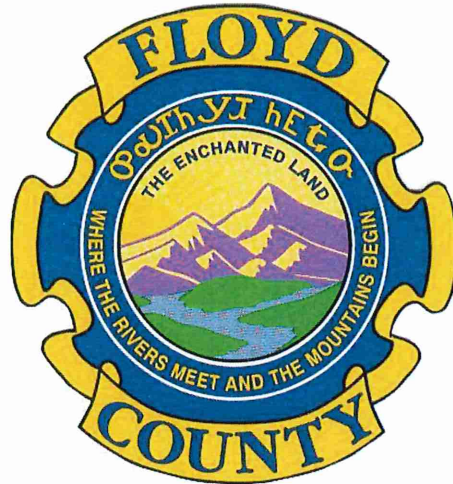


Floyd County

Speed Table Policy



ENGINEERING DEPARTMENT

(706) 236-2474

April 2022

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1. Introduction and General Standards

Residents are often concerned about excessive traffic volumes and speed through their neighborhoods. The primary function of local streets in residential neighborhoods is to allow for the safe ingress and egress of the local residents to the County's roadway network. When neighborhood streets are being used by "cut-through" traffic and are being used with excessive speed, the quality of life and the safety of residents is diminished.

Residents often request the installation of multi-way stops as a solution to neighborhood speeding issues. However, the Manual on Uniform Traffic Control Devices (MUTCD), adopted by the Federal Highway Administration and the Georgia Department of Transportation (GDOT), states, "STOP signs should not be used for speed control."

In order to enhance the quality of neighborhood life and the safety of the residents of Floyd County, the Board of Commissioners and the Engineering Department is establishing this Speed Table Program.

The goals and objectives of this program are:

- Reducing collision frequency and severity
- Achieving slow speeds for motor vehicles
- Reducing the need for police enforcement
- Reducing cut-through traffic
- Increasing the quality of life
- Preserving emergency vehicle access

It is extremely important to realize that the approach taken by the Speed Table Program is a systematic one. While each situation may be somewhat unique, the same definitions and criteria, as outlined in this guide, are applied. Also, the transportation system of the County must be considered as a whole. Solving one local problem should not cause another problem to appear somewhere else.

In addition, if an engineering study determines that the installation of speed tables on a particular roadway will hinder drainage, the tables will not be installed.

1.1 The function of the Floyd County Speed Table Program

The main function of the speed table program is to aid citizens on determining if their street has a speeding problem and educating them on traffic calming options. Speed tables are typically installed on residential streets to serve as traffic calming measures. Properly installed, they should foster a constant speed ranging between 28 and 30 MPH. They should not be misconstrued as enforcement mechanisms. The Institute of Transportation Engineers developed, by the special committee, a policy on the use of speed tables/speed humps within the United States.

*NOTE: While this document primarily addresses the installation of speed tables as a traffic calming measure, the Engineering Department reserves the right to utilize other traffic calming measures in lieu of speed tables. The selection of the traffic calming measure to be installed will be based on best engineering principles and guidelines as set forth by the Institute of Transportation Engineers.

1.2 Street Classification

Speed tables will only be considered on streets classified as local, residential streets with a posted speed limit of 30 MPH or less. A physical inspection of the street along with traffic data will be used to determine the effectiveness speed tables will have.

The County Commission may approve a Collector street for installation of traffic calming Measures on a case by case basis.

1.3 Legal Authority

Speed tables shall be placed only by the authority of the Board of Commissioners of Floyd County.

The County Commission may override and require traffic calming measures at locations deemed necessary due to public safety concerns.

1.4 Standardization of Application

In keeping with the general guidelines and recommendations as set forth in the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers, uniformity aids in the recognition and understanding of traffic control devices. Strict adherence to the standards and guidelines outlined in this manual will help ensure that any given traffic calming measures including, but not limited to, the use of speed tables will be equally recognizable and require the same action on the part of the motorist regardless of where they are encountered.

