



## SPEED HUMP INSTALLATION POLICY

### A. GENERAL

Speed humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when installed in accordance with the provisions of this policy.

In order for speed hump installations to be effective, they should be located selectively in accordance with defined engineering criteria for the purpose of improving documented speeding problems, but **is not a guarantee that the street is a safe place for children to play**. Streets exist primarily for the passage of motor vehicles; hence residents, both adults and children, should exercise due care when in the roadway. Proper installation will also minimize driver frustration and encourage safe driving practices.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service consequences, almost certainly create a diversion of large amounts of through traffic onto local residential streets, which were not intended for that purpose. Therefore, speed humps will not normally be considered for streets that are classified as collector streets or higher in the Town's Major Street Plan, or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street. This policy also promotes reasonable opportunities for residents and property owners most affected by a proposed speed hump to participate together in the process that leads to its installation. It also provides for a sharing of the speed hump installation cost between the Town and the neighborhood under certain conditions.

### B. DEFINITIONS

For the context of this policy only:

- 1. Low Density Residential Dwellings** - include single family houses, townhouses, and duplexes;
- 2. Speed Hump** - is a geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface extending transversely across the traveled way, whose primary purpose is to reduce the speed of vehicles traveling along that roadway;

3. **Traffic Speed Study** - will include the operational characteristics, and geometric characteristics of a typical day for 24hrs.
4. **Speeds** - are 85<sup>th</sup> percentile speeds, i.e., the speed at or below which 85 percent of vehicles are traveling;
5. **Typical Day** - is defined as Tuesday, Wednesday, or Thursday
6. **Street** - refers to the street length that must be petitioned. It is a 1000-foot segment generally centered on the proposed location of the humps, or the length of the block, whichever is greater. If the 1000-foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening thoroughfare, traffic signal or offset intersection.

### C. ELIGIBILITY REQUIREMENTS

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

1. **Petition.** A petition that documents that a minimum of two-thirds of the households in low-density residential dwellings on the street support its installation. In instances where speed humps will affect other roadways the requestor will be required to obtain a petition that documents that a minimum of two-thirds of the households along the total affected area are in favor of the speed hump. Requester will be responsible for distribution and collection of all petitions.
2. **Location of the Street.** The land uses of the properties abutting the street where the speed hump is proposed must be composed primarily of low-density residential dwellings.
3. **Operational Characteristics of the Street**
  - a. The street must be used to provide access to abutting low-density residential properties (local residential street).
  - b. There must be no more than one moving lane of traffic in each direction.
  - c. Traffic volumes must be more than 200 vehicles per day.
  - d. Vehicle speeds must meet the Speed Criteria defined in Section D.2.
  - e. City Administrator, Town Engineer, Town Fire Chief, and Town Police Chief must approve all speed humps and their locations.
  - f. The street must not be classified on the Town's Major Street Plan as a collector or greater.
  - g. Paved travel ways that do not function as a street such as alleys, utility/access easements, parking lot circulation routes, and commercial service drives are not eligible for the installation of speed humps.
4. **Geometric Characteristics of the Street.**
  - a. The street must have adequate sight distances to safely accommodate the hump as determined by the Public Works Department.
  - b. The street must not have curves or grades that prevent safe placement of the hump. Humps may be located on streets that contain curves and/or grades, but

the hump itself should not be located within a significant horizontal curve or on a vertical grade greater than eight percent.

- c. The street shall be paved. If there are no curbs, a special design must be used to prevent vehicle run-around.
- d. The street must have a history that shows the need for traffic calming. New Subdivision Developments should consider traffic calming methods other than speed humps and should consider speed humps only as a last resort, and will be the sole responsibility of the developer.
- e. Private property in the Town Limits is not governed or controlled by this Speed Hump Installation Policy.
- f. In the case of areas with grid networks a comprehensive study of all affected roadways will need to be assessed.
- g. Speed humps are designed to attract the attention of the driver. Therefore, the installation of a speed hump within the limits of a school zone or in areas where pedestrians frequently cross a traveled way increases the chance of pedestrian vehicle conflict. Speed humps shall not be installed in such areas.

