Town of Harrisburg

Speed Hump Policy

POLICY STATEMENT

The speed hump policy identifies warranting criteria to be used when considering speed hump installation. This policy also outlines the mandatory neighborhood support needed for approving installation and cost responsibilities associated with these devices.

INSTALLATION CRITERIA

Speed humps shall be considered for installation only when a location meets all of the warranting criteria. The warranting criteria are listed below:

1. The devices must be located on a paved, residential street;
2. The street should have valley curb abutting the proposed device locations. Devices may be placed on streets with roll curb or ribbon style sidewalk after a review to determine the best possible location. In this case, it may be necessary to take additional measures to prevent drivers from going around the devices;
3. The posted speed limit on the street shall be 35 mph or less;
4. The 85th percentile speed on the street shall be at least 8 mph over the posted speed limit;
5. Traffic volumes on the street must fall between 500 vehicles per day for full Town cost participation, and 5,000 vehicles per day;
6. The devices shall not be located within 200 feet of a stop sign or traffic signal on the subject street;
7. The street is not a major or minor thoroughfare, or a major collector street;
8. Drainage on the street shall not be compromised due to the installation of the devices;
9. The Town of Harrisburg retains the right to veto any street segment for speed hump installation for public safety concerns.

NEIGHBORHOOD SUPPORT

Affected Property Owners

Once the street has passed the warranting criteria and favorable conditions exist, the installation must then follow a neighborhood acceptance procedure. This is to assure that a majority of the property

owners affected by the devices will support the installation. The Town of Harrisburg identifies affected property owners as being those who own property along the street where the devices to be installed, as well as any property owners whose only access to their property is to travel down the affected street. Town staff will determine affected residents in the area.
The neighborhood liaison and Town staff will conduct the review of possible device locations. The neighborhood liaison must then circulate a survey of acceptance to the affected property owners. The survey must confirm at least 75% approval from the affected property owners to install the device. Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the installation of the device. All property owners within 50 feet along each side of the device must approve of the installation.

Opinions of Other Road Users

If the street is a collector type street, the level of support from other road users must also be determined. Information signs will be posted on the subject street inviting the public to comment on the proposed installation of speed humps. Comments will be accepted in a variety of formats (neighborhood meeting, telephone, email).

Results of the neighborhood survey and comments received from other roadway users will be presented to the Town Council for final approval.

Data Collection Costs

The neighborhood will be responsible for all data collection costs required to determine if the street under consideration meets the warranting criteria. Traffic volume and speed data will be collected by a traffic counting contractor hired by the Town of Harrisburg. Typically, sufficient data is collected using road tubes in one location for 48 consecutive hours. Two count locations are generally necessary for street segments over one-half mile in length or if the character of the street or adjacent land use varies considerably from one end of the street segment to the other.

IMPORTANT NOTES: The neighborhood shall pay for the data collection prior to the traffic speed and volume counts being taken on the street under consideration. This payment is non-refundable once the traffic counts have been taken. This payment is strictly to determine if the street qualifies for speed humps and in no way guarantees that such device will eventually be installed on the street under consideration.

Installation Costs

If all warranting criteria are satisfied, the Town will be responsible for payment of all costs associated with installing the devices. These include the costs of material, construction, signing, striping, maintenance and removal of the devices (if necessary). If the neighborhood wishes to pursue the installation of the devices on a street with traffic volumes below 500 vehicles per day, but satisfying all of the other warranting criteria, the devices could be installed. In this case, the neighborhood would be responsible for $500 of the material and construction costs of each device installed on the street. All neighborhood contributions must be submitted to the Town of Harrisburg at the same time and be received in order for the street to be considered for ranking.

A typical installation on a quarter-mile long residential street consists of two devices. A minimum of two devices spaced about 500 feet apart is recommended for them to be effective.

Prioritization of Installations

Rankings will be established for all streets that have passed the warranting criteria, have submitted the survey with at least 70% approval from the affected property owners, and submitted the neighborhood contribution, if applicable, by the first Monday in September or the first Monday in March. Qualified streets with traffic volumes of 500 vehicles per day or more will be ranked first based on their 85th percentile speeds, then on traffic volumes. Qualified streets with less than 500 vehicles per day will be ranked after qualified streets having 500 vehicles per day or more, regardless of the 85th percentile speeds.

Approximately half the annual program budget will be available for each review period.

Available funding will be applied to eligible streets in order of priority until all funds are committed. Candidate streets not receiving funding will be carried forward to the next review period at which time they will be prioritized with all eligible requests identified by that time. Candidate streets will not be carried forward for more than two years. After two years, the survey process must begin anew. If funds are left over from either of the two categories, the funds can be applied to the next eligible candidate in the other category.

