

# 39:4-8.9

## LEGISLATIVE HISTORY CHECKLIST

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**LAWS OF:** 2004 **CHAPTER:** 107

**NJSA:** 39:4-8.9 (Municipalities—speed bumps)

**BILL NO:** A2166 (Substituted for S1666)

**SPONSOR(S):** Diegnan and others

**DATE INTRODUCED:** February 9, 2004

**COMMITTEE:** **ASSEMBLY:** Transportation

**SENATE:** Transportation

**AMENDED DURING PASSAGE:** No

**DATE OF PASSAGE:** **ASSEMBLY:** May 24, 2004

**SENATE:** June 21, 2004

**DATE OF APPROVAL:** July 14, 2004

**FOLLOWING ARE ATTACHED IF AVAILABLE:**

[FINAL TEXT OF BILL](#) (Assembly Committee Substitute enacted)

**A2166/727**

[SPONSOR'S STATEMENT \(A2166\)](#): (Begins on page 3 of original bill) [Yes](#)

[SPONSOR'S STATEMENT \(A727\)](#): (Begins on page 5 of original bill) [Yes](#)

**COMMITTEE STATEMENT:** **ASSEMBLY:** [Yes](#)

**SENATE:** [Yes](#)

**FLOOR AMENDMENT STATEMENT:** No

**LEGISLATIVE FISCAL ESTIMATE:** No

**S1666**

[SPONSOR'S STATEMENT](#): (Begins on page 3 of original bill) [Yes](#)

**COMMITTEE STATEMENT:** **ASSEMBLY:** No

**SENATE:** [Yes](#)

**FLOOR AMENDMENT STATEMENT:** No

**LEGISLATIVE FISCAL ESTIMATE:** No

**VETO MESSAGE:** No

**GOVERNOR'S PRESS RELEASE ON SIGNING:** No

**FOLLOWING WERE PRINTED:**

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**REPORTS:**

No

**HEARINGS:**

No

**NEWSPAPER ARTICLES:**

No

P.L. 2004, CHAPTER 107, *approved July 14, 2004*

Assembly Committee Substitute for

Assembly, Nos. 2166 and 727

1 **AN ACT** concerning speed humps on certain streets and roads and  
2 supplementing Title 39 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. As used in this act:

8 "Department" means the Department of Transportation.

9 "Private roads" means semipublic or private roads, streets,  
10 driveways, parkways, parking areas, or other roadways owned by a  
11 private person, corporation or institution open to or used by the public  
12 for the purposes of vehicular travel by permission of such persons,  
13 corporations or institutions and not as a matter of public right.

14 "Speed hump" means a physical alteration to the horizontal and  
15 vertical alignment of a road surface used as a traffic calming measure  
16 and conforming to the technical standards established by the  
17 Department of Transportation.

18

19 2. Pursuant to the provisions of section 3 of this act, a  
20 municipality may construct a speed hump on totally self-contained  
21 two-lane residential streets and on totally self-contained one-way  
22 residential streets under municipal jurisdiction which have no direct  
23 connection with any street in any other municipality, have fewer than  
24 3,000 vehicles per day, with a posted speed of 30 mph or less, and on  
25 one-way streets connecting to county roads. The board of directors  
26 of any corporation, or the board of trustees of any corporation or  
27 other institution of a public or semipublic nature not for pecuniary  
28 profit, having control over private roads, may construct or provide for  
29 the construction of a speed hump on any private road subject to the  
30 provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945,  
31 c.284 (C.39:5A-1 et seq.).

32

33 3. Any speed hump constructed by a municipality or a board of  
34 directors or trustees shall conform in design and construction to the  
35 technical standards established by the Department of Transportation.

36 A municipality or board shall provide advance warning, including  
37 but not limited to, the erection of appropriate signs giving notice of  
38 the presence of speed humps before the first speed hump in a series of  
39 speed humps and provide for a pavement marker to be placed at the  
40 location of the first speed hump. The signing and pavement markings  
41 for a speed hump shall conform to the current standards prescribed in

1 the Manual of Uniform Traffic Control Devices for Streets and  
2 Highways as adopted by the Commissioner of Transportation.

