

# CITY OF MARIETTA

## SPEED HUMP POLICY

November 13, 2012

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### I. DEFINITIONS

- 85<sup>TH</sup> Percentile Speed - an index of traffic speeds for a road segment used by transportation professionals for traffic analysis purposes. The 85<sup>th</sup> percentile speed is the speed at which 85 percent of the motorists are driving at or below.
- Affected Street(s) - the actual street(s) proposed for speed hump installation. Affected street property owners are the owners of the lots with any frontage, including side frontage, on the street(s) proposed for speed hump installation.
- ADT - stands for average daily traffic and is a unit of measure used by transportation professionals for traffic volume analysis. Average daily traffic for the purpose of this policy refers to the traffic in both direction on a particular street within a 24-hour time period.
- Council - the City Council
- Contact Person(s) - the person(s) requesting in writing a study to determine if their particular subdivision or neighborhood area qualifies for the installation of speed humps.
- Property Owners' Association - a corporation that has submitted to the Property Owner Association Act, OCGA 44-3-220 et seq
- Speed Hump - a vertical type traffic-calming device designed to reduce motorist's speeds to the posted speed limit.
- Speed Hump Study Area - a subdivision or neighborhood area being studied for possible speed hump installation. Speed hump study areas include affected street property owners and property owners fronting adjacent side streets where the city of Marietta Public Works Department considers it likely that motorist will traverse speed humps in order to access their lots.
- Traffic Calming - a term used by transportation professionals to refer to reducing traffic speeds.

## **II. POLICY OVERVIEW**

The objective of the City of Marietta Speed Hump Policy is to provide a process whereby subdivisions or neighborhood areas, referred to as speed hump study areas, may obtain speed humps on residential streets with a maximum posted speed limit of 30 mph. Alternate traffic calming devices are available and may be considered separately or as part of this process. To qualify for the installation of speed humps, speed hump study areas must meet all requirements set forth in this Policy. A flow chart summarizing the process defined in this policy follows in Figure 1.

## **III. REQUIREMENTS FOR STUDY**

The following criteria must be met before a particular subdivision or neighborhood area is studied for possible speed hump installation:

**Local, Residential Street** – the City of Marietta must confirm that the requested streets are classified as local, residential streets with a maximum posted speed limit of 30 mph. In addition, the requested streets must be suitable for speed hump installation: streets must be a minimum of 1000 feet in length, and at least 1000 feet of each street must have grades 8 percent or less and horizontal curves less severe than a radius of 300 feet.

**A Request (in writing)** – the City of Marietta must receive a written request from a resident (or residents) of a particular subdivision/neighborhood area asking that their street(s) be studied to determine if any qualify for the installation of speed humps. For subdivisions/neighborhoods where homeowner associations exist, the letter must state that a homeowner association board member has been contacted. This letter must also include the name of the notified board member and the date of contact. A similar letter is required for subdivisions/neighborhood areas without homeowner associations. However, the contact person must state in writing that they have spoken with several of their neighbors.

Subdivisions/neighborhood areas meeting the above criteria are added to the City of Marietta list as a speed hump study area for study purposes.

## **IV. STUDY CRITERIA**

Upon authorization by City Council, a speed hump request will be evaluated based upon the following study criteria. The following requirements have been established in determining if streets qualify for study regarding the possible installation of speed humps:

**Phase 1** – Traffic data will be collected from selected streets to determine the 95<sup>th</sup> percentile traffic speed and the ADT. If the 95<sup>th</sup> percentile speed is 5-mph or more over the posted speed limit, and the ADT is between 300 and 3000 vehicles, the speed hump district qualifies for the Phase 2 study.

**Phase 2** –This phase is to determine which lot owners are eligible to participate in the ballot process and how the ballot responses for properties not directly fronting the affected street(s) are calculated. The purpose of the Speed Hump Study Area is to provide reasonable accommodation for input from lot owners that may use the affected street(s) to access their lots.

