CITY OF MONTCLAIR SPEED HUMP POLICY GUIDELINES

It shall be the City of Montclair's policy to install speed humps when requested, subject to following criteria and guidelines:

Street Classification

Speed humps shall only be used on local residential streets where the primary street function is to provide access to abutting residential properties. The suitability of a particular street for the installation of speed humps will be determined on a case-by-case basis. Local residential streets shall be improved and have curbs or curbs and gutters on both sides of the street. Speed humps shall not be installed on collector, industrial, or arterial streets, or streets having two or more travel lanes in each direction.

Street Length

Speed humps shall not be installed on relatively short streets or cul-de-sacs less than 750 feet long, and shall be installed on logical segments and with logical spacing.

Vehicular Speed

Streets eligible for speed humps shall have a prima facia speed limit and/or posted speed limit of 25 miles per hour as determined in accordance with state law. At least 15% of drivers, based on a speed survey, shall be driving at a speed greater than 30 miles per hour.

Vehicular Volumes

The street shall have an average daily traffic volume of at least 1,000 but less than 3,500 vehicles per day.

Street Use and Lanes

The street shall be no more than one lane in each direction, shall not be a truck or transit route, and shall not provide primary access to a fire station or medical facility served by paramedic or ambulance units.

Street Grade

Speed humps shall not be constructed on streets having a continuous grade in excess of 5%.

Roadway Alignment

Speed humps will only be considered for installation on local residential streets determined by the Engineering Division to have adequate vertical and horizontal alignment, including sight distances to safely accommodate speed humps and required signing. Centerline curve radius shall be 300 feet or more. Speed humps shall not be installed within 100 feet or an intersection, 150 feet of a horizontal curve, or 20 feet of a drive approach.

Police and Fire Departments Approval

Installation of speed humps shall require approval from both Police and Fire Departments.

APPLICATION PROCEDURES

Anyone requesting speed bumps be installed on City streets or alleys shall follow the application process outlined below.

1. The applicant requesting speed hump installation shall submit a written request for installation to the City Engineer. The applicant shall specify the street and nearest intersecting collector or arterial streets. The City Engineer shall evaluate the request with respect to physical and geometric requirements, and consistency with Speed Bump Policy Guidelines, exclusive of vehicular speed and volumes. The police and fire departments shall also review the application. If these requirements are not met, the applicant will be so advised. If the physical geometric requirements and Policy guidelines are met, the City Engineer will prepare the following:

    - A petition requesting speed bumps containing the addresses of the residents affected;
    - A statement indicating the petitioners have no objections to speed bumps or signs being located within the frontage of their residences;
    - A statement on the advantages and disadvantages of speed humps;
    - The possibility of alternative traffic control measures; and
    - A statement advising petitioners of the speed bump removal procedure and cost.

2. The applicant shall be responsible for circulating the petition and obtaining signatures of the affected residents. The petition shall have only one signature per address. The petition shall be returned to the City Engineer within 60 calendar days.

3. The petition must be signed by at least 67% of the residents on the subject street indicating their approval of the installation. The completed petition shall be returned to the City Engineer for verification.

4. The City Engineer will conduct a traffic study to determine if the speed and volume criteria are met.

5. Upon completion of the study, all affected residents shall be notified of the results of the traffic speed and volumes measurements, and a report made to the Public Works Committee of those results. The City Engineer, in his/her report to the Committee, shall verify that all criteria of the Speed Bump Policy Guidelines have been met and shall also identify and discuss alternative traffic control measures.

6. If the criteria are met and the Public Works Committee approves the request, the recommendation will be forwarded to the City Council for its decision. If the Public Works Committee denies the request, the applicant may appeal to the City Council within ten calendar days.

7. If the City Council approves the installation request, it shall also appropriate the funds necessary to install the speed bumps. If any pavement resurfacing project is scheduled for the subject street within two years of approval, the speed bump installation may be delayed until that time.

8. In the public interest, the Public Works Committee or City Council may summarily deny the request to install speed humps on any street.