Speed Bumps #2&3 - \Speed Bumps-V2-2

Make YOUR VOICE HEARD: (https://forms.gle/ykCqshJBK9qtu9sT9)

Did the Board Ask the Question?:

What are the Palm Beach County, Florida Road Rules and regulations for installation of road humps/bumps on streets that are designated Private streets and streets that are public roads?

The short answer is up front.

- **Public / county roads (unincorporated Palm Beach County)** — Palm Beach County installs **speed humps** (not short "speed bumps") under its Traffic Calming Program. Requests are evaluated by Traffic Engineering using volume, speed (85th-percentile), crash history and *neighborhood consensus*; petitions typically require **~60%** of affected property owners to support the project. Installation must follow County speed-hump standards, permitting and inspection. Palm Beach County+2Palm Beach County+2
- **Private streets** - private roads are generally the responsibility of the property owner/HOA. However, communities can execute a **Traffic Enforcement Agreement** with the County (per F.S. 316.006) so the Sheriff can enforce traffic laws; Palm Beach County's Traffic Division documents explain how private communities may work with county staff (and the County's standards are referenced) — in practice an HOA typically must lead the project, follow County design/plan requirements, and obtain permits/agreements if County involvement is requested. Palm Beach County+1

  SEE Point: #2 If the street is a private road (HOA / developer maintained), below:

  State law background — Florida's Chapter **316** (State Uniform Traffic Control) grants counties/municipalities authority over local speed zones and requires DOT approval to alter traffic control on state roads; local ordinances/policies implement the specifics. Key sections: **F.S. 316.008**, **316.183 / 316.189** (speed limits / municipal & county speed zones). Online Sunshine+1

Concrete Palm Beach County references you can (and should) cite or send

1. **Palm Beach County — Traffic Calming / Programs page** — explains the Traffic Calming Program, that *speed humps* (22–40 ft long devices, not short speed bumps) are used, and lists evaluation criteria (non-thoroughfare residential streets; traffic volume, speeds, crash history, neighborhood consensus). Also shows how to request speed humps and contact info. Palm Beach County+1
2. **Palm Beach County — Speed Hump Detail (typical drawings / standards)** — the County's speed hump detail/drawing file with geometry/striping/signing/installation technical standards

(used for construction & permitting). Use this for precise design/spec compliance. Palm Beach County

3. **Palm Beach County Fire Rescue — Approved Traffic Calming Devices (Fire Safety/Device guidance)** — states the County **does not allow "speed bumps"** (short bumps) in any location and describes permitted devices (speed humps, rumble strips), and notes plans/permits/inspection are required. Good to include when discussing emergency vehicle and fire-safety compliance. Palm Beach County

4. **Traffic Enforcement Agreements (TEA) — instructions & template** — explains that under **F.S. 316.006(3)(b)** private residential communities may enter into an agreement with Palm Beach County for enforcement on private roads (useful if you want county/PBSO involvement). It describes required certified traffic survey, documentation, and the review process. Palm Beach County+1

5. **BCC Agenda / County documentation referencing petition threshold (60%)** — county agenda/summary language explicitly notes County policy requires **60%** of affected property owners' petitions in support for many speed-hump projects (this is used repeatedly in project approvals and budget items). Use this when gathering signatures. Palm Beach County+1

State statute(s) to cite (legal backbone)

- **F.S. Chapter 316 — State Uniform Traffic Control** (general authority for speed zones and traffic control). Key sections:
    - **F.S. 316.008** — rules about official traffic control devices and requirement for FDOT approval on *state roads*. (If a target road is a state road, FDOT sign-off is required.) Online Sunshine
    - **F.S. 316.183 / 316.189** — statutory provisions on speed limits and establishment of municipal/county speed zones (how local governments set speed limits). Online Sunshine+1

Practical differences — what this means on the ground

1. **If the street is a County (public) road in the unincorporated area:**
    - Start with the County Traffic Division: request a speed hump evaluation (email / phone — listed on the County traffic pages). The County performs studies (volume, 85th-percentile speed, crash history). Palm Beach County+1

- The County generally requires **neighborhood consensus / petition** (county docs & agenda items note ~60% support for affected property owners). If criteria met, the project enters petition, engineering review and (if approved) construction. Palm Beach County+1
- Installation must follow County **speed hump detail** drawings, signing & striping standards, and obtain County permits/inspection. Fire Rescue guidance also applies. Palm Beach County+1

