

ORDINANCE NO. 99

AN ORDINANCE OF THE CITY OF HAMPTON, GEORGIA, TO ADD CHAPTER 74, ARTICLE I, ENTITLED "SPEED HUMPS" AND CONTAINING SECTIONS 74-1 to 74-10 TO CHAPTER 74 "STREETS, SIDEWALKS AND OTHER PUBLIC PLACES" OF THE CODE OF ORDINANCES OF HAMPTON; TO CREATE DEFINITIONS; TO PROVIDE FOR A DECLARATION OF SPEED HUMPS; TO PROVIDE CRITERIA FOR INSTALLATION INCLUDING PUBLIC HEARING AND PETITION; TO PROVIDE FOR CONSTRUCTION OF SPEED HUMPS: TO PROVIDE PROCEDURE FOR REMOVAL; TO ESTABLISH CHARGES; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO ESTABLISH AN EFFECTIVE DATE; AND FOR OTHER PURPOSES:

WHEREAS, it is the desire of the Mayor and Council to adopt in all respects an Ordinance relating to the Speed Humps on streets classified on local residential streets; and

WHEREAS, the adoption of this ordinance is done in response to numerous complaints about speed problems on local residential streets. Speed problems on residential streets tend to interfere with the enjoyment, comfort, and well-being of the public and create a very serious safety hazard to children as well as adults and family pets; and

WHEREAS, adequate control relating to speed humps require that they be regulated, abated, or prohibited.

THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAMPTON, AND IT IS HEREBY ORDAINED BY AUTHORITY THEREOF AS FOLLOWS:

Section 74-1. DEFINITIONS.

- a. Council. The City Council of Hampton, Georgia.
- b. Speed Humps/Speed Tables. The construction of an asphaltic geometric design installed on streets to address speeding problems on streets that are classified as local residential streets. (Shown on Exhibit A.)
- c. Local residential street. A paved road having residences on both sides that lies entirely within the city limits of Hampton, Georgia. A local residential street must intersect one other street; therefore, portions of longer streets may be considered as eligible for speed humps.

Section 74-2. PURPOSE.

In response to an increasing number of complaints regarding speeding problems on residential streets, the City of Hampton has studied available alternatives and methods employed by other communities and how effectively those communities have addressed residential speeding problems. The installation of speed humps was found to be a popular and relatively cost-effective measure in reducing average speeds. When properly designed and installed, and with strong majority community backing and support, speed humps were found to be effective at reducing speeds in neighborhoods.

They are therefore found to be of public interest and benefit and are hereby authorized in the City of Hampton.

Section 74-3. CRITERIA FOR INSTALLATION.

The City of Hampton will consider the installation of speed humps only on streets classified as local residential streets, unless otherwise initiated by the City as provided in Section 74-7.

Section 74-4. REQUEST FOR STUDY; PUBLIC HEARING.

An authorized officer of an organized homeowner's association or the majority of homeowners on a local residential street may, through an informal petition or letter, request that a street be studied for speed hump installation. The letter or petition must demonstrate that the desires of a majority of the property owners are represented. The results of the speed hump study may be directed to the petition representative by certified mail, or upon request, will be presented by the Council at an advertised Public Hearing with a general presentation on speed humps. All property owners affected shall be notified by an authorized representative of the petition group of the time and place of the Public Hearing. Property owners will be notified that the installation of speed humps may reduce emergency response time by 10 seconds for each hump installed.

Section 74-5. PREPARATION OF THE PETITION.

A formal petition in such form prescribed by the Council shall be filed with the Council requesting the speed humps be installed on a local residential street. All property owners on the street shall be notified by an authorized representative of the petition group and afforded an opportunity to sign the petition. Each

property owner shall indicate his or her preference for the installation of the speed hump(s) by marking a "YES" or "NO" on the petition. If more than one person owns the property, all parties shall sign the petition individually to be counted. Renting tenants are not an acceptable substitute for the legal property owner and may not sign petitions as related to this program. No valid signature shall be withdrawn from the petition after it is filed with the Council. Each person signing the petition shall sign before a witness who shall be available to verify the signature of a property owner.

