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RESOLUTION NO. R2007-36

A RESOLUTION REPEALING RESOLUTION R97-25 OF THE VILLAGE COUNCIL OF THE VILLAGE OF WELLINGTON, FLORIDA AND ADOPTING A NEW POLICY FOR THE INSTALLATION OF SPEED HUMPS ON CERTAIN TYPES OF RESIDENTIAL STREETS AS A TRAFFIC CONTROL MEASURE WITHIN THE VILLAGE OF WELLINGTON; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Resolution R97 was adopted by the village Council on September 9, 1997 to allow the installation of speed humps on roadways under certain circumstances. The Resolution did not contemplate the possibility of speed humps being placed on private roads.

WHEREAS, the Village Council recognizes that certain residential streets are more impacted than others by cut through traffic and vehicular speeding; and

WHEREAS, the traditional traffic control measures have not always proven effective in addressing such problems; and

WHEREAS, properly placed and designed speed humps have been used effectively in other cities in the United States and represent an innovative approach in certain locations when installed under specific guidelines and design standards for reducing vehicular speed and discouraging cut through traffic on residential streets; and

WHEREAS, the Village Council recognizes that such conditions may exist on privately as well as publicly maintained streets.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF WELLINGTON that:

Section 1. The foregoing recitals are hereby affirmed and ratified.

Section 2: The Policy for Speed Hump Installation Within the Village of Wellington, Florida adopted by Resolution No. 97-25 is hereby repealed in its entirety and of no further effect.

Section 3: Any speed hump approval granted under the auspices of Resolution R97-25 remains valid.

Section 4. The Village Council of the Village of Wellington hereby adopts the modified "Speed Hump Policy" and "Policy for Speed Hump Installation Within the Village of Wellington, Florida", dated March 8, 2007, a copy of which is attached hereto and made a part hereof.

1 **Section 5.** The provisions of this Resolution shall become effective
2 immediately upon adoption.

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4 **PASSED AND ADOPTED THIS** 20th **day of March, 2007.**

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6 **ATTEST:**

VILLAGE OF WELLINGTON, FLORIDA

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9 BY:

Awilda Rodriguez
Awilda Rodriguez, Village Clerk

BY:

Thomas M. Wenham
Thomas M. Wenham, Mayor

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12 **APPROVED AS TO FORM AND**
13 **LEGAL SUFFICIENCY**

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15 BY:

Jeffrey S. Kurtz
Jeffrey S. Kurtz, Village Attorney

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18 G:\Wpfiles\Clients\Wellington\Council Meetings\3-8\Speed Humps Policy RES.doc
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MARCH 8, 2007

**POLICY FOR SPEED HUMP INSTALLATION
WITHIN THE VILLAGE OF WELLINGTON, FLORIDA**

ACCEPTABLE STREET LOCATIONS

The Village of Wellington recognizes that properly placed and designed speed humps are an effective tool for reducing vehicular speeds and discouraging cut through traffic on residential streets. This policy outlines the procedure for determining when, where and how speed humps will be installed in the Village of Wellington.

Speed humps shall be installed according to this policy and the specific design criteria outlined in the following section. Requests for speed humps shall be directed in writing to the Village Manager for approval subject to review and recommendations from the Village Engineer and the Public Works Director.

Speed humps may be installed in residential areas if all of the following conditions are met:

1. The residential street has a problem with either cut through traffic or vehicular speeding. In addition, the street provides either a connection route between two designated arterial or collector streets or permits traffic from another subdivision to pass through the affected subdivision street en route to an outside destination. Additional priority shall be placed on the above streets when a higher density of housing is present (i.e., lots that are less than 1 acre with front yard setbacks less than 75 feet, thereby creating more potential conflicts with residents and pedestrians).
2. The cut through traffic or speeding problem can be identified by the Village through current traffic counts, speed surveys and projections of future traffic impact in accordance with long range development plans for the area. Cut through traffic shall be defined as the condition where 35% or more of the traffic on the affected street does not originate or terminate in the subdivision. A condition of speeding exists when the 85th percentile speed of traffic on the street exceeds the posted speed limit by at least 5 mph.
3. To ensure timely response of emergency vehicles, no speed humps shall be permitted on designated arterial or collector streets.
4. An eligible street must be a designated local street with a projected average daily traffic count not to exceed 2,500 vehicles per day at the time of full development of the area. No speed humps shall be installed on any street with a current vehicle count of less than 500 per day. Speed humps may be removed by the Village at any time in the future if the traffic count for the street exceeds 2,500 vehicles per day.