2. **If the street is a private road (HOA / developer maintained):**
    - The HOA/owner is responsible for installing devices and must consider emergency access, maintenance, liability, and compliance with County/FDOT standards if the County will be asked to approve/inspect or the Sheriff will be expected to enforce. County acceptance or County construction on private roads is rare unless formal agreements/permits and design compliance are in place. The TEA process lets a community have county enforcement if they meet documentation requirements. Palm Beach County+1
    - Many municipalities/counties will allow **HOA-funded** installation on county roads (or village equivalents that adopt County standards) if the project is constructed to County standards and the petition/consensus rules are met — check the County's Traffic Division for local policy and cost/maintenance responsibilities. (Example: some municipalities explicitly allow resident-funded humps if they meet County designs.) vpsfl.org+1

Recommended next steps (actionable)

1. **Confirm whether the street is County, municipal, state, or private.** (If you give me the street name I can look it up.) Roads on the State Highway System require FDOT sign-off (F.S. 316.008). Online Sunshine
2. If it's a **County / unincorporated** road:
    - Circulate a petition and aim for **≥60%** of affected property owners (County has used that threshold in project approvals). Palm Beach County
    - Submit initial request to Palm Beach County Traffic Division: **ENG-TrafficDivision@pbc.gov** or call the number on the Traffic pages (561-684-4030). Palm Beach County
3. If it's a **private** road:
    - Discuss with your HOA/board. If you want County enforcement, prepare for the **Traffic Enforcement Agreement** steps (certified traffic survey, documentation) and contact the County Traffic Division to ask about feasibility. Palm Beach County

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4. **Budget & timeline** — County agenda items list per-hump costs (used in budgeting). If HOA funds construction on its own, use the County Speed Hump Detail and get County sign-offs if you want County maintenance/inspection or enforcement. Palm Beach County+1

Tell Your Board (https://forms.gle/ykCqshJBK9qtu9sT9) How you feel!

...and, if you still need more references to check....

Speed Humps Save Lives: Evidence and Official Recommendations

Summary

Extensive research and government reviews confirm that properly designed **speed humps and tables significantly reduce vehicle speeds, injuries, and fatalities**, especially in residential areas. In contrast, **STOP signs are not effective speed-control devices**—they manage right-of-way but do little to reduce mid-block speeding.

Top Six Authoritative Sources

1. **Tester, J. M. et al. (2004). *A Matched Case–Control Study Evaluating the Effectiveness of Speed Humps in Reducing Child Pedestrian Injuries.* American Journal of Public Health.**
   ➤ Found a **53–60 % lower risk of child pedestrian injury or death** on streets with speed humps.
   🔗 https://ajph.aphapublications.org/doi/10.2105/AJPH.94.4.646

2. **Federal Highway Administration (FHWA). *Traffic Calming ePrimer* (Modules 4 & 5).**
   ➤ Lists speed humps among the **most effective low-cost measures** for reducing speeds and crashes on residential streets.
   🔗 https://safety.fhwa.dot.gov/speedmgt/ePrimer/

3. **National Highway Traffic Safety Administration (NHTSA). *Speed Management Program: Engineering Countermeasures.* (2020 update).**
   ➤ Recommends humps/tables as part of a proven speed-management toolkit; **STOP signs are not endorsed for speed control**.
   🔗 https://www.nhtsa.gov/speeding

4. **Transport Research Laboratory (UK) – TRL 614. *The Effectiveness of Speed Humps and Tables on Vehicle Speeds and Accidents.* (2014).**
   ➤ Multiple UK studies show **average speed reductions of 25–40 %** and significant crash declines.
   🔗 https://trl.co.uk/reports/TRL614

5. **Problem-Oriented Policing Center (ASU). *Traffic Calming* Guide.**
   ➤ Summarizes worldwide evidence: **STOP signs produce little mid-block speed reduction**; physical measures (humps, chicanes) are far superior.
   🔗 https://popcenter.asu.edu/content/traffic-calming-0

6. **Vision Zero Network. *Preventing Unsafe Speeds.* (2022).**
   ➤ Advocates redesigning residential streets with humps/tables to achieve safe, self-enforcing

speeds.
🔗 https://visionzeronetwork.org/resources/preventing-unsafe-speeds/

Key Takeaways

- Streets with speed humps show **consistent and significant reductions in injury and fatal crashes**.
- **STOP signs are not an alternative** for speed control—drivers often roll through and speed up afterward.
- **Best practice:** combine humps/tables with clear signage and street design for maximum safety benefit.