

SPEED TABLE CRITERIA

The Town of Jonesborough uses speed tables under certain circumstances as a traffic calming measure to reduce speeding. Speed tables are not “speed bumps”, but are vertical changes in the street surface that make drivers reduce speed in order to travel over them comfortably. Jonesborough’s standard speed table has a relatively flat surface of ten (10) feet that is 3 1/2” to 4” high off the surface. There are six foot asphalt ramps on either side of the ten (10) foot surface making the total width 22 feet. . The speed tables are designed to travel over very comfortably at 20-25 mph.

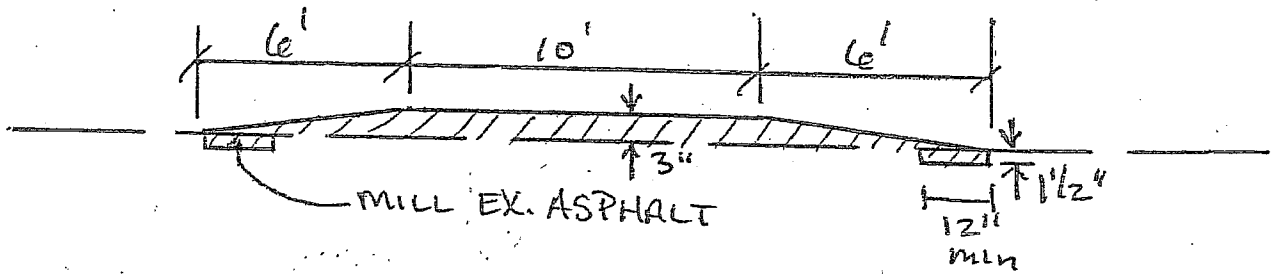
In some sections to town, the flat surface of the speed table doubles as a crosswalk and aides handicapped accessibility.

Speed table requests are reviewed by the Traffic Advisory Committee. The TAC normally meets the fourth (4th) Thursday of the month at 1:00 p.m., and meetings are in the Board Room at Town Hall. Criteria for the use of speed tables has been developed, and the Traffic Advisory Committee uses this criteria to determine any recommendations that may be sent from the TAC to the Town Board. The following considerations are reviewed when considering a request for a speed table.

1. Two lane street only.
2. Street width not more than 40 feet.
3. Not placed on severe horizontal or vertical slopes or curves.
4. Used on sections of streets with 8% grade or less.
5. Must have good sight distance for minimum stopping distance based on 20 mph
6. Installed on streets with 25 mph speed limit or less.
7. Installed on streets with 5% or less long wheel based vehicles (not many trucks).
8. No indication that the installation of speed tables will increase accident potential.
9. Has citizen support.
10. Catch basins are located so no ponding will take place, or the street elevations are such that ponding along the speed table will not become a problem.
11. An appropriate location for speed table signage is available.
12. Not used on state routes.

The Town of Jonesborough also looks at a number of options besides speed tables to reduce vehicle speed. The options are compiled in Jonesborough’s Traffic Calming Guidelines. [Click here for Traffic Calming Guidelines.](#)

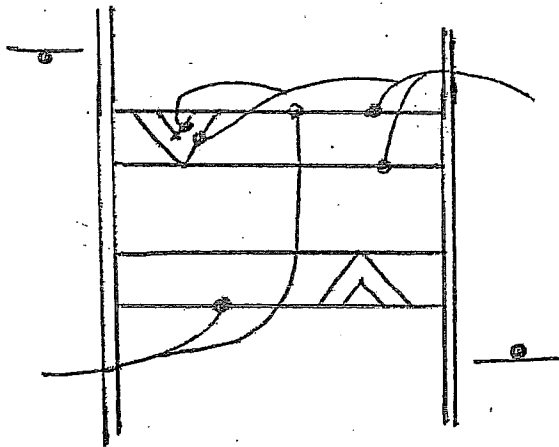
SPEED TABLE



In Historic District and at Crosswalks: Stamp asphalt top as brick crosswalk or use concrete and inlay brick or stamp.