3

4 4. This act shall take effect on the 120th day after enactment.

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9 Permits municipalities to construct speed humps on certain roads.

# ASSEMBLY, No. 2166

## STATE OF NEW JERSEY 211th LEGISLATURE

INTRODUCED FEBRUARY 9, 2004

**Sponsored by:**

**Assemblyman PATRICK DIEGNAN, JR.**

**District 18 (Middlesex)**

**Assemblyman JOHN S. WISNIEWSKI**

**District 19 (Middlesex)**

**Co-Sponsored by:**

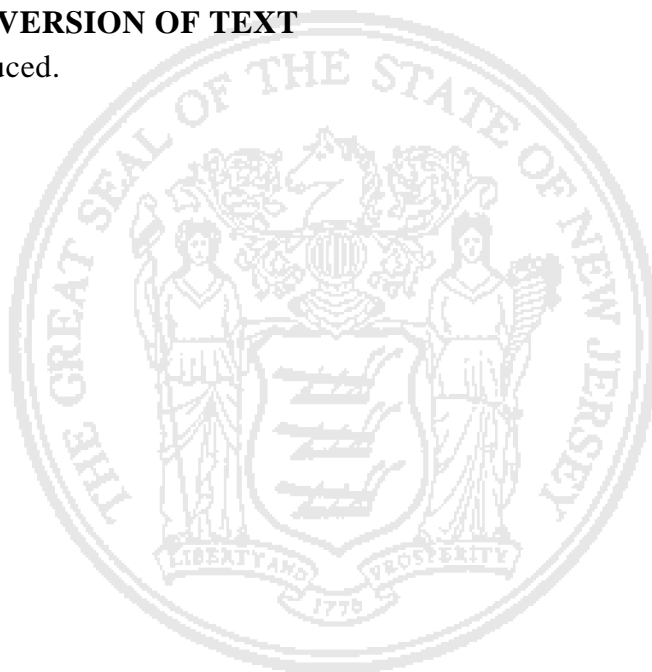
**Assemblyman Vas**

**SYNOPSIS**

Requires DOT to develop standards for speed humps on certain streets and roads.

**CURRENT VERSION OF TEXT**

As introduced.



1 AN ACT concerning standards for speed humps on certain streets and  
2 roads and supplementing Title 39 of the Revised Statutes.

3  
4 **BE IT ENACTED** *by the Senate and General Assembly of the State*  
5 *of New Jersey:*

6  
7 1. As used in this act:

8 "Commissioner" means the Commissioner of Transportation.

9 "Department" means the Department of Transportation.

10 "Private roads" means semipublic or private roads, streets,  
11 driveways, parkways, parking areas, or other roadways owned by a  
12 private person, corporation or institution open to or used by the public  
13 for the purposes of vehicular travel by permission of such persons,  
14 corporations or institutions and not as a matter of public right.

15  
16 2. a. The Department of Transportation shall adopt, pursuant to  
17 the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et  
18 seq.), rules and regulations for the design and construction of speed  
19 humps on municipal streets, and private roads subject to the provisions  
20 of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284  
21 (C.39:5A-1 et seq.).

22 b. The rules and regulations adopted by the department pursuant  
23 to subsection a. of this section shall:

24 (1) set forth specifications regarding the recommended placement  
25 and location of a speed hump;

26 (2) require that a speed hump only be constructed on local totally  
27 self-contained two-lane residential streets under municipal jurisdiction  
28 with less than 3,000 vehicles per day, with a posted speed of 30 mph  
29 or less;

30 (3) prohibit the construction of speed humps on streets with  
31 significant amounts of emergency vehicles, transit or long wheelbase  
32 vehicles;

33 (4) require that speed humps conform to the current standards  
34 prescribed by the Manual of Uniform Traffic Control Devices for  
35 Streets and Highways;

36 (5) require that speed humps be no less than 12 and no more than  
37 14 feet in length and be located at a midblock location;

38 (6) require that the height of a speed hump range between three  
39 and four inches, with a recommended height of three to three and a  
40 half inches;

41 (7) require that a municipality provide advance warning of the  
42 presence of speed humps before the first speed hump in a series of  
43 speed humps, as well as provide for an object marker to be placed at  
44 the location of the first speed hump; and

45 (8) require adequate spacing between speed humps within a speed  
46 hump series, ranging from 300 to 600 feet between each speed hump.