Revision

The Town Administrator or designee may make adjustments to the requirements for speed hump installation as necessary. All adjustments shall be in writing and on file in the Public Works Department office.

Town of Harrisburg

Procedure for Requesting Speed Humps

The Town of Harrisburg has established a mechanism by which speed humps can be installed to address speeding concerns on residential streets. Both devices have advantages as well as disadvantages. Some of the effects are listed below:

ADVANTAGES	DISADVANTAGES
Significant reduction of travel speeds at or near the devices. For effective speed reduction, a series of devices is needed along long, straight streets.	Inability to reduce travel speeds to a desired level for the neighborhood.
The devices provide 24-hour, year round service in an attempt to control high travel speeds along residential streets.	Will increase response times for emergency vehicles into area.
May discourage cut-through traffic that is using residential streets due to congested conditions on an adjacent thoroughfare or major collector street.	Traffic diversion may cause increased volumes on other streets within the neighborhood.
Average daily traffic volumes may decrease on residential streets, thus reassigning traffic volumes to appropriate street classification usage (collector, arterial)	Increased noise level due to vehicle shifting cargo and acceleration/deceleration at the device.

Since there are some disadvantages associated with these devices, the Town of Harrisburg needs to assure that strong neighborhood support exists for their installation. Therefore, the following procedure has been established to guide residents through the request procedure.

1. The neighborhood must have a liaison willing to serve as a contact person with whom the Town can work throughout the request process. This person should contact Town Hall at 704-455-5614 for a preliminary inspection.

2. In the preliminary inspection, a Town representative from Public Works will check for traffic conditions on the street where the devices are desired. A location may not be studied more than once in a twelve-month period, unless significant changes in traffic conditions occur. Devices shall be considered for installation only when a location meets all of the warranting criteria. The warranting criteria are as follows:

    - The devices must be located on a paved, residential street;
    - The street should have valley curb abutting the proposed device locations. Devices may be placed on streets with roll curb or ribbon style sidewalk after a review to determine

the best possible location. In this case, it may be necessary to take additional measures to prevent drivers from going around the devices;

- The posted speed limit on the street shall be 35 mph or less;
- The 85th percentile speed on the street shall be at least 8 mph over the posted speed limit;
- Traffic volumes on the street must fall between 500 vehicles per day for full Town cost participation, and 5,000 vehicles per day;
- The devices shall not be located within 200 feet of a stop sign or traffic signal on the subject street;
- The street is not a major or minor thoroughfare, or a major collector street;
- Drainage on the street shall not be compromised due to the installation of the devices;
- The Town of Harrisburg retains the right to veto any street segment for speed hump installation for public safety concerns.

If the location meets the warranting criteria and favorable conditions exist, the neighborhood liaison along with the Town Engineer will review possible device locations.

3. Adequate neighborhood support must be shown for the project.

   a. Affected Property Owner Survey

      A survey is needed for those property owners who would be directly and indirectly affected by the devices. The Public Works representative will determine affected properties in the area. At a minimum, the affected properties will include all that abut the street on which the devices are being considered, and three properties or a minimum of 300 feet on each side of any connecting streets. If a street parallel to the subject street is encountered prior to three properties or the 300 foot distance, no additional property owners need be notified on that street unless Town staff recommends additional notifications. Also, the neighborhood liaison must live in the affected area to be eligible to act as the neighborhood liaison. The neighborhood liaison must then circulate a survey of acceptance to the affected property owners. The survey must confirm at least 70% approval from the affected property owners to install the devices. Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the installation. All property owners within 50 feet along each side of the device must approve of the installation. If there is less than 75% approval from affected residents, or if it is not possible to place the devices on the street under consideration due to opposition from adjacent property owners, no device will be installed. The completed survey should be returned to the Town of Harrisburg Public Works Department.

   b. Opinions of Other Road Users – Additional Requirements for Collector Type Streets

      If the street is a collector type street, the level of support from other road users must also be determined. This will be handled by Town staff. Information signs will be posted on the subject street inviting the public to comment on the proposed installation of speed humps. Comments will be accepted in a variety of formats (on-line survey,

neighborhood meeting, telephone, email). Results of the neighborhood survey and comments received from other road users will be presented to the Town Council for final approval.

4. If devices are to be installed on streets with traffic volumes below 500 vehicles per day, the neighborhood will be responsible for a $500 per device fee to be paid to the Town. The neighborhood may collect monies in any manner they deem equitable but all monies submitted to the Town must be submitted at the same time and be for the full amount of the required neighborhood contribution.