5. A petition is provided to the Village with signatures from two thirds (2/3's) of the residents living within 1,000 feet of the proposed speed hump location(s), measured along the affected street ~~supporting the installation of speed humps~~. Where applicable, the petition shall also be endorsed by an officially incorporated homeowners association for the subdivision. Installation of the speed humps shall be the responsibility of the persons or entity responsible for maintenance of the roadway. For public roads, the residents petitioning for the speed hump must agree to pay 50% of the direct cost associated with installation, including paving and signing on public roads, ~~or private roads. The petitioners shall agree to pay 100% of the direct cost associated with installation including paving and signing and shall be responsible to design, permit and contract the approved speed hump.~~ Installation of the speed humps on public roads will be done by the Village or its contractors and agents only after receipt of 50% of the direct costs from the petitioners. ~~Installation of the speed humps shall be the responsibility of the persons or entity responsible for maintenance of the roadway.~~ On private roads, the petitioners shall agree to pay 100% of the direct cost associated with installation, including paving and signing and shall be responsible to design, permit and construct the approved speed hump.
6. The Village shall assume responsibility and cost associated with traffic engineering review, and in-house approval and coordination to ensure that the proposed speed humps on public roads are located in compliance with this policy and are installed properly on the roadway. This does not prevent petitioning residents from securing at their expense additional professional services from a licensed traffic engineer to provide supplemental information in support of the proposal. The petitioner(s) shall assume responsibility for cost associated with traffic engineering review, design, permitting and construction of speed humps on private roads.
7. The installation of speed humps shall be viewed as a last step in a comprehensive plan for reducing vehicle speeds and for discouraging cut through traffic movements in a residential area. Prior to the installation of speed humps, the Village shall address the problem on public roads at the Village's expense through less dramatic measures on the street such as the installation of additional signs, traditional pavement striping and markings, etc. The residents and the Village shall reevaluate the effectiveness of those measures six months after installation. Based on this evaluation, a final decision will be made on the installation of the speed humps.
8. Prior to the installation of the approved speed humps on public roads, the petitioning residents shall pay the Village 50% of the cost for the improvements based on an itemized breakdown of estimated expenses plus a 10% contingency for unanticipated expenses. Any funds left over at the completion of the project shall be returned to the petitioning group.
9. Prior to the installation of any speed humps, a resolution approving the proposed speed hump location(s) on public or private roads shall be approved by the Village Council.

SPEED HUMP POLICY DESIGN CRITERIA

1. The eligible street must be a two (2) lane roadway less than 30 feet in width with grades no greater than 6% and have a designated speed limit of 30 miles per hour or less.
2. Speed humps shall be placed at least 200 feet away from intersections and from any horizontal curve with a centerline radius of 150 feet or less.
3. Speed humps shall be placed approximately 300-600 feet apart.
4. The speed humps shall be designed and installed to have a maximum height of 3 inches to 4 inches with a travel length of 12 feet. The attached figure shows the standard dimensions for speed humps.
5. Regulatory signs, identifying the specific street(s) in a subdivision as a residential speed control district shall be installed in a prominent location in advance of the first series of humps. The design and legend for the sign is shown in the attached figure. The signs shall be 24" x 24", with a black legend on a white background.
6. Advance warning signs shall be installed for each approach to a series of humps. The signs shall be designed and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). The signs shall be standard 30" x 30" black legend on yellow diagonal warning signs with the legend "SPEED HUMPS". An advisory speed plate (18" x 18" black legend on yellow rectangular warning sign) with a "15 M.P.H." legend shall also be installed. The signs shall be placed approximately 125 feet in advance of the first speed hump encountered by a driver.
7. All proposed locations for speed humps shall be reviewed by the Village Engineer and Public Works Department prior to the installation to ensure that drainage is adequately accommodated.