1 3. a. Any speed hump constructed on a municipal street or on a  
2 private road shall comply with the rules and regulations adopted by the  
3 department pursuant to section 2 of this act.

4 b. The governing body of a municipality may, by ordinance,  
5 without the approval of the commissioner, provide for the construction  
6 of speed humps on any municipal street if the municipal engineer shall  
7 certify in writing to the commissioner that: (1) the construction of  
8 speed humps is in the interest of the safety and well being of the  
9 residents of the designated street, and (2) the speed humps will be  
10 constructed in compliance with the regulations adopted by the  
11 department pursuant to section 2 of this act. The municipal engineer  
12 shall also submit to the commissioner detailed information as to the  
13 location of the designated streets, a statement of reasons for his  
14 decision, and a certified copy of the adopted municipal ordinance and  
15 a traffic count. The governing body of a municipality shall maintain  
16 a record of all certifications on file and the municipal engineer shall  
17 also submit any other pertinent information that the commissioner may  
18 require.

19 c. The Board of directors of any corporation, or the Board of  
20 trustees of any corporation or other institution of a public or  
21 semipublic nature not for pecuniary profit, having control over private  
22 roads may provide for the construction of a speed hump on any private  
23 road, provided that the speed hump is constructed in compliance with  
24 the regulations adopted pursuant to section 2 of this act.

25  
26 4. This act shall take effect on the first day of the eighth month  
27 after enactment, but the Commissioner of Transportation may take  
28 such anticipatory administrative action in advance as shall be necessary  
29 for the implementation of the act.

30  
31  
32 STATEMENT

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34 This bill would require the Department of Transportation to adopt,  
35 pursuant to the "Administrative Procedure Act," P.L.1968, c.410  
36 (C.52:14B-1 et seq.), rules and regulations for the design and  
37 construction of speed humps on municipal streets and private roads.

38 Under the provisions of this bill, the department is directed to adopt  
39 rules and regulations regarding the size and design of each speed hump  
40 for municipal streets. These regulations would: address the location,  
41 size, height, spacing and required signage for speed humps.

42 This bill also provides that all speed humps on a municipal street or  
43 private road must comply with the rules and regulations adopted by  
44 the DOT. This bill further would provide that the governing body of  
45 a municipality could, by ordinance, authorize the construction of speed  
46 humps only if the municipal engineer certifies to the commissioner that

**A2166 DIEGNAN, WISNIEWSKI**

4

1 the construction of speed humps is in the interest of the safety and well  
2 being of the public, and that the speed humps will be constructed in  
3 compliance with the regulations adopted by the department. A  
4 municipality must maintain this certification on file and the municipal  
5 engineer shall also submit any other pertinent information that the  
6 commissioner may require.

7 The provisions of this bill would also apply to private roads, the  
8 owners of which have requested, pursuant to P.L.1845, c.284, that the  
9 private roads be subject to the provisions of Title 39 of the Revised  
10 Statutes.



# ASSEMBLY, No. 727

## STATE OF NEW JERSEY 211th LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2004 SESSION

**Sponsored by:**

**Assemblyman FRANCIS L. BODINE**

**District 8 (Burlington)**

**SYNOPSIS**

Permits municipalities to install speed bumps and speed humps on certain streets.

**CURRENT VERSION OF TEXT**

Introduced Pending Technical Review by Legislative Counsel.