#### **D. COST RESPONSIBILITY**

- 1. The requestor will be responsible for a non-refundable \$50 application fee for a speed hump study. Should the Town determine a speed hump is warranted, the application fee will be deducted from monies due to the Town for installation costs.
- 2. The cost for the speed hump installation (including signs, pavement markings and, if necessary, special design features such as bollards, curbing or guardrail) may be shared between the Town and residents according to how much the measured speed on the street exceeds the Speed Criteria as defined in this section. This cost sharing is defined as follows:

<b>COST SHARING TABLE</b>	
<b>85<sup>th</sup> PERCENTILE SPEED RESIDENTS' COST SHARE FOR CONSTRUCTION (BASED ON SPEED ABOVE POSTED)</b>	
5-6 mph	100%
7-8 mph	67%
9-10 mph	33%
>10 mph	0%

- 3. Allocation of the Town's contribution will be made on a first come first served basis and constrained by annual funding.
- 4. The term "resident," when used in cost sharing does not necessarily refer to the petitioners. It is used to define the share of the cost that is not the responsibility of the Town and could be paid by one or more of the residents or from other private sources. Notwithstanding the provisions of the foregoing cost-sharing table,

residents may be able to expedite hump installation by voluntarily paying the full installation cost.

#### **E. SPEED HUMP REMOVAL AND ALTERATION**

The process for speed hump removal or alteration by residents will require a petition that documents that a minimum of two-thirds of adjacent property owners on the street support its removal. There is no Town participation in cost sharing for the removal of the speed hump. The City Administrator has the right to remove a speed hump if he or she deems necessary, in which case all or a portion of the residents' cost to install the speed hump will be refunded (less damage or/and depreciation).

#### **F. SPEED HUMP LOCATION**

1. A speed hump must not be located in front of a property if the property owner objects to its placement.
2. The exact speed hump location shall be determined by the Town Engineer.
3. The speed hump shall be located a minimum of 250' from the nearest intersecting street and at the property line.
4. The speed hump shall not be located or constructed such that it interferes with the proper drainage of the street.
5. Speed humps should not be located within 10' from the nearest driveway.

#### **G. DESIGN STANDARDS AND PROCEDURES**

The Public Works Department shall prepare and maintain current design standards and installation procedures for speed humps in accordance with this policy.

#### **H. SPEED HUMP INSTALLATION PROCEDURES**

1. The initial request for the installation of a speed hump must originate from the residents living on the street. A request in writing from a resident or representative must be forwarded to the following address:

**Town Engineer  
Request for Speed Hump  
200 N. College St.  
Greeneville, TN 37745**

2. A determination of eligibility based on a traffic engineering study conducted at the subject site will be made in a timely manner.
  - a. If the street is determined not to be eligible, the applicant(s) will be given written notification of that determination and its reasons.
  - b. The decision may be appealed in writing to the Director of Public Works within 15 days of the notification date. The Director will review the determination and respond to the applicant(s) within 30 days of the appeal request.
  - c. If the street is determined to be eligible for consideration, a meeting will be arranged between the applicant(s) and staff to define the petition area, the approximate speed

- hump location range. The applicant(s) will be instructed to submit a petition indicating that a minimum of two-thirds of the low density dwelling households on the street support the installation of a speed hump as provided in the speed hump policy.
- d. The Public Works Department reserves the right to install a speed hump on any street is deems necessary without a petition from the adjacent property owners. Said speed hump would be paid for by the Town.
3. After verification of the petitions, the Department of Public Works will conduct the necessary traffic engineering studies and solicit comments and recommendations of other agencies. A determination of the street's eligibility for speed hump installation will be made in a timely manner, based on the speed hump policy.
    - a. If the street is determined not to be eligible for speed hump installation, the applicant(s) will be notified in writing giving the reason.
    - b. The decision may be appealed in the same manner as in Section 2.
    - c. If the street is determined to be eligible, the street will be placed on a list of streets eligible for speed hump installation.
    - d. The Public Works Department will make a determination of the total installation cost and the cost sharing responsibility of the residents, if applicable, according to the speed hump policy.
  4. Depending on the method used to pay for cost of speed humps the following shall apply:
    - a. Once a street is placed on the list of streets approved for speed hump installation, the Town will submit a statement to the representative of the residents for the cost of the speed hump installation. Upon receipt of payment of the cost, the humps will be installed as scheduling permits.
    - b. If full payment has not been received within one year from the statement date, the street will be removed from the list of streets approved for speed hump installation and all monies received for construction, less the initial application fee, will be returned to the payer.
    - c. When the Greeneville Board of Mayor & Aldermen has approved a budget amount for speed hump installation, the Department of Public Works will determine which installations, based on the calculated rating, will be funded from the budgeted amount. Representatives of the applicants for all approved speed hump installations will be notified of which requests have been funded for the coming fiscal year.
    - d. Installations not included in the group to be funded may be approved if their full installation cost (including the Town's share) is voluntarily paid by the requestor.

*Difference in a Speed Hump and Speed Bump*