5. Rankings will be established for all streets that have passed the warranting criteria, have submitted the survey with at least 75% approval from the affected property owners, and submitted the neighborhood contribution, if applicable, by the first Monday in September or the first Monday in March. Qualified streets with traffic volumes of 500 vehicles per day or more will be ranked first based on their 85th percentile speeds, then on traffic volumes. Qualified streets with less than 500 vehicles per day will be ranked after qualified streets having 500 vehicles per day or more, regardless of the 85th percentile speeds.

   Approximately half the annual program budget will be available for the September prioritization, and the remainder will be available in March.

   Available funding will be applied to eligible streets in order of priority until all funds are committed. If funds are left over from either of the two categories, the funds can be applied to the next eligible candidate in the other category.

6. Once neighborhood support is confirmed, Town staff will identify exact locations for the devices based on input from the survey. Shortly prior to construction, Town staff will confirm that property owners within 50 feet of each proposed device continue to support the installation at that location. In the event that support is withdrawn, staff and the neighborhood liaison will determine whether a suitable alternate location exists and whether to proceed with the remaining device installations.

7. The Town of Harrisburg will install the devices and be responsible for their perpetual maintenance costs.

8. If for any reason, speed humps are not installed on the street under consideration, the cost of data collection will <u>not</u> be reimbursed to the neighborhood.

<u>Removal of Speed Humps</u>

Once devices have been in place for at least one year, a survey requesting removal may be conducted and submitted to the Public Works Department. All affected properties, which were previously identified in the neighborhood survey process, shall be involved in the removal process as well. At least 75% of the affected property owners must approve of the removal. Property owners who do not respond to the survey process or mark "no opinion" are considered opposed to the removal of the devices. Once the survey has been verified, the Town of Harrisburg will be responsible for removal of

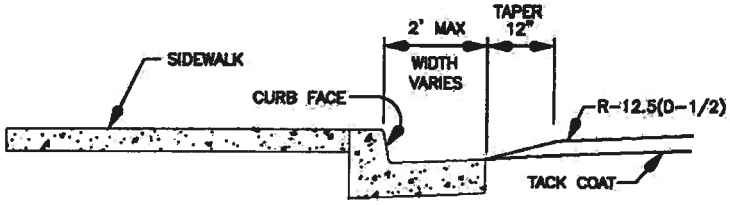
the device(s) and all costs associated with the removal. Devices removed from a location under this process cannot be reconsidered for re-installation for three years after the devices are removed.

Design/Construction Specifications

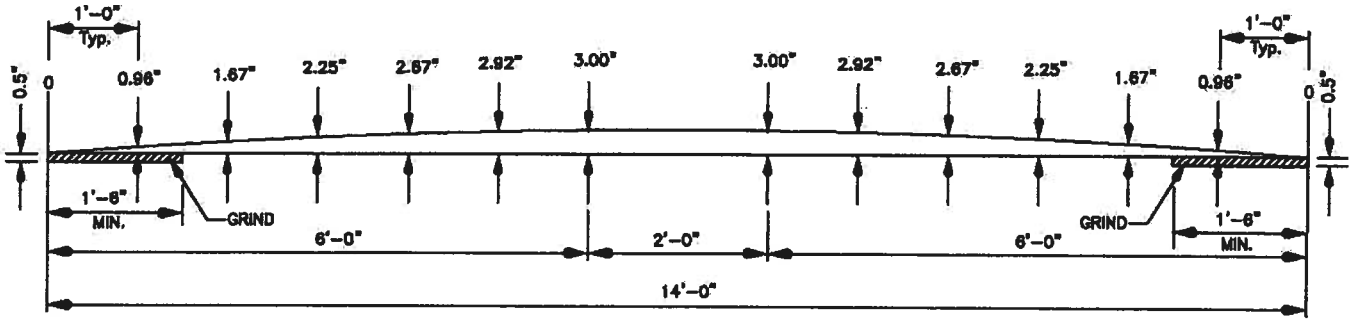
The Town of Harrisburg has adopted two speed hump designs; a 14-foot long speed hump for 25 mph streets and a 22-foot long speed hump for 35 mph streets. Both speed hump designs are 3 inches at their highest point and vary in width, depending on the width of the road traversing. See Details 1 and 2.

SPEED HUMP SPECIFICATIONS

IMPORTANT: Speed Humps to be 3" in height to provide maximum effectiveness, while not being overly restrictive to emergency police and fire vehicles.



