



THE CITY OF STARKVILLE

CITY HALL, LAMPKIN STREET
STARKVILLE, MISSISSIPPI 39759

PHONE 662-323-4583

FAX 662-324-4015

SPEED TABLE INSTALLATION POLICY

I. GENERAL

"Speed bumps" are frequently requested by citizens to slow traffic on residential streets. Several factors are to be considered prior to the installation of a device in the roadway intended to slow traffic including:

- ! the impact of the device on road users including motorcyclists, bicyclists and pedestrians,
- ! the impact of the device on roadway drainage patterns,
- ! the anticipated impact of the device on vehicular speeds,
- ! the degree of community support for the installation of the device (s).

It is important that devices installed in the public roadway not inflict damage to passing vehicles or cause drivers to lose control of their vehicles if they are driving at a reasonable speed for the conditions. The design of speed bumps frequently used in commercial parking areas is considered unacceptable for installation on public streets.

An alternative design called a speed table is appropriate for public streets. It provides longer approach and departure ramps than parking lot type speed bumps and can be safely crossed at legal roadway speeds. Proper taper as the hump approaches the curb permits roadway drainage.

This policy is designed to provide reasonable opportunities for the installation of speed tables on specified types of residential streets based upon the needs of the city, the street requirements and where the policy is to be implemented at the request of a particular neighborhood, the degree of support from the surrounding residents. The following sections provide detailed information on the eligibility of streets and procedures for the installation of speed tables.

II. ELIGIBLE STREETS

The first step in the speed table installation process is to determine whether a specific street is eligible. Streets meeting all of the following conditions shall be eligible for speed table installation:

- ! The street is constructed on dedicated right-of-way. Speed tables will not be installed on private roads or drives.
- ! The street is either a concrete or asphalt street constructed as a (residential collector) or roadway (residential) as defined by the Major Thoroughfare Plan.
- ! The property adjacent to the street is either wholly or primarily residential if developed or, if undeveloped, the adjacent property is either wholly or primarily zoned for residential uses. Public parks, public schools, churches, and drainage easements are considered residential uses for the purposes of this policy.
- ! The street has no more than one moving lane of traffic in each direction.
- ! The traffic volume on the street is less than 5,000 vehicles per day.
- ! The street has a speed limit of 30 miles (or less) per hour.
- ! The street is not a primary route for emergency vehicles. Both the Fire Department and the Police Department shall have strong impact on any street they consider critical for emergency response.

III. LOCATION ON STREETS

Once a street is determined to be eligible, the possible locations for installation on that street are subject to three conditions as follows:

- ! Sight distance

Adequate sight distance must exist at the desired location to safely accommodate traffic operations after installation. The City Engineer will review the area included in the request and identify any areas in which installation would be excluded due to sight distance.

! Adjacent resident concurrence

A speed table shall not be located in front of or immediately adjacent to a property if the property owner(s) of that property object to its placement unless the needs of the city dictate the placement of the proposed speed table as determined by the City Engineer.

! Distance to adjacent intersections and traffic control devices

Speed tables shall be located at least:

- ! 150 feet from an intersection,
- ! 300 feet from an adjacent street hump,
- ! 600 feet from an existing or currently approved traffic signal.

! Distance from utility features

Speed tables shall be located at least:

- ! 30 feet from a manhole or valve cover,
- ! 50 feet upstream or 5 feet downstream from a storm sewer inlet,
- ! 50 feet from a fire hydrant.

IV. SURVEY PROCEDURE

The degree of resident support is a major factor in the consideration of speed table installation. A survey of the impacted landowners within a specified survey area must be submitted to the City demonstrating the required degree (80%) of support unless the speed table is determined to be an appropriate traffic control device by the City Engineer and/or the Police Chief in his capacity as the traffic control official for the City of Starkville.

Survey Area

- ! The survey area shall include a distance of at least 500 feet on each side of each requested speed table location but shall include the entire length of any impacted block. If the 500 foot distance extends into any part of an adjacent block, the entire length of the adjacent block shall be included. The Engineering Department will review the request and determine the required survey area.
- ! Only land owners/property owners shall be included in the survey response
- ! All homes within the specified distance whose front or side yard adjoins the street on which the speed tables are being requested shall be included. Homes with only the rear yard adjacent to the street shall not be considered in reviewing property owner support.