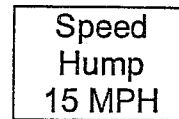
In All Other Areas: Non-stamped asphalt with striping

Place these stripes over the edge where the new asphalt meets the existing asphalt



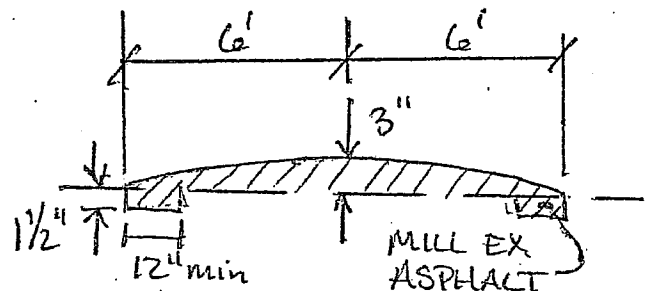
4" wide white stripe
(typ. both sides)

If no inlets exist at the speed table hump, leave a 12" gap between the table/hump and the curb.
If gutter exists, stop table/hump at gutter.



(Both Sides)

Use Speed Hump in place of speed table where site Constraints prohibit 22' long table.



TRAFFIC CALMING GUIDELINES

General: Residents of the Town of Jonesborough are often concerned about what they perceive as undesirable high travel speeds in residential areas. Speeding contributes to a sense of uneasiness and vulnerability, and in many cases presents unnecessary and unacceptable hazards to residents, pedestrians and motorists. Police presence may provide very temporary relief in lowering speeds; however, residents often want longer-term solutions to changing the driving behavior of motorists. These guidelines deal with the process of considering the initiation of physical changes in the roadway which limit the speed at which a motorist may comfortably drive.

Identification of Problem: Concerns about speed along certain sections of streets in Jonesborough can be expressed in numerous ways. Complaints are often directed to Public Safety Officers, to members of the Board of Mayor and Aldermen, and to other Town staff. Concerns are also expressed to the members of the Traffic Advisory Committee. Although it is the intent to address anyone's concern about speeding within the corporate limits of Jonesborough, it is always helpful for a number of people within an affected area to voice their concern about speeding in their neighborhood and their desire to participate in addressing a solution. Traffic calming through physical changes in street ways has an impact of some degree on local residents. While the overall impact may be positive, there may also be drawbacks related to inconvenience, noise, changed traffic patterns, etc. It is essential that residents within the area affected are educated to the pros and cons of traffic calming and their early involvement in the identification and defining of the problem(s) can be very helpful in this education process.

The traffic calming evaluation process may be initiated by a member of the Board of Mayor and Aldermen, by the Town Administrator, Public Safety Director or Public Works Director, and by vote of the Traffic Advisory Committee.

Defining the Problem: When a potential speeding problem is identified through the proper channels, the Town staff shall try to address the concern in a professional and timely manner. The staff will undertake an evaluation of the concern to determine if a problem exists and the seriousness of the problem. It is noted that the perception that a problem exists is an issue that might require some action, regardless if this perception is confirmed by technical data. The following information shall be obtained in defining a problem in which traffic calming may be considered:

1. Traffic counts for a seven (7) day period
2. Data related to the speed of vehicles for a seven (7) day period.
(Speed limit, percentage of motorists traveling at different speeds, types of vehicles speeding)
3. Street width
4. Street length

5. Street type
 - a. Where are motorists coming from or going to?
 - b. What area(s) is feeding motorists onto the street being evaluated?
 - c. Number of lanes
 - d. Arterial, neighborhood access, connector, etc.
6. Neighborhood type
7. Other factors
 - a. Side streets, intersections and driveways
 - b. Drainage
 - c. On-street parking
 - d. Curves
 - e. Sight distance
 - f. Street grade
8. Citizen interviews
9. Public safety input
 - a. Complaints about speeding
 - b. Accidents
 - c. Number of citations

Determination After Evaluation: After evaluating the information collected in the process of defining a problem, the staff will make a recommendation to the Traffic Advisory Committee determining whether or not a problem exists to the extent that some form of corrective action should be initiated. The Traffic Advisory Committee shall review the staff recommendation and will determine if corrective action is justified. If corrective action is approved, the TAC will determine what will be the desired results.

