



(DOT) Speed Hump Policy

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BOC Amended: 5/9/2000; 2/13/2001; 6/26/2001

Owner	Board of Commissioners (BOC)
Reviewer(s)	DOT Director, County Attorney, County Manager
Approver(s)	DOT Director and BOC
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Employee Acknowledgement	N/A

1. PURPOSE

The objective of the Cobb County Speed Hump Policy is to provide a process whereby subdivisions or neighborhood areas, referred to as speed hump districts, can obtain speed humps on residential streets with a 25-mph speed limit. To qualify for the installation of speed humps, speed hump districts must meet all requirements set forth in this Policy.

2. SCOPE

This policy applies to all County agencies, elected offices, departments, full-time, part-time and non-employees (temporary employees, volunteers, service providers, vendors, contractors, and any other entities) that are seeking to install speed humps on residential streets in Cobb County. If you have questions regarding this policy, contact the DOT Director.

3. GOVERNING LAWS, REGULATIONS & STANDARDS

Guidance	Section
Georgia Open Records Act	O.C.G.A. 50-18-70, et Seq.
Official Code of Cobb County	
Georgia Archives as adopted by County Code	https://www.georgiaarchives.org/records/retention_schedules
And all other applicable laws and regulations	

4. DEFINITIONS

85th Percentile Speed - An index of traffic speeds for a road segment used by transportation professionals for traffic analysis purposes. The 85th 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 professional for traffic volume analysis. Average daily traffic for purpose of this policy refers to the traffic in both directions on a particular street within a 24-hour time period.



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Board - The Cobb County Board of Commissioners

CCDOT - The Cobb County Department of Transportation

Contact Person - The person(s) requesting in writing a study to determine if their particular subdivision or neighborhood area qualifies for the installation of speed humps.

SMART System - A Speed Monitoring Awareness Radar Trailer (Speed Trailer) used to make motorists aware of their speeds in relation to the posted speed limit.

Speed Hump - A vertical type traffic calming device designed to reduce motorists speeds to the posted speed limit.

Speed Hump District - A subdivision or neighborhood area being studied for possible speed hump installation. Speed hump districts include affected street property owners and property owners fronting adjacent side streets where CCDOT considers it likely that motorist will traverse district speed humps in order to access their lots.

Traffic Calming - A term used by transportation professionals to refer to reducing traffic speeds.

5. POLICY

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 – CCDOT must confirm that the requested streets are classified as local, residential streets with a 25-mph speed limit. 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 10 percent or less and horizontal curves less severe than a radius of 300 feet.

Request (in writing) - CCDOT must receive a request in writing 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 CCDOT list as a speed hump district for study purposes.

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 85th percentile traffic speed and the ADT. If the 85th percentile is 35-mph or greater and the ADT is between 300 and 3000 vehicles, the speed hump district qualifies for the Phase 2 study.



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Phase 2 - A SMART System speed trailer will be placed on the requested street(s) for a minimum of one day. The trailer will be utilized to make motorists aware of their actual speeds, and to encourage motorists to travel within the speed limit. After the trailer is removed, the traffic data will be collected a second time to determine if the SMART System has been successful in reducing speeds. The speed hump district qualifies for the petition process when the 85th percentile speed is greater than 28-mph.

PETITION PROCESS

After a speed hump district has been evaluated and meets all the above criteria CCDOT will develop a speed hump layout and schedule a public meeting.

