



**CITY OF GREENACRES
PLANNING AND ENGINEERING DEPARTMENT
POLICY AND PROCEDURES**

POLICY# PDO-002QQ
ISSUED: 9/30/16
EFFECTIVE: 9/30/16

SUBJECT: Traffic Calming Devices - Speed Bumps, Speed Humps, and Rumble Strips

CROSS REFERENCE: Chapter 11, Article I and Article II
Chapter 12, Article III, Section 12-67
Chapter 16, Article VI, Division 4, Section 16-989
Chapter 16, Article VIII

PURPOSE: To clarify where, and with what requirements, traffic calming devices will be allowed and to establish the process for review.

POLICY: Traffic calming devices may provide a measure of reduced vehicle speed and improved safety, however their inappropriate use or application can pose a threat to life, safety, health and welfare through the creation of hazards and delays to emergency vehicle response times. Therefore, it is the policy of the City of Greenacres that the installation of traffic calming devices be regulated as established in this policy.

1. Definitions

- a. Rumble Strips: A grouping of thermoplastic stripes applied across the travel lanes perpendicular to the direction of travel; with a size, quantity, and spacing as depicted in the attached example prepared by the Greenacres Planning and Engineering Department.
- b. Speed Bump: An arc typically between 0.5 and 3.0 feet long (as measured in the travel direction) and 0.8 to 6.0 inches high.
- c. Speed Hump: An arc or trapezoidal shape approximately 12.0 to 39.2 feet long (as measured in the travel direction) and 3.5 to 4.7 inches high.

2. Speed Bumps

- a. Speed bumps shall not be installed on any City, County, or State owned roadways within the boundaries of Greenacres.
- b. New Speed Bumps shall not be installed on any private residential streets or within any private parking areas in Greenacres. Existing speed bumps as of the effective date of this policy may remain but shall not be replaced, enlarged, or have additional speed bumps added.

- c. Existing Speed Bumps which are determined by the Director of the Fire Rescue Department (Fire Chief) to pose a threat to life, safety, health and welfare shall be removed.
3. Speed Humps
 - a. Speed Humps shall not be installed on any City owned roadways.
 - b. Speed Humps proposed for installation on County or State owned roadways shall be reviewed by City staff for safety and traffic efficiency and input provided to the County or State prior to construction.
 - c. Speed Humps proposed for installation on private residential streets or within any private parking areas in Greenacres shall follow one of the designs depicted on Palm Beach County Traffic Division Drawing T-P-13, including all associated striping and signage. The layout of speed humps shall be designed by a professional engineer and submitted for review and approval by the City as a building permit.
 4. Rumble Strips
 - a. Rumble Strips may be installed on City owned roadways. The installation is intended to bring enhanced driver attention to speed limits and nearby areas of special concern (parks, playgrounds, schools, etc.) and should be located in conjunction with appropriate signage in accord with the Manual on Uniform Traffic Control Devices relating to the special concern. The layout shall be approved by the City's Traffic Engineer. Rumble Strips shall only be installed after other measures such as law enforcement patrol, public education, and signage have proven ineffective. Installation shall follow the attached example prepared by the Greenacres Planning & Engineering Department.
 - b. Rumble Strips may be installed on County and State owned roadways in accord with the regulations of the owning agency.
 - c. Rumble Strips may be installed on private residential streets or within private parking areas, shall be installed following the attached example prepared by the Greenacres Planning and Engineering Department, and must be submitted for review and approval by the City as a building permit.

PROCEDURE:

The Zoning Administrator will coordinate review of proposed Traffic Calming Devices as follows:

1. All Speed Bump requests and Speed Hump requests for City streets shall be denied in accord with the above policy.
2. Speed Hump requests for County and State roads shall be forwarded to the owning agency along with a request that the City be provided an opportunity to review the proposal.