2. Program Elements

2.1 Speed Criteria

The 85th percentile is the indicator used to determine the maximum reasonable speed by performing a traffic study. The 85th percentile speed is a speed at or below which 85 percent of people drive at a given location under good weather and visibility conditions.

- If the study indicates that the 85th percentile is at least 11 MPH over the posted 30 MPH speed limit, the petition process will proceed if 60% of the petition area's property owners sign in favor of the speed tables.
- If the 85th percentile speed is from 35 to 40 MPH, the petition will require 80% of the petition area property owners to sign in favor of the speed tables.
- If the 85th percentile speed is less than 35 MPH, speed tables are not advised. The tables are designed to slow traffic to 28 to 30 MPH, therefore their installation would serve minimal benefit. However, at their discretion the Public Utilities and Transportation Committee may approve the Engineering Department to move forward with the development of a Designated Service Area and Speed Table Proposal if the 85th percentile speed is below the 35 MPH threshold. In this case, the petition will require 80% of the petition area property owners to sign in favor of the speed tables.

2.2 Establishment of a Defined Service Area

If a street or street section meets the minimum speed classification criteria, the Department will create a speed table defined service area (DSA). The defined service area will consist of properties with direct frontage on the street, including cul-de-sacs, and will include all residences 500 feet to either side of the outermost proposed speed tables or to the nearest intersecting street, whichever is deemed most appropriate by Department staff. Properties will not be added or deleted from the defined service areas in an attempt to alter voting ratios.

2.3 Speed Table Proposal

Department personnel will plan the placement of speed tables on streets meeting program criteria using the following guidelines:

- A. Grade – Speed tables will not be installed on street sections with grades greater than 8%.
- B. Sight Distance – Speed tables will not be placed in locations where sight distance is an issue. Curves are to be avoided. The tables should be visible from a distance of at least 250 feet using the standard AASHTO measurement procedures.

C. Numbers of Tables in a Series – Speed tables are not to be used to slow traffic at a given "point," but rather to reinforce a safe, consistent speed. For this reason, a single table is not recommended. Usually, a series of tables should not exceed three-quarters of a mile. If the street or street section to be considered exceeds a mile, speed tables may be used in conjunction with other traffic calming measures, thus reducing the number of speed tables necessary to achieve targeted speed reduction.

D. Spacing – Research indicates that spacing tables between 300 and 500 feet apart is most effective at lowering the 85th percentile speed to the targeted range.

E. Location – The first table in a series must be located in a position where it cannot be approached at a high speed from either direction. To achieve this objective, the first table in a series is typically installed within 100 and 200 feet of a small-radius curve or stop sign. Care should be taken so that tables are not in proposed areas which would conflict with existing infrastructure.

2.4 Petition for Speed Tables

To initiate the speed table installation, an application for installation of speed tables can be requested from the Engineering Department. The application shall provide the date of the request, name of the neighborhood representative, contact information for the neighborhood representative, location of the request and comments detailing the specific concern(s) for the request area. The application must be submitted to the Engineering Department. Upon receipt, the Engineering Department will conduct a traffic study of the area to determine the severity of the issue(s). Upon completion of the study analysis, the study results will be remitted to the neighborhood's point of contact.

If a speeding problem is identified, a speed table proposal will be drafted and forwarded along with petition forms to the neighborhood's representative. A properly executed petition is a generally accepted method to effect a public action. The following rules and requirements, which will be included with the petition forms, to help ensure the fairness and integrity of the petition process.

The objective of the Floyd County Speed Table Program is to provide property owners a process to install speed tables on County maintained neighborhood roads, where engineering studies indicate that their use would meet the desired results of reducing neighborhood speeds, and their installation is favored by a majority of the property owners in the area.

The neighborhood's representative shall collect petition signatures from all property owners in the Defined Service Area.

To have speed tables installed in Floyd County, a petition must be submitted to this office. All of the property owners in the subdivision or defined service area should be contacted and given an opportunity to sign this petition, indicating "yes" or "no" concerning the installation of speed

tables. All property owners must sign individually. This includes property owners of undeveloped lots. No signature will be withdrawn from the petition after it is filed with the Engineering Department. At least 60% of the property owners must vote in favor of the speed tables, before petitions will be presented to the Public Utilities and Transportation Committee, unless 80% is required per subsection 2.1.

