

City of Villa Park Speed Hump Policy

It is the policy of the City Council that the following policy and procedure be applied to the installation of speed humps within the City of Villa Park when initiated by residents of the City.

The installation of speed humps can be a controversial issue and community involvement is necessary for success. In order to ensure that speed humps are given priority on the residential streets where they are most needed, staff recommends that the following criteria shall be used for speed hump installation:

ELIGIBLE STREETS:

1. Local – Streets shall not be designated as an arterial or collector on City, County, State, or Federal plans.
2. Residential – Majority of abutting development shall be residential.
3. Minimum Length Uninterrupted by Stop Signs or Traffic Signals – 500 feet.
4. Maximum Speed Limit – 25 miles per hour.
5. Maximum grade – 8%
6. Minimum diversion of traffic to adjacent streets.
7. Not a priority route for emergency services.
8. Not a bus route.

INSTALLATION:

1. Petition – Signed by head of household of 75% of the homes on the street (Exhibit B).
2. Notification of Residents – Following receipt of a petition, the City shall notify each residence of the subject street at least one week prior to consideration of the item by the Community Development and Public Safety Committee (Committee).
3. Staff Review – City staff shall conduct appropriate studies and other factors deemed necessary. Sheriff and Fire Departments shall review with respect to delivery of emergency services.

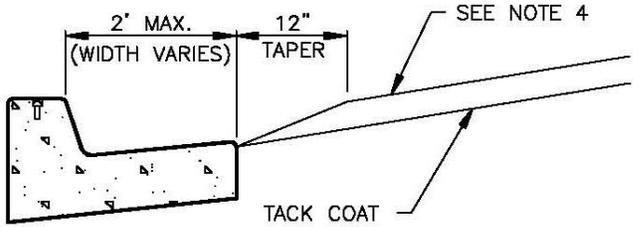
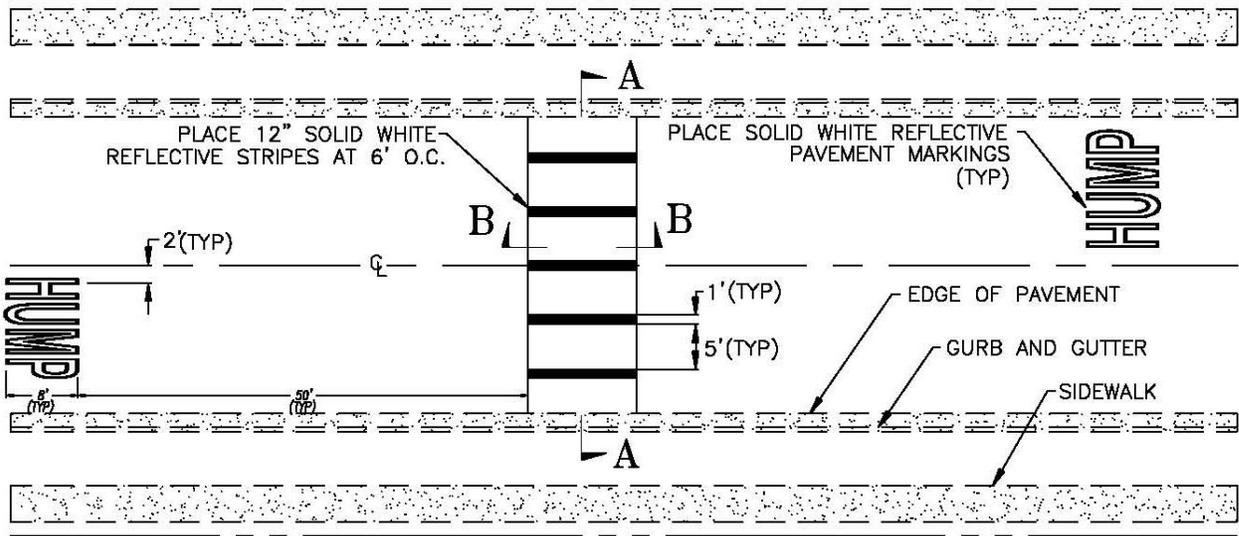
4. Community Development and Public Safety Committee Review – The Committee shall consider the staff report, receive citizen input, and make recommendation as to whether the street be considered for the installation of speed humps.
5. City Council – The City Council shall consider the Committee's recommendation, receive citizen input, and make final determination to whether to install speed humps on the subject street.

REMOVAL:

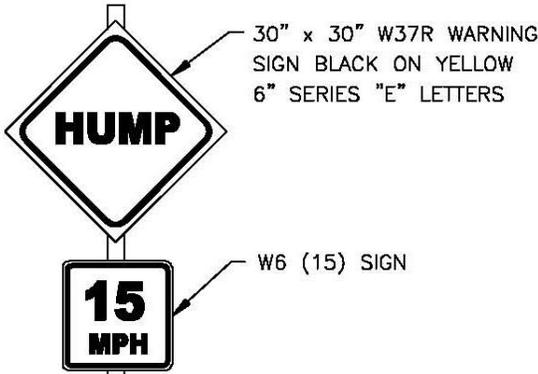
1. Petition – Signed by head of household of 75% of the homes on the street.
2. Notification of Residents - Following receipt of a petition, the City shall notify each residence of the subject street at least one week prior to consideration of the item by the Committee.
3. Staff Review – City staff shall conduct appropriate studies and other factors deemed necessary.
4. Community Development and Public Safety Committee Review – The Committee shall consider the staff report, receive citizen input, and make recommendation as to whether the speed hump shall be removed.
5. City Council – The City Council shall consider the Committee recommendation, receive citizen input, and make final determination to whether to the speed hump shall be removed.

INSTALLATION GUIDELINES:

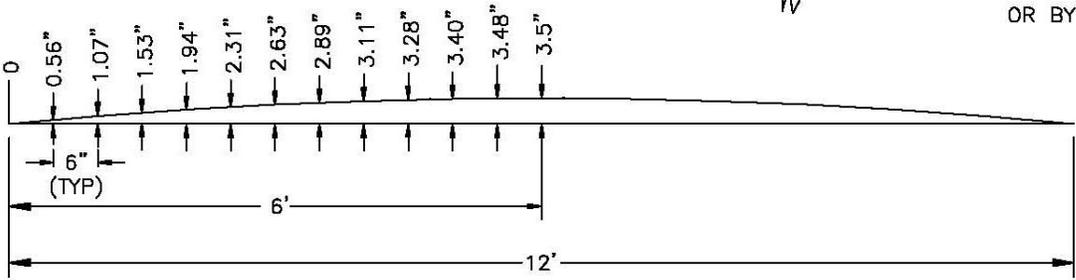
Speed hump installation and associated traffic control devices shall conform to City Standard Drawings (Exhibit A). An advance warning sign shall be placed in advance of the first speed hump on each street for both directions. Additional advance warning signs may be installed as determined by the City Engineer.



SECTION A-A



SIGN LOCATIONS: AS SHOWN ON PLANS OR BY CITY ENGINEER.



SECTION B-B

NOTES:

1. SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLES, WATERGATES, JUNCTION CHAMBERS, OR OTHER FIXTURES IN THE ROADWAY.
2. EDGE OF SPEED HUMPS SHALL BE PLACED AT LEAST FIVE FEET (5') FROM EDGE OF DRIVEWAYS.
3. SPEED HUMPS SHALL BE PLACED AT PROPERTY LINES, OTHER LOCATIONS MUST BE APPROVED BY THE CITY ENGINEER.
4. SPEED HUMPS SHALL BE MADE OF 3/8" MIX, D2-AR-4000, 5.6% ASPHALT BINDER.