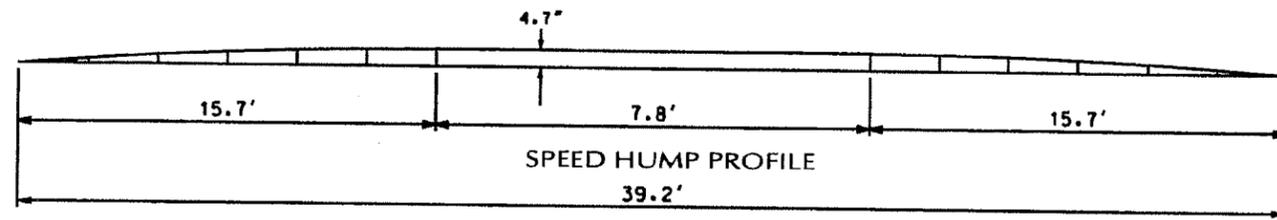
3. Speed Hump requests for private streets and parking areas shall be designed by a professional engineer familiar with traffic engineering, submitted as a building permit, reviewed by City staff including the Fire Rescue Department and the City's consulting Traffic Engineer, and only approved if they will resolve an existing speeding problem and comply with this policy.
4. Rumble Strip requests for City streets shall be evaluated to determine if the alleged speeding and/or safety issue exists and if other measures such as law enforcement patrol and signage have been tried and found ineffective. The location of the rumble strips shall be approved by the City's consulting Traffic Engineer and installation shall follow the attached example prepared by the Greenacres Planning and Engineering Department. The installation shall include all stripes and signage, shall be by the Public Works Department and their vendors, and shall be documented by adding the location to the City's street sign index and file for the subject roadway.
5. Rumble Strip requests for private streets and parking areas shall be at locations appropriate to resolve the issue of concern, shall follow the attached example prepared by the Greenacres Planning and Engineering Department including professional installation of all stripes and signs, and must be submitted for review and approval by the City as a building permit. City staff may include the City's Traffic Engineer in the review as necessary.

REVISED:

