

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

Public Streets and Rights-of-way

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 public streets. This policy outlines the procedure for determining when, where and how speed humps will be installed in the Village of Wellington.

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

1. The residential street has an objectively measurable 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 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.

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.

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6. 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.
7. 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.
8. The Village shall assume responsibility and all costs associated with traffic engineering review, in-house (Fire Marshall and PBSO) 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.
9. Prior to the installation of any speed humps, a resolution approving the proposed speed hump location(s) on public roads shall be approved by the Village Council.

Private Developments, Private Streets and Private Right-of-ways

1. On private roads, the owner, including any form of community association, shall pay 100% of the costs associated with speed hump installation, which includes but is not limited to traffic engineering review, design, permitting and construction (paving, signage and striping).
2. The owner shall have a professional engineer licensed in the State of Florida design, permit and oversee the construction of the speed humps.
3. The owner shall permit the speed humps through the Village of Wellington's Engineering Department permit for verification of the private right-of-way, review of the engineering design and Fire Marshal/PBSO approval. It is recommended that the engineer of record

follow the design criteria provided below and in the Village of Wellington's Engineering Standards Manual.

4. Where required by the governing documents of an officially incorporated community association, the petition shall also be approved by the community association for the subdivision. Where the private street or right-of-way is dedicated by Plat to a property owner's association, homeowners association or condominium association, the association shall be responsible for obtaining any consent/approvals required by its governing documents. The owner shall assume all responsibility and liability for the speed humps on their private streets and rights-of-way.
5. A resolution approving the proposed speed hump location(s) on private roads and right-of-ways is not required 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 as shown in the Village of Wellington's Engineering Standards manual.
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. Advanced 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 speed hump encountered by a driver.
7. All proposed locations for speed humps shall be reviewed by the Village Engineer prior to the installation to ensure that drainage is adequately accommodated.