- A. Public Meetings** - Public meetings are held in order to provide speed hump district property owners with relevant information prior to circulation of the petition. Notices of the meetings will be posted a minimum of seven days prior to each meeting. Meetings usually consist of a short presentation, followed by a question and comment session. At these meetings the contact person(s) is recognized and presented with the speed hump petition (petitions are provided by CCDOT). The meeting date is also the start of the ninety (90) day due date for petition circulation.
- B. Changes in the Speed Hump Layout** - Minor changes in the speed hump layout may be considered prior to installation of the humps based upon property owner's concerns and the engineering feasibility to make such modifications.
- C. Petition Completion** - The contact person must make a reasonable attempt to contact and obtain a signature/vote from all property owners in the speed hump district.
- D. Return of Petitions** - In order to be valid, speed hump petitions must be returned to CCDOT, Operations Division, within ninety (90) days of the speed hump meeting. However, the Division Manager of the CCDOT Operations Division may, at his discretion, for good cause shown, extend the time for return of the petition an additional thirty (30) days, for a total of one hundred and twenty (120) days, when a request for an extension is made to CCDOT before the expiration of the original ninety (90) days. In those cases where the due date falls on a weekend or legal holiday, the due date shall be the end of the next business day. Once a petition has been returned to CCDOT no changes will be allowed to the preferences shown thereon.
- E. Petition Verification** - Petitions are verified by CCDOT using Cobb County Tax Assessor property owner records. Vacant lots are included. However, only district property owners are counted as valid signatures and only one vote is allowed per lot. To qualify for Board consideration each petition must meet the following criteria:

85th Percentile Speeds 35
to 40 mph
> 40 mph

Lot Owners in Favor 65% of
District
65% of Affected Street(s)

- F. Re-Petition Requests** - In the case of petitions that fail to meet the above criteria, those speed hump districts must wait a minimum of one-year from the start date of the original petition in order to request another petition from CCDOT. Re-petition requests must be in writing, meeting the same requirements detailed in this Policy for original requests. For requests received within 2-years of the original petition start date a new study will not be performed and the re-petition process will begin with the public meeting. For requests received after 2-years from the original petition start date the re-petition process will be identical to a new request and will begin with the study phases outlined in this Policy.



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COMMISSION APPROVAL

Speed humps will not be installed unless petitions are approved by the Cobb County Board of Commissioners. Public hearings before the Board of Commissioners will be conducted only upon written request. The most recent street asphalt ratings relative to resurfacing will be provided to the Board for those street(s) petitioning for speed humps.