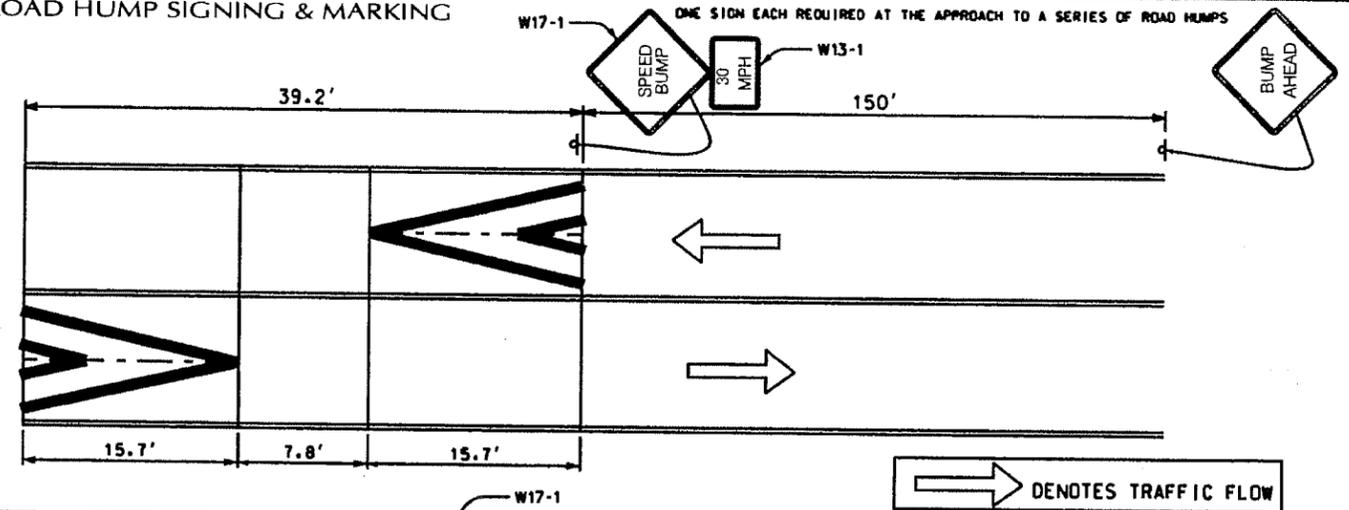


Thomas J. Lanahan
Assistant City Manager
Planning and Engineering Director

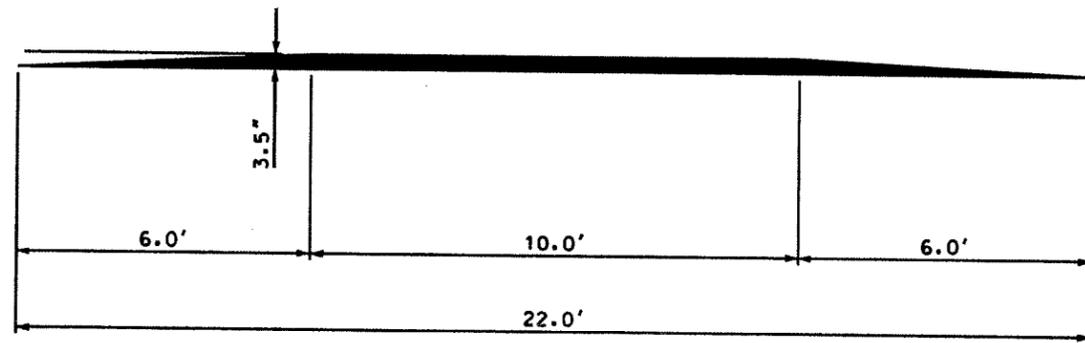
SPEED HUMP (DUTCH DESIGN)