Survey Form

- ! A survey form will be provided by the City for the collection of signatures. This form will include a brief description of the request, traffic operation considerations, proposed cost to the land owner/property owner and instructions to the property owners/landowners.
- ! For each street address included in the survey area, the following information must be included:
 - Street address, printed name of land owner/property owner, signature of land owner/property owner, and preference (SUPPORT, OPPOSE, NO PREFERENCE).
- ! In order to provide each surveyed land owner/property owner the same level of input, only one land owner/property owner per home may sign the survey form.
- ! Up to three months shall be permitted for the collection of necessary signatures and survey submission to the City. If the necessary number of signatures is not collected within this time period, a new survey must be begun.

Required Percent of Support

- ! If the request is from a neighborhood, at least 80% of the homes in the survey area must indicate support of the proposed speed table installation. The requirement for a support survey is not applicable to a City safety initiated speed table program. Only the "support" preferences on the survey will be included in calculating the required support level. The "oppose" and "no preference" indications will not be used in this calculation.
- ! The Engineering Department will review the submitted survey to verify that the required survey area was included and to determine that at least 80% of the homes support the installation.

V. INSTALLATION PROCEDURE

- ! When a sufficient number of "support" signatures have been obtained, the survey and an administrative fee (if the installation is not at the instigation of the City) should be submitted to the Building Department. The administrative fee, to cover the City's cost of mailing letters to all homes in the survey area advising of the approved request, will not exceed \$0.65 per survey area address and will be based on the actual number of addresses in the survey area.
- ! When a submitted survey has been verified as meeting the required neighborhood support level, the Engineering Department will place the street on a list of streets approved for speed table installation and will mail the residents in the survey area a letter advising of the approved speed table installation request. If the survey was initiated at the request of a neighborhood, that neighborhood will provide the name and contact information for the neighborhood representative.
- ! After a speed table request that is not initiated by the City is approved, the City will submit an invoice

for the cost of the speed table installation to the neighborhood representative. The neighborhood representative will be responsible for collecting and submitting all required payments to the City. Upon receipt of full payment of the cost, the tables will be installed as scheduling permits. Any partial payment will be returned to the neighborhood representative if the full payment is not received within one year from the approval of the placement of the speed table.

- ! The cost for each speed table installation will be based on the actual cost for a typical installation including any necessary pavement markings and/or signs. The cost will be established by the City Engineer in conjunction with the Street Department and the neighborhood representative shall be made aware of the cost upon its calculation.
- ! If full payment for a neighborhood initiated speed table has not been received within one year from the statement date, the street will be removed from the list of streets approved for speed table installation. If this occurs, it will be necessary to repeat the entire process.
- ! Upon the completion of the installation, the speed table becomes the property of the city and shall be considered as such if there is a request for the removal of the speed table by the required number (percentage) of residents at a future time.

VI. APPEALS OR VARIANCES

The City Board of Adjustments & Appeal shall serve as an appeal committee and may consider requests for unusual conditions that do not fall within these guidelines or for additional consideration of locations that failed to satisfy all of the included requirements.

The following general guidelines will be used:

- ! Requests for appeals or variances shall be submitted to the Building Department and shall specify why an appeal or variance is being requested.
- ! An appeal or variance request will be forwarded to the members of the Board of Adjustments & Appeal for their review.
- ! All appeals must be scheduled in advance for committee consideration. Residents may not appear at a Board of Adjustments & Appeal meeting to present request for a variance or an appeal without prior notification for its consideration.
- ! Residents may appear at a Board of Adjustments & Appeal meeting to observe the discussion of any scheduled appeal. Subject to the discretion of the Board of Adjustments & Appeal chairperson, audience members may be permitted to speak supporting or opposing any scheduled appeal.

VII. SPEED TABLE REMOVAL AND ALTERATION

- ! The process for requesting speed table removal or alteration by residents is the same as the process for installation. A survey must be submitted to the City with at least 80% of the homes in the survey area

supporting the requested removal or alteration. If the original installation was at the request of the neighborhood and did not fit within the City's guidelines then the cost of the removal shall be borne by the land owners/property owners making the request. If the type of speed table product installed is that allows for reuse, then the speed table upon installation became the property of the city and upon its removal it will remain with the city for future use as necessary.

VIII. DESIGN STANDARDS AND POLICY PROCEDURES

- ! The Engineering Department shall prepare and maintain design standards for speed tables installed through this policy. The current pre-fabricated speed table receiving city approval is of a rubberized, highly visible speed table type construction or in the alternative an asphalt speed table built to city specifications as determined by the City Engineer and Police Chief.

- ! This policy will be reviewed as necessary. Review and revision of this policy may occur at the discretion and recommendation of the City Board of Aldermen and the City staff.

Date _____

Requested : _____

PETITION FOR THE PURPOSE OF ADDING SPEED HUMPS TO
_____ STREET

NAME(S)& SIGNATURE ADDRESS CONTACT NUMBER PREFERENCE

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