

2025 City of Williamson

SPEED HUMP ORDINANCE

WHEREAS, the City of Williamson is a duly incorporated municipality with the State of Georgia; and,

WHEREAS, the City of Williamson is empowered through the City's Charter, the Constitution and the laws of the State of Georgia, including the specific police powers to ensure the health, safety and welfare of the citizens of Williamson, to regulate the city streets located within the city limits; and

WHEREAS, the City of Williamson has received requests from the citizens of Williamson to consider the adoption of a Speed Hump Ordinance to provide specific policies and regulations for the application, consideration and implementation of speed humps on city streets;

WHEREFORE, the City of Williamson hereby adopts the 2025 Williamson Speed Hump Ordinance as follows:

NEW CHAPTER 8-5 OF THE WILLIAMSON MUNICIPAL CODE

I. DEFINITIONS

Affected Street(s): The actual street(s) proposed for speed hump installation.

Affected: The property owners are the owners of the lots with any frontage, including side frontage, on the affected street(s) proposed for speed hump installation.

ADT: The average daily traffic (ADT) is a unit of measure used by transportation professionals for traffic volume analysis. Average daily traffic for the purposes of this policy refers to the traffic in both directions on a particular street within a 24-hour time period.

Council: The Mayor and Council of Williamson

Contact Person(s): Person(s) requesting in writing a study to determine if their particular street, subdivision or neighborhood qualifies for the installation of speed humps.

Property Owners' Association.: A legal entity enacted pursuant to the Property Owner Association Act, OCGA 44-3-220 et seq.

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

Speed Hump Study Area: A street, 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 Williamson considers it likely that motorists 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 Williamson 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.

III. REQUIREMENTS FOR STUDY

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

- a. Local, Residential Street – the City of Williamson must confirm that the requested streets are classified as local, residential city-owned streets.
- b. Request – the City of Williamson must receive a 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 any subdivisions/neighborhoods where homeowner associations exist, the request must be in writing and state that a homeowner association board member has been contacted by a member of the association. The written request must also include the name of the association board member that was notified and the date of contact.

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

Any request meeting these criteria will be considered for the speed hump study and balloting process.

IV. STUDY

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

Phase 1 – Traffic data will be collected from selected streets to determine the 95th percentile traffic speed and the ADT. Speed limits within the City are listed in section 8-2-20 (Speed Limits Established), of the Williamson Municipal Code

Phase 2 – A determination will be made 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 lot(s).

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” traveling 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(s) from the nearest Arterial roadway.
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 will develop a proposed speed hump layout and schedule a public meeting.

A. Public Meeting – A public meeting will be held in order to provide speed hump study area property owners with relevant information, received comments and questions, and to conduct the ballot process. Notices of the meetings will be posted a minimum of seven days prior to the meeting. Signs advertising the public meeting(s) will be provided and installed by the City. Signs will be clearly legible to traffic traveling in each direction near each end of the road section being considered for speed humps. The public meeting will consist of a short presentation, followed by a question and comment session, then the casting of ballots.

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 casting their individual ballot at the public meeting.

D. Ballot Verification – Ballots are verified by the City using City of Williamson property owner records. Vacant lots are included. However, only study area property owners returning responses are counted as valid signatures and only one vote is allowed per lot.

E. Re-ballot Requests – In the case the result of the ballot process is a majority of the voter being opposed to the installation of speed humps, those speed hump study areas must wait a minimum of two-years from the start date of the original ballot in order to request another ballot from the City, unless special circumstances have had a noticeable effect on the Study Criteria outlined in this policy. Re-ballot requests must be in writing and meet the requirements detailed in this Policy. The re-ballot process will be identical to a new request and will begin with the initial study phases outlined in this Policy.

VI. CITY COUNCIL APPROVAL

Speed humps will not be installed unless ballots are approved by the Williamson City Council. Public hearings before the Council will be conducted only for those locations that qualify for consideration under this policy.

VII. SPEED HUMP DESIGN STANDARDS

The City of Williamson has researched various speed bumps/humps and related specifications and standards and has determined that the geometric design of speed humps is a crucial factor in their effectiveness. Based on the research, and the City of Williamson Municipal Code section 8-2-20 (Speed Limits Established), the City of Williamson requires that any speed hump(s) to be installed within the City shall be constructed per the following specifications:

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. COSTS AND INSTALLATION OF SPEED HUMPS

Speed humps shall be funded by the City of Williamson. However, the City may consider donations to help defray the costs for speed humps. Special Tax District funding may be used to fairly distribute the cost of installation and maintenance of special services if allowed and legislated by the Williamson Mayor and Council.

The installation of speed humps will be performed by either city staff, or by a private contractor contracted by the City of Williamson. The installation of speed humps will not be considered final until the City of Williamson inspects the humps for compliance with design standards set forth in this Policy.

IX. REMOVAL PROCESS

The City of Williamson reserves the right to remove any speed hump that has been installed on city streets pursuant to its police powers and in the interest of protecting the health and safety of the citizens. Any citizen in the speed hump area may also submit a written request for the removal of speed humps. Such written request must be submitted to the City and will be considered pursuant to the public hearing and balloting processes set forth in this policy.

EFFECTIVE DATE

This ordinance shall be effective upon the approval of the second reading by the Mayor and Council.

SEVERABILITY

Any portion of this ordinance that is deemed unconstitutional, void, or voidable shall be considered severed from the remaining valid portions of the ordinance, which shall remain in full force and effect.

REPEALER

Any ordinance or resolution of the City, or portion thereof, which is deemed in conflict with the provisions of this ordinance shall be considered superseded and/or repealed.