A727 BODINE

2

1 AN ACT permitting municipalities to install speed bumps and speed  
2 humps on certain streets and amending R.S.39:4-8.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. R.S.39:4-8 is amended to read as follows:

8 39:4-8. a. Except as otherwise provided in this section, no  
9 ordinance or resolution concerning, regulating or governing traffic or  
10 traffic conditions, adopted or enacted by any board or body having  
11 jurisdiction over highways, shall be of any force or effect unless the  
12 same is approved by the Commissioner of Transportation, according  
13 to law. The commissioner shall not be required to approve any such  
14 ordinance, resolution or regulation, unless, after investigation by him,  
15 the same shall appear to be in the interest of safety and the expedition  
16 of traffic on the public highways.

17 b. In the case of totally self-contained streets under municipal  
18 jurisdiction which have no direct connection with any street in any  
19 other municipality, or in the case of totally self-contained streets under  
20 county jurisdiction which have no direct connection with any street in  
21 any other county, the municipality or county may, by ordinance or  
22 resolution, as appropriate, without the approval of the Commissioner  
23 of Transportation, designate parking restrictions, no passing zones,  
24 mid-block crosswalks and crosswalks at intersections, except that in  
25 the case of any streets under municipal jurisdiction, the municipality  
26 may, by ordinance, designate reasonable and safe speed limits and in  
27 the case of totally self-contained streets under county jurisdiction  
28 which have no direct connection with any street in any other county,  
29 the county may, by ordinance or resolution, as appropriate, designate  
30 reasonable and safe speed limits, and erect appropriate signs, designate  
31 any intersection as a stop or yield intersection and erect appropriate  
32 signs and place longitudinal pavement markings delineating the  
33 separation of traffic flows and the edge of the pavement, provided that  
34 the municipal or county engineer shall, under his seal as a licensed  
35 professional engineer, certify to the municipal or county governing  
36 body, as appropriate, that any designation or erection of signs or  
37 placement of markings: (1) has been approved by him after  
38 investigation by him of the circumstances, (2) appears to him to be in  
39 the interest of safety and the expedition of traffic on the public  
40 highways and (3) conforms to the current standards prescribed by the  
41 Manual of Uniform Traffic Control Devices for Streets and Highways,  
42 as adopted by the Commissioner of Transportation.

43 A certified copy of the adopted ordinance or resolution, as

**EXPLANATION - Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and intended to be omitted in the law.**

**Matter underlined thus is new matter.**

1 appropriate, shall be transmitted by the clerk of the municipality or  
2 county, as appropriate, to the commissioner within 30 days of  
3 adoption, together with a copy of the engineer's certification; a  
4 statement of the reasons for the engineer's decision; detailed  
5 information as to the location of streets, intersections and signs  
6 affected by any designation or erection of signs or placement of  
7 markings; and traffic count, accident and speed sampling data, when  
8 appropriate. The commissioner, at his discretion, may invalidate the  
9 provisions of the ordinance or resolution within 90 days of receipt of  
10 the certified copy if he reviews it and finds that the provisions of the  
11 ordinance or resolution are inconsistent with the Manual of Uniform  
12 Traffic Control Devices for Streets or Highways; are inconsistent with  
13 accepted engineering standards; are not based on the results of an  
14 accurate traffic and engineering survey; or place an undue traffic  
15 burden or impact on streets in an adjoining municipality or negatively  
16 affect the flow of traffic on the State highway system.

17 Nothing in this subsection shall allow municipalities to designate  
18 any intersection with any highway under State or county jurisdiction  
19 as a stop or yield intersection or counties to designate any intersection  
20 with any highway under State or municipal jurisdiction as a stop or  
21 yield intersection.

22 c. Subject to the provisions of R.S.39:4-138, in the case of any  
23 street under municipal or county jurisdiction, a municipality or county  
24 may, without the approval of the Commissioner of Transportation, do  
25 the following:

26 By ordinance or resolution:

- 27 (1) prohibit or restrict general parking;  
28 (2) designate restricted parking under section 1 of P.L.1977, c.309  
29 (C.39:4-197.6);  
30 (3) designate time limit parking;  
31 (4) install parking meters.