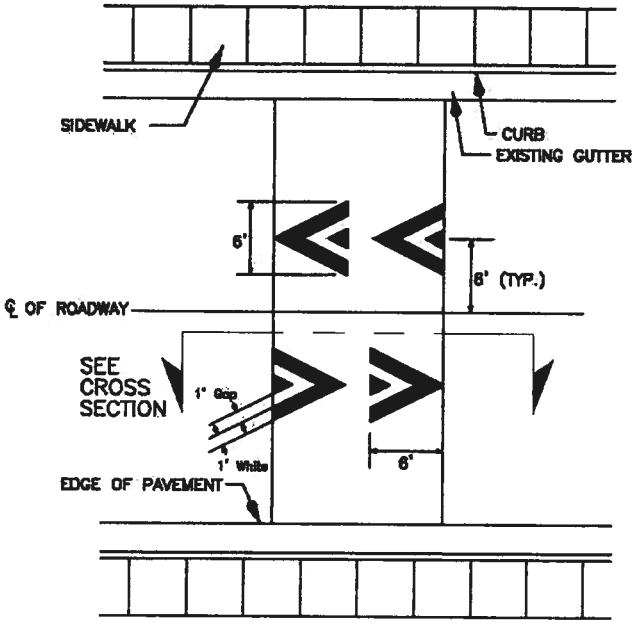
EDGE DETAIL



CROSS SECTION

NOTES:

1. Speed humps shall not be placed over manholes, water valves, survey monuments, etc.
2. Speed humps shall not be installed in a location such that roadway drainage is compromised.
3. Speed humps to be constructed with type S-9.5 B (NCDOT Specifications Section 610). A tack coat shall be applied prior to application of pavement material.
4. Striping to be installed by contractor per plan view.



PLAN VIEW

DETAIL 1: 14' SPEED HUMP

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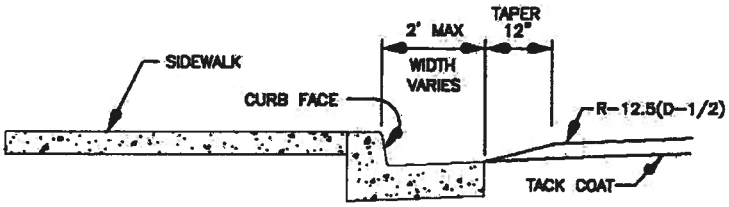

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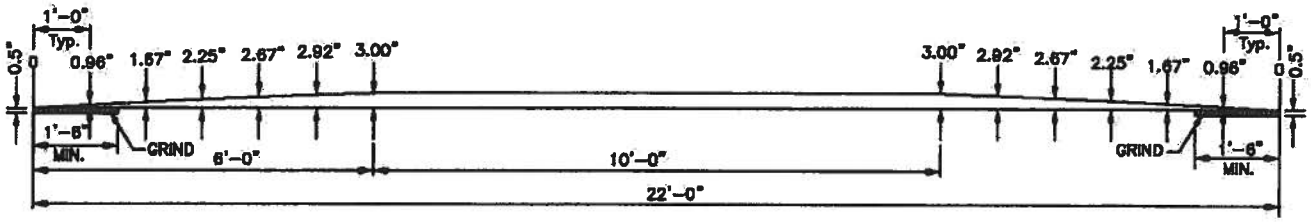

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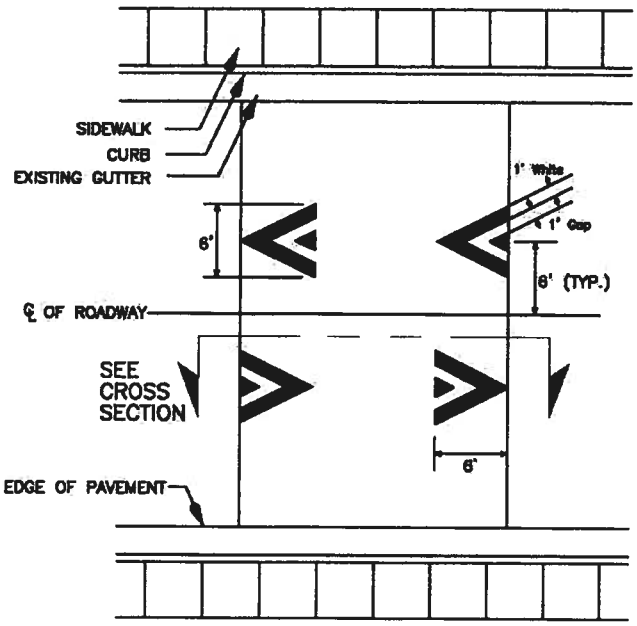

PLAN VIEW

DETAIL 2: 22' SPEED HUMP