The completed petition must be signed and then returned to this office, where it will be checked against tax records to insure that it meets all requirements. Petitions that do meet the requirements will first be reviewed by either the Public Safety Division Director, Chief of Police or designee. The Public Safety representative will make a yes or no recommendation with justification for any "no" recommendations. The petition will then be presented to the Public Utilities and Transportation Committee (PUTC) at their next regular meeting. An opportunity for public comment will be held at that time for each petition. At the PUTC meeting, the Committee will recommend the petition be approved or disapproved. If the PUTC recommends approval the petition will then be presented at the next County Commission meeting for a final vote by the Commissioners. The vote of the County Commission will be considered final and no appeals will be heard for the petition. Any subsequent petitions for the same defined service area or defined service areas that overlap with the denied petition area will not be accepted for a minimum of 1 year.

Upon final approval by the County Commission, Floyd County Public Works will initiate the installation of the speed tables as soon as practical.

2.5 Removal of Speed Tables

Removal of speed tables can proceed if the County is presented a petition requesting that speed tables be removed. At least 80% of the legal residents must vote in favor of removing the speed tables. The petition must be signed only by property owners within the defined service area. Each parcel counts as only one vote, regardless of the number of owners signing. Such a petition for removal will only be considered after speed tables have been in place for a period of at least one year after installation. The cost for removal of speed tables are to be borne 100% by the homeowners in the defined service area and must be paid in full before removal will take place.

Furthermore, the County Commission may at their sole discretion elect to remove speed tables if it deems the removal of the speed tables to be in the best interest of the citizens of Floyd County.

Appendix A – Application for Speed Table Installation



Engineering Department

Application for Speed Table Installation

Date: _____

Neighborhood Representative: _____

Phone Number: _____

Mailing Address: _____

Email Address: _____

Location for request: _____

Concern(s)/ Reason for the request:

Upon receipt of this application the Floyd County Engineering Department will conduct a traffic study in the requested area to determine if the request meets the minimum requirements for installation of speed tables as outlined in the "Floyd County Speed Table Policy" Section 2.1.

(To be completed by Floyd County Engineering staff)

Speed Table DSA# _____

Appendix B –Speed Table Petitions



Engineering Department

PETITION FOR INSTALLATION OF SPEED TABLES

We the undersigned property owners of _____

(name of road)

a County maintained road within the unincorporated area of Floyd County, Georgia, do hereby request the installation of speed tables within the defined service area known as Speed Table DSA # _____, designated by the Floyd County Engineering Department.

We understand that property owners comprising a minimum of 60% of owners within the DSA must sign the petition in order for the petition to continue, except where 80% is required according to subsection 2.1 of the Speed Table Policy, and that if the minimum required percentage of property owners do not sign in favor of the speed table installation the petition will be denied and will not be presented for approval.

Name	Tax ID #	In Favor Yes/No	Signature	Date	Contact Phone Number



Engineering Department

PETITION FOR REMOVAL OF SPEED TABLES

We the undersigned property owners of _____

(name of road)

a County maintained road within the unincorporated area of Floyd County, Georgia, do hereby request the removal of speed tables within the defined service area known as Speed Table DSA # _____, designated by the Floyd County Engineering Department.

We understand that property owners comprising a minimum of 80% of owners within the DSA must sign the petition in order for the petition to continue and that if the minimum required percentage of property owners do not sign in favor of the speed table removal the petition will be denied and will not be presented for approval. Furthermore, we understand and agree that the full cost of the removal of speed tables shall be the responsibility of the petitioners and that the cost must be paid in full prior to the removal.