Section 74-6. NUMBER OF SIGNATURES REQUIRED.

A minimum of seventy-five percent (75%) of the property owners on a local residential street must indicate an affirmative preference for the speed hump(s). The percentage shall be calculated by dividing the total number of property owners by the total number of those property owners indicating an affirmative preference. Determining the number of property owners on a local residential street shall be established by the Council using the database of the City's taxing authorities.

In the event a street is not completely built out, a minimum of sixty percent (60%) of the total number of residences on a street must be occupied before a petition for the installation of speed humps will be considered.

The completed petition must state the name and address of the representative of the petition group, and it must be signed by the representative before a notary public and returned to the Council

where it will be checked to insure that all requirements are met. Those petitions failing to meet specified requirements will be returned to the representative for compliance. Petitions meeting all requirements will be presented at the next regular City Council meeting for approval or disapproval by the Mayor and Council.

Section 74-7. CITY INITIATED PETITIONS AND SPEED HUMPS.

The City Council may initiate the gathering of petitions on local residential streets, or may undertake at expense to the general public, the installation, maintenance, and/or removal of speed humps on its right-of-ways or other City-owned properties, when such are found to be in the general public interest and for the purpose of the general health, safety, and welfare.

Section 74-8. CONSTRUCTION OF SPEED HUMPS, WARNING POSTED.

The geometric design of speed humps has been proven to be a critical factor in terms of their safety and effectiveness in lowering speed. Based on extensive research, speed humps shall be constructed with the following specifications:

Four inches (4") maximum vertical rise, twenty-two feet (22') in horizontal length, and incline flat-top-decline. Each individual speed hump location shall require posting of standard warning signs that will be installed along the back of the curb within the City-owned right-of-way. At the discretion of the City, speed humps may be located in intersections as a means of controlling pedestrian crossings and slowing traffic turning. In these instances, the speed hump shall be known as a "speed table"

and shall be modified in design to meet the requirements of the intersection.

The installation of the speed humps shall be completed, weather permitting, in approximately four (4) months or less from the date the petition is approved by the Mayor and Council.

Section 74-9. PROCEDURE FOR REMOVAL.

Other than as described in Section 74-7 above, the City shall remove speed humps only under the following conditions:

- a. A formal petition in the form prescribed in Section 74-5 above shall be filed with the Council indicating that seventy-five percent (75%) of the property owners request the removal of the speed humps. In the event the local residential street is not completely built-out, a minimum of sixty percent (60%) of the number of residences must be occupied before a petition for the removal of speed humps will be considered;
- b. The petition shall contain a statement acknowledging that the property owners are aware of the probability that vehicular traffic speeds on their street may increase after the speed humps are removed; and
- c. The speed humps shall not have been installed less than one (1) year from the date of receipt of the petition.

Section 74-10. CHARGES FOR INSTALLATION AND
REMOVAL OF SPEED HUMPS.

The property owner's portion of the charges associated with the installation and removal of speed humps shall be at a level

that adequately covers seventy-five percent (75%) of the direct and indirect costs as determined by the Council. All rates may be subject to change to reflect material and labor increases to the City.

All costs associated with the installation or removal of the speed hump as determined and itemized by the Council shall have been paid in full prior to work being performed by the City.

Sections 74-11 to 74-30. RESERVED.

REPEAL OF CONFLICTING LANGUAGE.

All language of other City Ordinances in conflict herewith is stricken and revised to be in accordance with the above.


SEVERABILITY CLAUSE.

If any sentence, clause, or phrase of this Ordinance is for any reason found to be unconstitutional, invalid, or void, such findings shall not effect the remaining portions of the Ordinance and such invalid portions shall be deemed severed herefrom.

EFFECTIVE DATE.


The effective date of this Ordinance shall be this 10th day of March, 1998.

ADOPTED, this 10th day of March, 1998.



TOMMY N. SMITH, MAYOR

ATTEST:


Elaine Haynes
Elaine Haynes, City Clerk

1st. Reading Feb. 10, 1998
2nd. Reading March 10, 1998