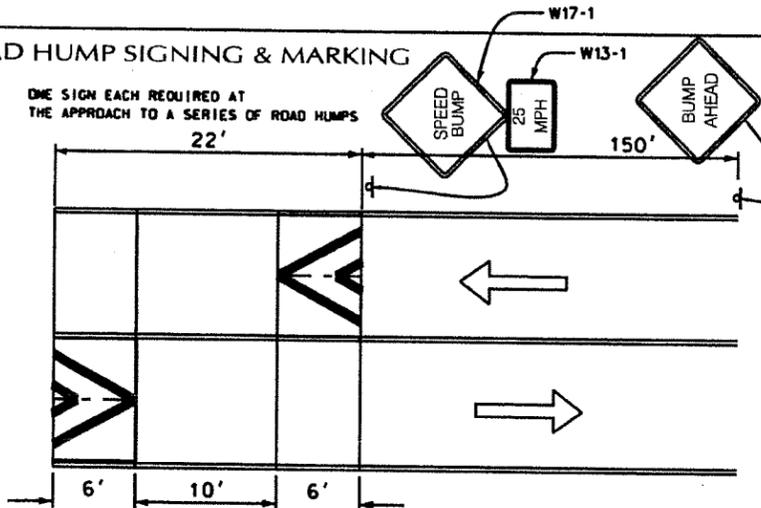
ROAD HUMP SIGNING & MARKING



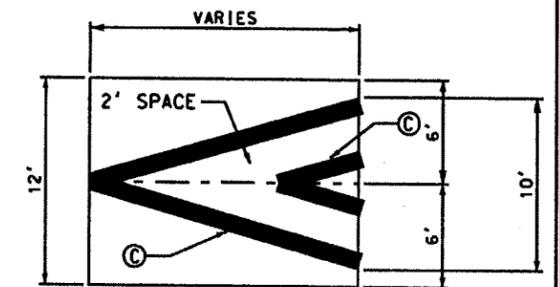
SEMINOLE SPEED HUMP



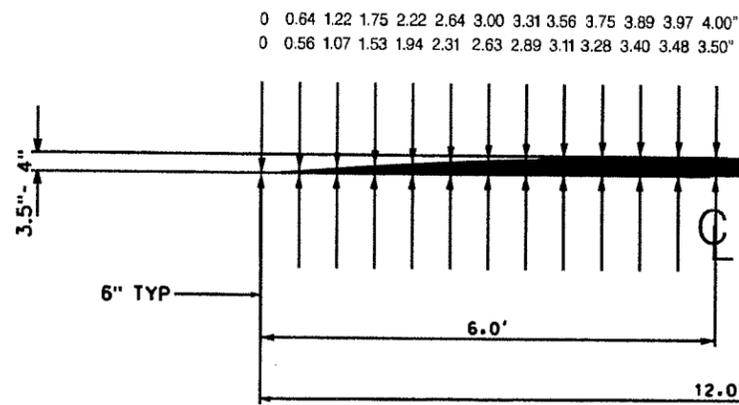
ROAD HUMP SIGNING & MARKING



ROAD HUMP PAVEMENT MARKINGS



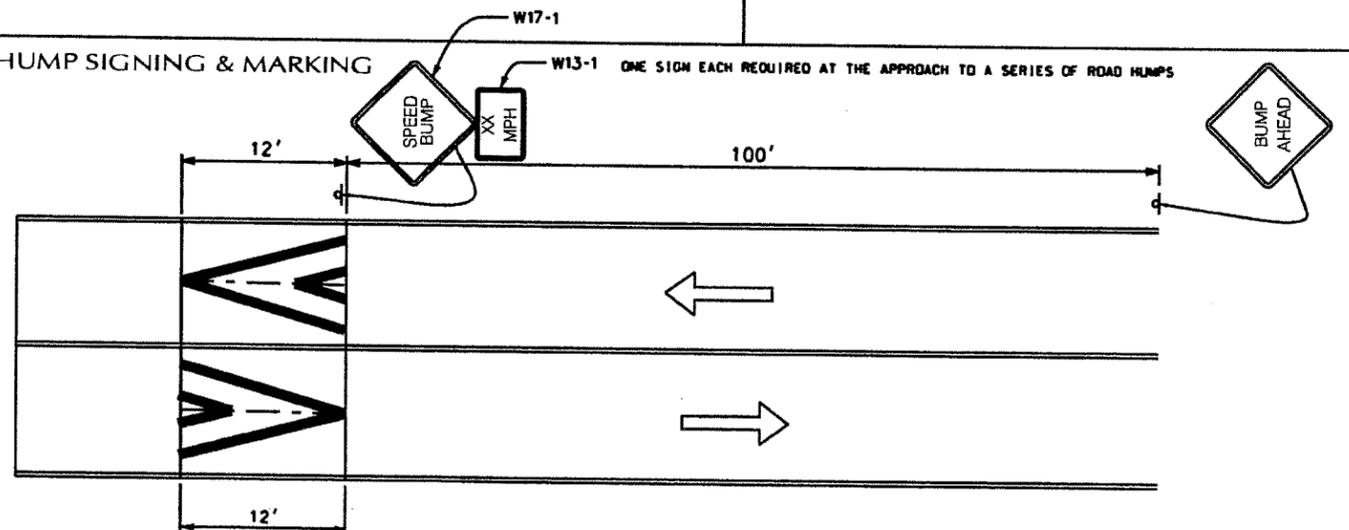
I.T.E. SPEED HUMP



LEGEND:

HEIGHT	CROSSING SPEED
3.5"	20 MPH
4"	15 MPH

ROAD HUMP SIGNING & MARKING



COORDINATION WITH STREET GEOMETRY

A THOROUGH ON-SITE ANALYSIS OF ROADWAY GEOMETRICS SHALL BE PERFORMED TO ENSURE THAT SPEED HUMPS WILL NOT BE INTRODUCED AT A CRITICAL POINT IN THE ROADWAY SYSTEM. E.G. A SEVERE COMBINATION OF HORIZONTAL, VERTICAL CURVATURE AND / OR STREET GRADIENT.

COORDINATION WITH TRAFFIC OPERATIONS

SPEED HUMPS SHALL NOT BE INSTALLED WITHIN 400' FT. OF A TRAFFIC SIGNAL OR STOP SIGN OR WITHIN AN INTERSECTION OR DRIVEWAY. MIN. DISTANCE BETWEEN ROAD HUMPS IS 400' AND THE MAXIMUM SHOULD BE 800'. TO BE CONSTRUCTED ONLY WHEN APPROVED BY PALM BEACH COUNTY ENGINEER.

CONSTRUCTION PROCEDURES

IT IS RECOMMENDED THAT A TEMPLATE BE CONSTRUCTED TO VERIFY THE ACCURACY OF THE HUMP PROFILE AND TO ENSURE THAT THE DESIRED VERTICAL DIMENSIONS ARE ATTAINED WITHIN REASONABLE TOLERANCES (NORMALLY ONE-HALF INCH OR LESS, PROVIDED THE HUMP DOES NOT EXCEED 4 INCHES). IF THE PROFILE IS INCORRECT, HUMP CHARACTERISTICS WILL BE CHANGED THAT MIGHT IMPACT TRAFFIC SAFETY OR CREATE INEFFECTIVE SPEED CONTROL. IT IS RECOMMENDED THAT THE ROAD SURFACE BE EXCAVATED AT TAPERING EDGES TO PREVENT SPALLING. HUMPS MAY BE INSTALLED IN TWO LIFTS TO IMPROVE ACCURACY AND SHAPE.



PALM BEACH COUNTY, FLORIDA
TRAFFIC DIVISION
TYPICAL

ROAD SPEED HUMP DETAILS

BOGDAN T. PIORKOWSKI REGISTERED ENGINEER		DAN L. WEISBERG TRAFFIC DIRECTOR	
NAME	DATE	SCALE	CONTRACT NO.
CGT	4-15-2010	N.T.S.	
DRAWN BY	TRACED BY	DRAWING	T-P-13
CHECKED BY			SHEET 5 OF 20 SHEETS

NO. DATE REVISIONS BY APP.