32 By ordinance, resolution or regulation:

- 33 (1) designate loading and unloading zones and taxi stands;  
34 (2) approve street closings for periods up to 48 continuous hours;  
35 and  
36 (3) designate restricted parking under section 1 of P.L.1977, c.202  
37 (C.39:4-197.5);

38 Nothing in this subsection shall allow municipalities or counties to  
39 establish angle parking or to reinstate or add parking on any street, or  
40 approve the closure of streets for more than 48 continuous hours,  
41 without the approval of the Commissioner of Transportation.

42 d. A municipality or county may, by ordinance or resolution, as  
43 appropriate, in any street under its jurisdiction, install or place an  
44 in-street pedestrian crossing right-of-way sign at a marked crosswalk  
45 or unmarked crosswalk at an intersection. The installation shall be  
46 subject to guidelines that shall be issued by the Commissioner of

1 Transportation after consultation with the Director of the Office of  
2 Highway Traffic Safety in the Department of Law and Public Safety.  
3 The guidelines shall be aimed at ensuring safety to both pedestrians  
4 and motorists including, but not limited to, the proper method of sign  
5 installation, dimensions, composition of material, proper placement  
6 points and maintenance. A certified copy of the adopted ordinance or  
7 resolution shall be transmitted to the commissioner within 30 days of  
8 adoption. The commissioner, at his discretion, may invalidate the  
9 provisions of the ordinance or resolution within 90 days of receipt of  
10 the certified copy if he reviews it and finds that the provisions of the  
11 ordinance or resolution are inconsistent with the guidelines issued  
12 pursuant to this subsection. A claim against the State or a  
13 municipality or county for damage or injury under this subsection for  
14 a wrongful act or omission shall be dismissed if the municipality or  
15 county is deemed to have conformed to the guidelines required  
16 hereunder.

17 e. A municipality or county may, by resolution, in any street under  
18 its jurisdiction, designate stops, stations or stands for omnibuses. The  
19 designation shall be subject to guidelines that shall be issued by the  
20 Commissioner of Transportation. The guidelines shall be aimed at  
21 ensuring safety to both pedestrians and motorists including, but not  
22 limited to, the proper method of sign installation, dimensions,  
23 composition of material, proper placement points and maintenance. A  
24 certified copy of the adopted resolution shall be transmitted to the  
25 commissioner within 30 days of adoption. The commissioner, at his  
26 discretion, may invalidate the provisions of the ordinance or resolution  
27 within 90 days of receipt of the certified copy if he reviews it and finds  
28 that the provisions of the ordinance or resolution are inconsistent with  
29 the guidelines issued pursuant to this subsection. A claim against the  
30 State or a municipality or county for damage or injury under this  
31 subsection for a wrongful act or omission shall be dismissed if the  
32 municipality or county is deemed to have conformed to the guidelines  
33 required hereunder.

34 f. A municipality may, by ordinance, without the approval of the  
35 commissioner, designate any totally self-contained street including  
36 one-way streets connecting to county and State roads as a speed bump  
37 street or a speed hump street and provide for the installation of speed  
38 bumps or speed humps thereon to encourage, for the purpose of public  
39 safety, the slow movement of vehicular traffic thereon, if, the  
40 municipal engineer shall, under his seal as a licensed professional  
41 engineer, certify to the commissioner that: (1) the installation of speed  
42 bumps or speed humps is in the interest of the safety and well being of  
43 the residents of the designated street, and (2) the municipality will  
44 provide for the erection of appropriate signs giving adequate warning  
45 and notice of the installation and existence of speed bumps and speed  
46 humps on the designated street. Together with his certification, the

1 municipal engineer shall also submit to the commissioner, detailed  
2 information as to the location of the designated streets, a statement of  
3 the reasons for his decision, a certified copy of the adopted municipal  
4 ordinance and traffic count. A municipality shall maintain a record of  
5 all certifications on file and the municipal engineer shall also submit  
6 any other pertinent information for the commissioner's recording  
7 purposes.