1. Each lot with access requiring travel over the studied road will be counted as a single vote.
2. Each lot with multiple access routes and a Shortest Access Route travelling along a portion of the studied road and with no alternate route existing that is less than 125% of the Shortest Access Route , shall be counted as one vote. For this purpose, the Shortest Access Route is considered the shortest route used by lot owners to access their lot from the nearest roadway classified as an Arterial on the City of Marietta Official Thoroughfare Map.
3. Each lot within a neighborhood managed by a Property Owners’ Association containing all or a portion of the studied road shall be counted as one vote.

Lots meeting any of the above criteria will be provided the option to vote and in no case shall any lot provide more than one vote.

At the end of Phase 2, a summary of the Study Criteria findings shall be provided to City Council prior to beginning the Ballot Process.

## **V. BALLOT PROCESS**

After a speed hump study area has been evaluated and meets all the above criteria the City of Marietta Public Works Department will develop a proposed speed hump layout and schedule a public meeting.

- A. Public Meetings** – Public meetings are held in order to provide speed hump study area property owners with relevant information prior to mailing individual ballot forms. Notices of the meetings will be posted a minimum of seven days prior to each meeting. Signs advertising the public meeting(s) will be provided and installed by the City of Marietta Public Works Department. Signs will be clearly legible to traffic traveling in each direction near each end of the road section being considered for speed humps. Meetings usually consist of a short presentation, followed by a question and comment session. Within 2 weeks of the public meeting, city staff will send ballot forms using regular mail to each property owner in the study area (excluding owners of common areas or common elements of a condominium development) using the address on file for tax notices. Ballot should include language clearly stating how the ballot responses are calculated.
- B. Changes in the Speed Hump Layout** – Minor changes in the proposed speed hump layout may be considered prior to installation of the speed humps based upon property owner’s concerns and the engineering feasibility to make such modifications.
- C. Ballot Completion** – Each individual lot owner within the study area is responsible for completing and returning their individual ballot(s) to the Public Works Department.
- D. Return of Ballots** - In order to be valid, completed speed hump ballots must be returned to City of Marietta Public Works Department, within 60 calendar days of the speed hump public meeting. The Public Works Director may extend the period to accept ballots by up to 30 calendar days provided



**Vertical Height** – For posted speeds of 25 mph: 3 and 5/8 inches  
For posted speeds of 30 mph: 3 inches

**Horizontal Length** – 22 feet (consisting of an incline of 6 feet; a plateau of 10 feet in length; and a decline of 6 feet)

**Spacing/Placement** – In order to be effective, speed humps are typically installed in a series. Spacing between humps will vary between a minimum spacing of 300 feet and a maximum spacing of 800 feet or as recommended by Public Works.

**Signs/Pavement Markings** – Speed humps will be identified in accordance with the minimum signing and pavement marking standards in the Manual on Uniform Traffic Control Devices, latest edition. In cases where special safety circumstances exist, Public Works may authorize signing and pavement marking exceeding the minimum standards set forth in the Manual on Uniform Traffic Control Devices.

#### **VIII. INSTALLATION OF SPEED HUMPS**

Speed humps shall be funded by the City of Marietta. Donations for speed humps may be considered by City Council. Installation of speed humps will be performed by either city staff, or by a private contractor, contracted by the City of Marietta. Installation of speed humps will not be considered final until the City of Marietta Public Works Department inspects the humps for compliance with design standards set forth in this Policy.

#### **IX. REMOVAL PROCESS**

The City of Marietta Public Works Department will provide a ballot for removal of speed humps only upon written request. For subdivisions/neighborhoods where homeowner associations exist, the letter must state that a homeowner association board member has been contacted and is in favor of the removal ballot. This letter must also include the name of the notified board member and the date of contact. A similar letter is required for subdivisions/neighborhoods without homeowner associations. However, the person requesting removal must state in writing that they have spoken with several of their neighbors. Removal ballots will not be provided by the City of Marietta Public Works Department until speed humps have been installed for a minimum of five years, unless shortened by Council. A minimum of 51% of Study Area lot owners must sign the removal ballot and at least 75 percent of the applicable lot owner ballot responses must sign the ballot requesting removal of speed humps before the request can be brought before the Marietta City Council. Speed humps will not be removed unless approved by the City Council. City of Marietta reserves the right to remove speed humps for any reason.