City of Neenah
Portable Speed Hump Policy

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1.0 Scope

The objective of this policy is to establish a consistent, methodical process for determining use of the city-owned portable speed humps. This policy is intended to be in effect until a Neighborhood Traffic Management Policy is completed and approved by the Neenah Common Council.

2.0 Process

2.1 Request Procedure

Citizens who have a traffic-related concern on their residential street may begin the process by obtaining and completing the speed hump request form. The form can be found online at www.neenahgov.org/trafficcalming or at the Public Works office at City Hall (211 Walnut Street). Completed request forms will need to be submitted to Public Works.

2.2 Review Procedure

Upon receiving a request, public works staff will review the request to determine if the target location meets the minimum requirements. City staff may need to collect traffic data if data has not been recently collected. If multiple requests meet the minimum criteria and are awaiting the next steps in the process, the locations will then be ranked based upon traffic conditions. The ranking will be used to prioritize locations for speed humps. The location with the highest rank will be scheduled for installation at the earliest eligible time.

2.3 Service Period

The portable speed humps shall not be in placed between November 1 and March 31. If installed, the portable speed humps shall remain in place for a minimum of 2 months. Traffic data should be collected during the service period to measure effectiveness of the speed humps.

2.4 Post-Installation Procedure

Because of the amount of damage to the underlying pavement created by anchoring the portable speed humps, repairs to the roadway will be necessary. If the portable speed humps have proven to be effective, a permanent solution should be designed and installed following the temporary installation. If the speed humps have been proven to be ineffective or undesired by the neighborhood, then repairs should be made to the existing pavement. Future requests will not be accepted for the following 5 years.

3.0 Eligibility Requirements

The conditions stated under this section shall be met unless approval has been granted via administrative review (Section 4.5).

3.1 Neighborhood Support

A minimum of two-thirds of residents (on a per household basis) in support of the temporary installation of the speed humps shall be required. The canvass area shall be defined as the properties directly

adjacent to the block segment(s) with proposed speed hump installations and the properties along any connecting street network with no alternative access.

3.2 Street Characteristics

The speed humps shall be permitted only on sub-collector and local streets within residential areas having posted speeds of 25 mph or less. Careful consideration shall be given to emergency and public transit routes.

3.3 Street Network

The speed hump installation shall not result in significant displacement of traffic onto other paralleling sub-collector or local streets.

3.4 Minimum Infrastructure

The location of the speed humps shall also include street lighting, such that drivers will not be surprised by the temporary speed hump installations at night. The speed humps shall not be placed in lieu of pedestrian paths or sidewalks due the tendency of drivers to hug the curb-side of the street to avoid the hump over one side.

3.5 Physical Limitations

Speed humps shall not be installed in locations where physical limitations (articulated in Section 5.0) may cause safety concerns resulting from the installation of the speed humps.

4.0 Warrants

At least one of the conditions under this section shall be met to warrant consideration for the installation of speed humps. Data used to determine eligibility should be as current as possible, not exceeding 10 years prior to the application date.

4.1 Crash History

- 2 or more reported crashes per year (average) over a 5 year period within an intersection
- 1 or more reported crashes per year (average) over a 5 year period on a street segment

4.2 Speed

- 85^{th} percentile speed is greater than 5 mph plus the posted speed limit.
- 95^{th} percentile speed is greater than 8 mph plus the posted speed limit.
- The 10 mph pace is equal or less than 67% of all vehicle trips.

4.3 Traffic Volume

- Peak hour volume is greater than 100 vehicles per hour.
- Average daily traffic is greater than 800 vehicles per day.

4.4 Proximity to Traffic Generators

If the proposed location is directly adjacent to a school or public park, speed humps may be considered.

4.5 Administrative Review

The speed humps may be considered if approved by the Director of Public Works, the Fire Chief, the Police Chief, and the Mayor. Should eligibility be granted through this process, none of the eligibility requirements (from Section 3.0) shall be required.

5.0 Placement

5.1 Geometric Considerations

Engineering judgment shall be used when evaluating specific locations for vertical alignment, horizontal alignment, intersections, driveways, street lighting, on-street parking, pedestrian crossings, drainage, and utilities.

5.2 Spacing

Speed humps should be placed no less than 500 feet apart and shall not be assumed to properly treat traffic conditions when placed at distances greater than 500 feet. Single speed hump installations shall be placed only to treat undesirable traffic conditions at the immediate location.