8 (cf: P.L.2001, c.342, s.2)

9

10 2. This act shall take effect immediately.

11

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STATEMENT

14

15 This bill permits municipalities to install speed bumps and speed  
16 humps on certain streets without securing the approval of the  
17 Commissioner of the Department of Transportation.

18 Under the provisions of the bill, a municipality would be permitted  
19 to install speed bumps or speed humps on any totally self-contained  
20 street and one-way streets connecting to county and State roads under  
21 its jurisdiction without the approval of the Commissioner of the  
22 Department of Transportation. The municipal engineer would be  
23 required to certify to the commissioner that the installation of the  
24 speed bump or speed hump is in the interest of the safety and well  
25 being of the public, and that the municipality will provide for the  
26 erection of appropriate signs warning the driving public of the speed  
27 bumps or speed humps. A municipality must maintain this certification  
28 on file and the municipal engineer shall also submit any other pertinent  
29 information for the commissioner's recording purposes.

# ASSEMBLY TRANSPORTATION COMMITTEE

## STATEMENT TO

### ASSEMBLY COMMITTEE SUBSTITUTE FOR **ASSEMBLY, Nos. 2166 and 727**

# **STATE OF NEW JERSEY**

DATED: MARCH 4, 2004

The Assembly Transportation Committee reports favorably Assembly Committee Substitute for Assembly Bill Nos. 2166 and 727.

As reported, this substitute would permit a municipality to construct a speed hump on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, and which have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads. It would also permit the board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads to construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284 (C.39:5A-1 et seq.).

The substitute provides that any speed hump constructed by a municipality or a board of directors or trustees shall conform in design and construction to the technical standards established by the Institute of Transportation Engineers and guidelines established by the Department of Transportation.

A municipality or board of directors or trustees is to provide advance warning, including but not limited to, the erection of appropriate signs giving notice of the presence of speed humps before the first speed hump in a series of speed humps and provide for a pavement marker to be placed at the location of the first speed hump. The signing and pavement markings for a speed hump are to conform to the current standards prescribed in the Manual of Uniform Traffic Control Devices for Streets and Highways as adopted by the Commissioner of Transportation.

SENATE TRANSPORTATION COMMITTEE

STATEMENT TO

ASSEMBLY COMMITTEE SUBSTITUTE FOR  
**ASSEMBLY, Nos. 2166 and 727**

**STATE OF NEW JERSEY**

DATED: JUNE 14, 2004

The Senate Transportation Committee reports favorably Assembly Bill Nos. 2166 and 727 (ACS).

This bill would permit a municipality to construct a speed hump on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, and which have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads. It would also permit the board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads to construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284 (C.39:5A-1 et seq.).

The bill provides that any speed hump constructed by a municipality or a board of directors or trustees shall conform in design and construction to the technical standards established by the Department of Transportation.

A municipality or board of directors or trustees is to provide advance warning, including but not limited to, the erection of appropriate signs giving notice of the presence of speed humps before the first speed hump in a series of speed humps and provide for a pavement marker to be placed at the location of the first speed hump. The signing and pavement markings for a speed hump are to conform to the current standards prescribed in the Manual of Uniform Traffic Control Devices for Streets and Highways as adopted by the Commissioner of Transportation.

This bill is identical to S-1666, released by the committee on the same date.

**SENATE, No. 1666**

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**STATE OF NEW JERSEY**  
**211th LEGISLATURE**

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INTRODUCED JUNE 10, 2004

**Sponsored by:**

**Senator PETER A. INVERSO**

**District 14 (Mercer and Middlesex)**

**SYNOPSIS**

Permits municipalities to construct speed humps on certain roads.

**CURRENT VERSION OF TEXT**

As introduced.





**S1666 INVERSO**

2

1 **AN ACT** concerning speed humps on certain streets and roads and  
2 supplementing Title 39 of the Revised Statutes.