Name	Tax ID #	Remove Speed Tables Yes/No	Signature	Date	Contact Phone Number

Appendix C – Speed Table Details

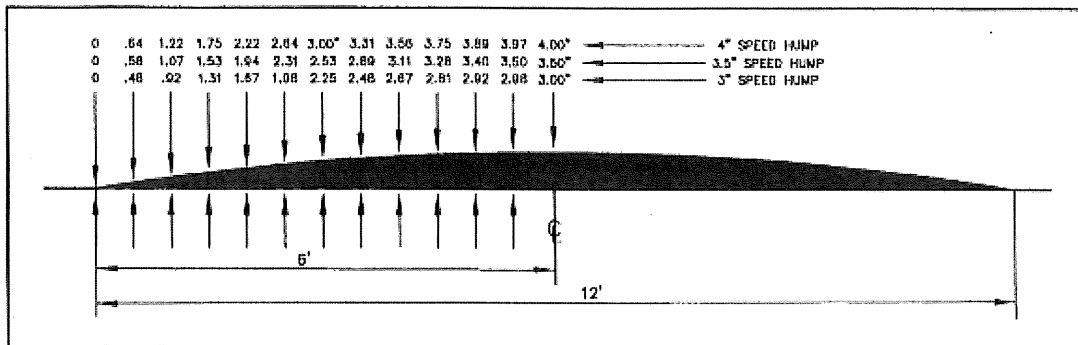
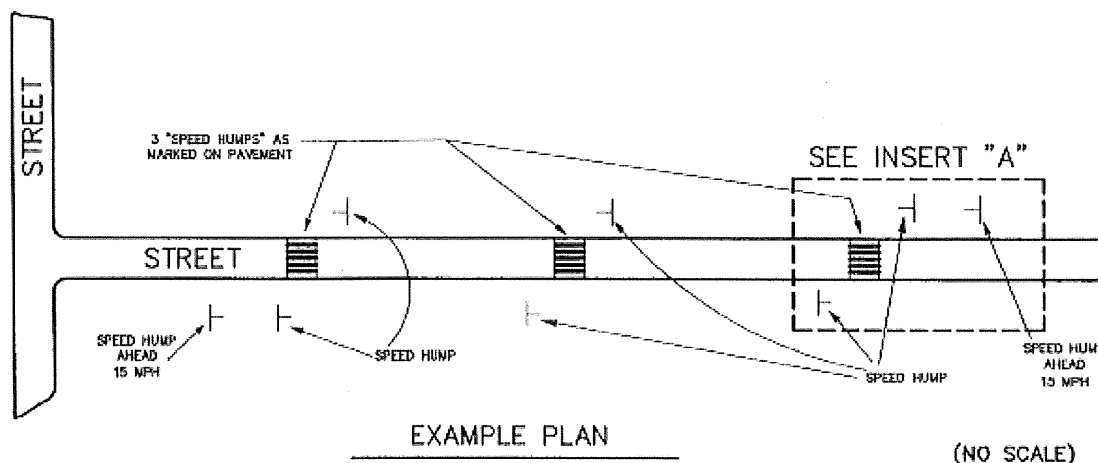
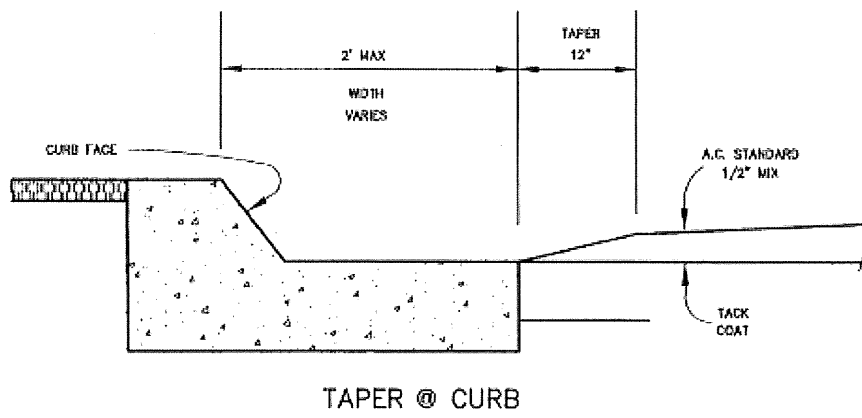
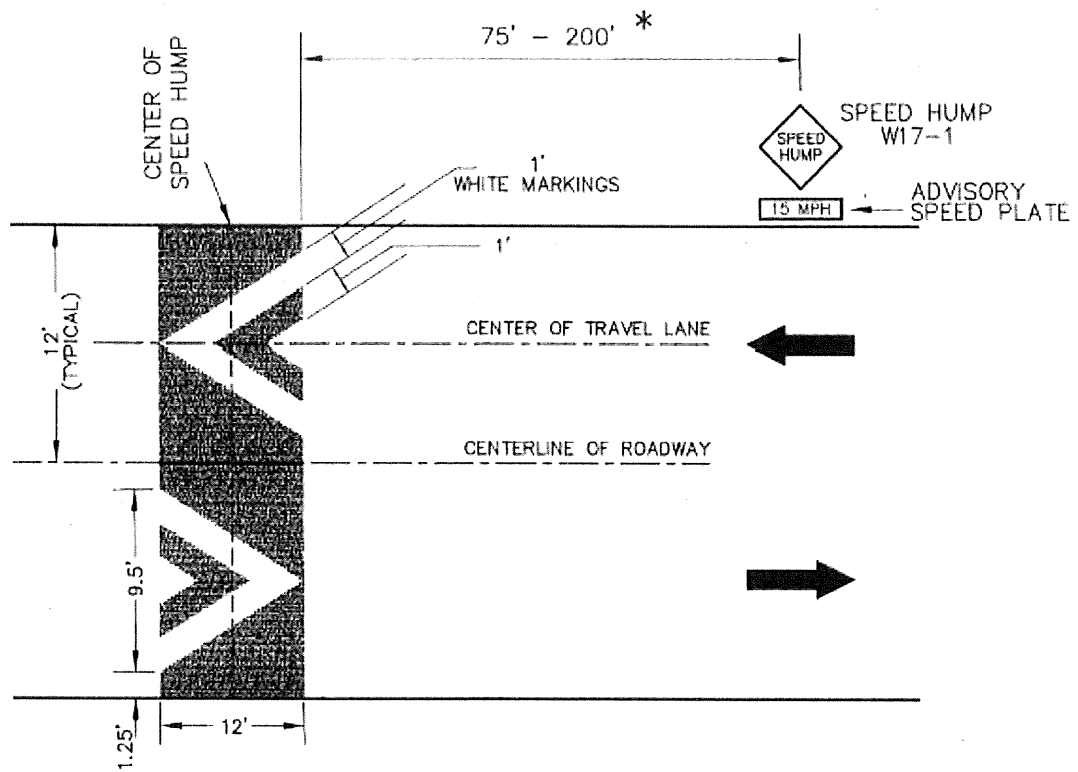


Figure 2. Typical speed hump dimensions (parabolic 4-in., 3.5-in. and 3-in.)

CROSS SECTIONS



* These details are for asphalt type speed tables; alternative speed table types may be substituted by Floyd County at it's discretion.



SIGNS & PAINTED LEGEND LOCATION SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION

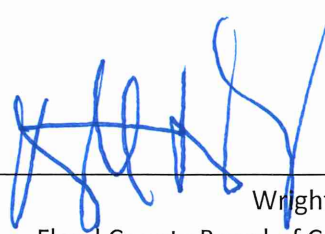
* DISTANCE VARIES (SIGN IS TO BE PLACED ON PROPERTY LINE IF PRACTICAL)

INSERT "A"

SIGN AND MARKING PLAN

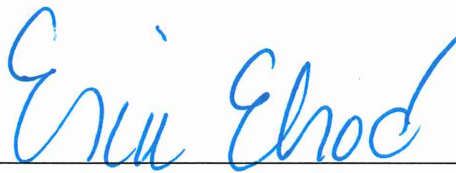
(NO SCALE)

Adopted this 14 day of June, 2022



Wright Bagby, Chair
Floyd County Board of Commissioners

ATTEST:



Erin Elrod
County Clerk