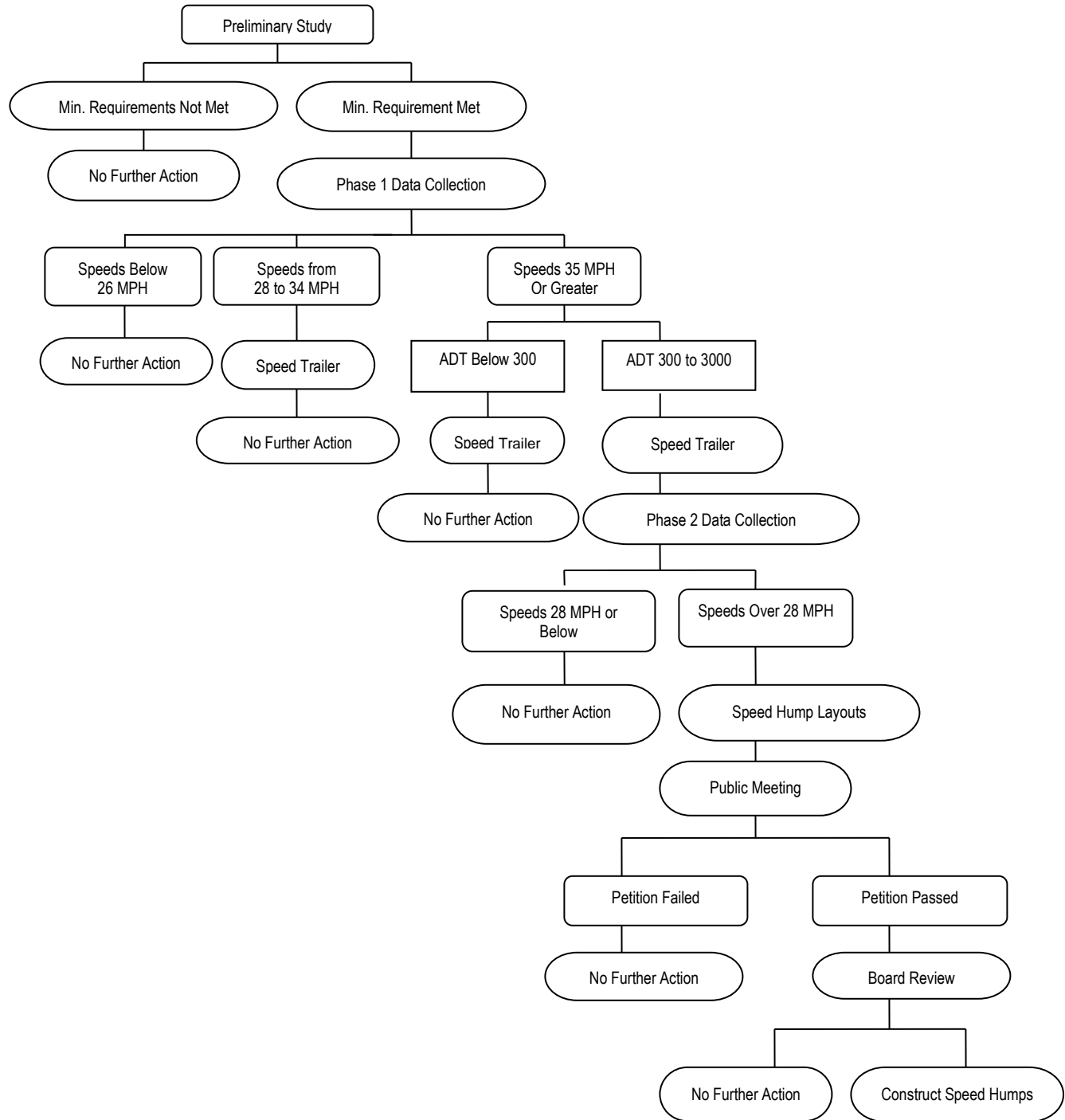
SPEED HUMP DESIGN STANDARDS

The geometric design of speed humps is a crucial factor in their effectiveness. Cobb County speed humps will be constructed per the following specifications:

Vertical Height:	3 and 5/8 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 200 feet and a maximum spacing of 800 feet. However, typical spacing is between 400 and 600 feet. Spacing often varies, since speed humps are not placed at driveways, in intersections, or on top of manholes and water valves. In addition, speed humps are not placed on street grades exceeding 10 percent or on horizontal curves with radii tighter than 300 feet.
Signs/Pavement Markings:	Speed humps will be identified in accordance with signing and pavement marking standards in the <i>Manual On Uniform Traffic Control Devices</i> , latest edition.

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SPEED HUMP EVALUATION PROCESS



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INSTALLATION OF SPEED HUMPS

Speed humps shall be funded by Cobb County. Installation of speed humps will be performed by either a private contractor, contracted by the County, or by County forces. Installation of speed humps will not be considered final until CCDOT inspects the speed humps for compliance with design standards set forth in this Policy.

REMOVAL PROCESS

CCDOT will provide a petition 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 petition. 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 petitions will not be provided by CCDOT until speed humps have been installed for a minimum of five (5) years. At least 75 percent of the speed hump district property owners must sign the petition requesting removal of speed humps before the request can be brought before the Cobb County Board of Commissioners. Speed humps will not be removed unless approved by the Board of Commissioners. Cobb County reserves the right to remove speed humps for any reason.

6. EXCEPTIONS

Exceptions to this policy must be justified and approved in advance. The County may deviate from the policy when written justification is provided to the BOC by the DOT Director.

REVISION HISTORY

Version ID	Revision Date	Author	Reason for Revision
1 st Revision	5/9/2000	Cobb DOT	Changes to petition acceptance criteria.
2 nd Revision	2/13/2001	Cobb DOT	Changes to petition acceptance criteria.
3 rd Revision	6/26/2001	Cobb DOT	Revision involving petition acceptance criteria and adoption of Manual on Uniform Traffic Control Devices (MUTCD) standards relative to speed humps.
v.1.0-2020	12/2020	Cobb DOT	Reformat