., safety concerns, may effect prioritization.

IV. Cost Responsibility

The cost for speed hump installation (including humps, signs, pavement markings, and if necessary, special features) will be paid by the Township, as funds are available.

V. Speed Hump Locations

Reasonable efforts will be made not to locate speed humps in front of a property if the occupant objects to its placement or, in the case of multiple dwellings if the majority of the households on the property object to its placement. As stated on the petition, an approval signature indicates a household's willingness to allow the installation of a speed hump and/or associated features on the street in front of their property.

VI. Design, Construction, and Maintenance

Design standards and installation procedures for speed humps and related features such as signs and pavement markings shall be prepared by the Township. The speed humps will be constructed of asphalt. Construction of speed humps will be administered by the Township. The Township will maintain the speed humps and all related features.

VII. Speed Hump Removal and Alteration

The process for speed hump alteration or removal requested by the residents is the same as the process for installation, except that there will be no Township participation in the cost incurred. A petition documenting that at least 75 percent of all households adjacent to the speed hump street are in favor of the speed hump removal will be required. In such case, the full cost of removal will be borne by the property owners via local assessment.

In case the Township determines that an unforeseen problem exists due to the humps, it may be redesigned or removed by the Township. In such case, the Township will bear the full cost of speed hump removal.

VII. Temporary Speed Humps

In cases, deemed appropriate by the City Engineer, portable speed humps may be installed on a temporary basis.

SPEED HUMP INSTALLATION PROCEDURES

The following items describe the procedure to be followed for speed hump installation.

I. Project Request

Request for speed hump installation can be initiated by individual residents or neighborhood associations. A request should be made in writing to:

Thomas Zilinek-Township Engineer
Township of Franklin
475 DeMott Lane
Somerset, NJ 08873

II. Preliminary Review

- A. After a request for speed humps has been received, the Engineering Department will conduct an initial investigation and collect data to determine the street's eligibility with regard to the operational and geometric characteristics. This eligibility process includes approval from the Chief of Police or his designee, the appropriate Board of Fire Commissioners and the primary first aid squad. Collected data will include traffic volumes, length, speed surveys, etc. Due to the number of requests for all services, the eligibility study will be placed on the Engineering Department's priority list and conducted as resources become available.
- B. If the operational and geometric requirements for eligibility are not met, the street will not be considered for speed humps and the requestor(s) will be notified.
- C. If, after the initial study, it is determined that the street qualifies for speed hump installation (assuming proper placement of speed humps and associated features can be achieved), a petition packet consisting of the speed hump petition (which will include photographs of the installations and a map indicating the location of speed humps and signs for the street in question) and a verification statement for the contact person will be mailed to the requestor(s). The project requestor(s) will be responsible for circulation of the petition in the petition area.
- D. The petition should be presented to all of the households in the identified impact area. Signatures representing 75 percent of all the households within the impact area must be in favor of speed hump installation for the process to proceed further. Multi-family dwellings with more than four units will be counted as four households, with the property owner or manager representing the households.

III. Funding

The funds available each fiscal year are established by the Township Council. The number of speed humps installed each year will be dictated by the funds available. In addition to the actual speed hump installations, the funding also provides for the evaluation of requests and program administration.

IV. Speed Hump Installation

Speed humps will be installed as scheduling and funding permits. The construction of humps and the placement of signs and markings will conform to the current design standards as established by the Township and the current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

APPENDIX A

PROJECT APPROVAL CRITERIA

Speed hump projects will be evaluated on the basis of existing speeds and volumes, average number of speed related accidents reported to Franklin Township Police Department and presence of schools and/or other special pedestrian generators in the area. Once a speed hump request has been evaluated and determined to meet the Township's criteria, the request will be ranked according to the date a verification statement endorsing the speed humps is received unless other factors exist that dictate a higher priority. For a street to be considered for speed humps, Condition 1 (speed) must be met in addition to two of the remaining three conditions listed below.

1. Speed

The speed criteria considers the difference between the posted (or regulatory) speed limit and the measured speed of vehicles over an averaged 24-hour period. To be considered, the 85th percentile speed along the street must exceed the speed limit by at least ten (10) mph.

2. Accidents

All accidents considered must be speed related accidents within the Franklin Township Police Department database and on the project street, either at intersections or at mid-block locations. The street must have had five or more speed-related accidents within the past three years.

3. Traffic Volume

Traffic volumes on the proposed street must be more than 500 vehicles per day but less than 2500 vehicles per day.

4. Type of Neighborhood

The following is a list of special conditions that may be considered:

- a. Schools within a 1,000 foot radius of the project street.
- b. Special pedestrian generators within a 1,000-foot radius of the project street. (libraries, parks, neighbor shops, etc.)
- c. Absence of sidewalks on the project street.

APPENDIX B

Design Standards

1. Dimensions and Cross-Section

The approved speed hump are:

1. A hump which is 14 feet in length and three to four and one-half inches in height with two seven-foot long circular arc approaches, or
2. A hump that is 22 feet in length and three to four and one half inches in height with an incline of six feet; a plateau of ten feet; and a decline of six feet.

A minimum 6-inch taper to the flow-line of the curb will be provided to accommodate proper street drainage.

2. Spacing and Location

Speed humps will usually be placed between 400 and 700 feet apart. The following guidelines will be considered when determining speed hump spacing.

- a. On single short blocks (300-800 feet), a single hump positioned near the mid-point is usually sufficient.
- b. On single blocks of moderate length (500 to 1000 feet), a two hump configuration is usually adequate.
- c. On very long blocks (1,000 to 1,600 feet) three or more humps may be necessary.
- d. On lengthy continuous street segments or for humps provided over a series of blocks, interior humps may be placed 400 to 700 feet apart.

The following points should be considered when locating speed humps:

- a. A speed hump should not be located in front of a driveway or within an intersection. Speed humps should not be located within 300 feet of a traffic signal, stop sign or yield sign, or within 75 feet of an uncontrolled intersection.
- b. Speed humps should not be located on, or contain manholes, or be located adjacent to fire hydrants.
- c. For humps located near drainage inlets, the hump should be placed just downstream of the inlet. If this is not feasible, special treatment should be considered for drainage.
- d. Speed humps should not be located in horizontal curves. Speed humps can be located at the crests of vertical curves, but placement should be avoided on the approaches to vertical curves.
- e. If possible, humps should be located on property lines rather than directly in front of a residence. Efforts will be made to avoid placement of humps and associated features in front of residences that did not sign the petition requesting humps for the roadway.
- f. Advantage should be taken of existing or planned street lighting when determining hump locations.
- g. If an appropriate number and/or spacing of speed humps cannot be obtained due to the aforementioned criteria, then the project will be terminated and the contact person will be notified.

3. Traffic Control

Traffic control consisting of signs and markings should be provided to advise roadway users of a speed hump's presence and to guide their subsequent action. Traffic signs and pavement markings should conform to Manual on Uniform Traffic Control Devices (MUTCD) standards. Signs will be placed on the approach to an area with speed humps that read "Speed Humps Ahead". The signs shall be 30-in. with a black on yellow legend. An advisory speed plate will also be installed and located under the "Speed Hump/Ahead" sign.