Develop Alternatives: If a determination is made that corrective action is needed, the following options will be considered:

1. Increased police presence – enforcement
2. Speed trailer placement
3. Citizen monitoring/identification of constant violators
4. Education-letters to area residents
5. Physical changes
 - a. Constraints – when considering physical changes, an effort will be made to identify the constraints that will possibly impact the selection of traffic calming alternatives. For example, the proximity of houses, storm drains, curbing, driveway entrances, curves impacting sight distance, parking, number of trucks and trailers, impact on emergency vehicles, concern about over proliferation of traffic calming devices, guidelines in the Manual on Uniform Traffic Control Devices, etc. all should be identified, if appropriate.

b. Options – After collecting the initial data, evaluating the problem, and reviewing constraints; different options should be developed and evaluated. The following alternatives should be considered in the selection of options:

1. Median islands or gateways
2. Chokers
3. Chicanes
4. Circles/roundabouts
5. Diverters
6. Speed tables or humps
7. Raised crosswalks
8. Raised intersections
9. Plantings
10. Bulbouts
11. Rumble strips
12. Full closure
13. Half closure
14. Rumble strips
15. Striping
16. Change to one-way
17. Stop signs at intersections where shared right-of-way is appropriate

Cost: An analysis of cost of construction shall be undertaken on the most effective options available to reduce or eliminate the problem identified and to obtain the desired results. Town staff shall determine if an alternative requires additional funding not in the current Town budget.

Notification to Affected Residents: Before the Traffic Advisory Committee makes a determination of a preferred plan to address the problem issues, a letter will be sent to residents in the area of the street in which the proposed traffic calming devices will be located notifying them of the identification of the problem and the proposed alternative(s) being presented to the Traffic Advisory Committee for consideration. The letter will include the date, time and location of the TAC meeting in which the options(s) will be considered.

Selection of Plan: After reviewing the available options and associated costs, a recommendation will be made to the Traffic Advisory Committee on the best plan to solve the problem and obtain the desired results. The Traffic Advisory Committee shall review the data and recommendation and approve the solution it feels will produce the improvements expected at the most reasonable costs.

Schedule of Implementation: After the Traffic Advisory Committee has approved a traffic calming plan to alleviate speeding problems on a designated street, the committee's decision and the pertinent information involved will be sent in the

committee's monthly report to the Board of Mayor and Aldermen. Upon acceptance of the report, the staff will develop an implementation plan and schedule. If the cost of implementation requires funding not in the existing Town budget; no action will be taken until the necessary funding is identified and approved by the Board of Mayor and Aldermen. When funding is available, a schedule of implementation will be developed.

Communication With Affected Residents: Before implementation, a letter shall be sent to residents along the street receiving the traffic calming in the area the calming devices will be constructed. Implementation will not take place until the letter has been sent and residents have at least one week to respond with concerns and to ask questions.

Implementation: Town staff or contractor will construct the improvements approved by the TAC. Implementation will occur based on priorities established, availability of funds, time of year, and difficulty of construction. The Public Works Department will maintain a current priority list that can be made available to interested residents.

Evaluation / Documented Results: After the improvements have been constructed, traffic counts and traffic speed data will be acquired for the same period of time and in the same locations as the pre-evaluation data.

This data will be evaluated to determine if the improvements have met the objectives of the traffic calming plan. If they have not, a plan to make modifications and/or provide additional measures will be prepared and presented to the Traffic Committee.

An evaluation of the impact of the traffic calming measures implemented will be undertaken and provided to the Traffic Advisory Committee. The following elements may be included in the post-implementation evaluation:

1. Follow-up traffic counts
2. Follow-up speed analysis
3. Survey of affected residents
4. Review by the Public Safety Director and Public Works Director to determine if desired results have been achieved or whether some unanticipated impact has developed as a result of the changes.
5. Determine if plan should be modified
6. Determine if problem should be redefined

Post-Construction Review By Traffic Advisory Committee: After an analysis by Town staff and the consulting engineer, the evaluation including all pertinent follow-up data will be presented to the Traffic Advisory Committee. The TAC will determine if additional monitoring is required, if the results are acceptable, if additional changes are needed, or if the entire issue needs to be completely re-evaluated. Determinations made by the Traffic Advisory Committee will be forwarded to the Board of Mayor and Aldermen in the monthly committee reports.

Traffic Calming Removal Request: Citizens may petition the Traffic Advisory Committee to authorize removal of existing traffic calming devices. The TAC may direct staff to re-evaluate the effectiveness of specific traffic calming measures. Town staff will obtain what information is necessary to adequately evaluate the current status of the measure including trying to get input from adjacent residents. The evaluation will be presented to the TAC as soon as possible. The Board of Mayor and Aldermen, to the extent desired by the Board members, shall have final authority on the placement and removal of any traffic calming device.