3

4 **BE IT ENACTED** *by the Senate and General Assembly of the State*  
5 *of New Jersey:*

6

7 1. As used in this act:

8 "Department" means the Department of Transportation.

9 "Private roads" means semipublic or private roads, streets,  
10 driveways, parkways, parking areas, or other roadways owned by a  
11 private person, corporation or institution open to or used by the public  
12 for the purposes of vehicular travel by permission of such persons,  
13 corporations or institutions and not as a matter of public right.

14 "Speed hump" means a physical alteration to the horizontal and  
15 vertical alignment of a road surface used as a traffic calming measure  
16 and conforming to the technical standards established by the  
17 Department of Transportation.

18

19 2. Pursuant to the provisions of section 3 of this act, a municipality  
20 may construct a speed hump on totally self-contained two-lane  
21 residential streets and on totally self-contained one-way residential  
22 streets under municipal jurisdiction which have no direct connection  
23 with any street in any other municipality, have fewer than 3,000  
24 vehicles per day, with a posted speed of 30 mph or less, and on one-  
25 way streets connecting to county roads. The board of directors of any  
26 corporation, or the board of trustees of any corporation or other  
27 institution of a public or semipublic nature not for pecuniary profit,  
28 having control over private roads, may construct or provide for the  
29 construction of a speed hump on any private road subject to the  
30 provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945,  
31 c.284 (C.39:5A-1 et seq.).

32

33 3. Any speed hump constructed by a municipality or a board of  
34 directors or trustees shall conform in design and construction to the  
35 technical standards established by the Department of Transportation.

36 A municipality or board shall provide advance warning, including  
37 but not limited to, the erection of appropriate signs giving notice of  
38 the presence of speed humps before the first speed hump in a series of  
39 speed humps and provide for a pavement marker to be placed at the  
40 location of the first speed hump. The signing and pavement markings  
41 for a speed hump shall conform to the current standards prescribed in  
42 the Manual of Uniform Traffic Control Devices for Streets and  
43 Highways as adopted by the Commissioner of Transportation.

44

45 4. This act shall take effect on the 120th day after enactment.

**S1666 INVERSO**

STATEMENT

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This bill would permit a municipality to construct a speed hump on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, and which have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads. It would also permit the board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads to construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284 (C.39:5A-1 et seq.).

The bill provides that any speed hump constructed by a municipality or a board of directors or trustees shall conform in design and construction to the technical standards established by the Institute of Transportation Engineers and guidelines established by the Department of Transportation.

A municipality or board of directors or trustees is to provide advance warning, including but not limited to, the erection of appropriate signs giving notice of the presence of speed humps before the first speed hump in a series of speed humps and provide for a pavement marker to be placed at the location of the first speed hump. The signing and pavement markings for a speed hump are to conform to the current standards prescribed in the Manual of Uniform Traffic Control Devices for Streets and Highways as adopted by the Commissioner of Transportation.

# SENATE TRANSPORTATION COMMITTEE

## STATEMENT TO

### SENATE, No. 1666

# STATE OF NEW JERSEY

DATED: JUNE 14, 2004

The Senate Transportation Committee reports favorably Senate Bill No. 1666.

This bill would permit a municipality to construct a speed hump on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, and which have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads. It would also permit the board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads to construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284 (C.39:5A-1 et seq.).

The bill provides that any speed hump constructed by a municipality or a board of directors or trustees shall conform in design and construction to the technical standards established by the Department of Transportation.

A municipality or board of directors or trustees is to provide advance warning, including but not limited to, the erection of appropriate signs giving notice of the presence of speed humps before the first speed hump in a series of speed humps and provide for a pavement marker to be placed at the location of the first speed hump. The signing and pavement markings for a speed hump are to conform to the current standards prescribed in the Manual of Uniform Traffic Control Devices for Streets and Highways as adopted by the Commissioner of Transportation.

This bill is identical to A-2166/727(ACS), released by the committee on the same date.