

CITY OF FORT LAUDERDALE SPEED HUMP INSTALLATION POLICY

1. **Engineering Study.** Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion will be made so that the potential impacts of the proposed humps can be fully considered. If the humps are expected to create equal or greater traffic problems on another residential street, they will either not be installed, or humps will be considered for other impacted facilities.
2. **Street Classification and Use.** Speed humps will not be installed on any "Collector" roads that carry more than 6,000 vehicles per day (vpd), and will not be installed on any higher category roads than "Collectors." Speed humps will not usually be installed on any cul-de-sacs unless privately funded as provided for in Item 13; however, because of the differing types of land uses found on some cul-de-sacs, the Commission may consider the installation of speed humps on cul-de-sacs on a case by case basis.
3. **Street Width and Number of Lanes.** Speed humps will be used only on streets with no more than two travel lanes, or where the overall pavement width is not greater than 40 feet. In addition, the pavement shall have good surface and drainage qualities.
4. **Street Grades.** Speed humps will only be considered for use on streets with grades of 8-percent or less approaching the hump. When installed on streets with significant down-grades, special care shall be taken to ensure that vehicles will not approach the humps at excessive speed.
5. **Horizontal and Vertical Alignment.** Speed humps will not be placed within severe horizontal or vertical curves that might result in substantial lateral or vertical forces on a vehicle traversing the hump. Humps will be avoided within horizontal curves of less than 300 feet centerline radius and on vertical curves with less than the minimum safe stopping sight distance. If possible, humps will be located on tangent rather than curve sections.
6. **Sight Distance.** Speed humps will generally be installed only where the minimum safe stopping sight distance (as defined in AASHTO's "A Policy on Geometric Design of Streets") can be provided.
7. **Traffic Speeds.** Speed humps will generally be installed only on streets where the posted or prima facie speed limit is 30-mph or less. Speed humps will be carefully considered on streets where the majority of vehicles travel at relatively fast speeds, such as 45-mph or greater.

City funding for speed humps will be considered on roads where the 85 percentile speed (average of both directions) is at least 10-mph above the posted speed limit. This funding may be extended to include roads which are expected to have traffic diverted to them as a result of speed hump installation.

8. **Traffic Volumes.** Rounded profile (TRRL) or "flat top" speed humps will be considered for installation on streets with an average daily traffic volume of between 500 to 3,000 vehicles per day (vpd). Only "flat-top" speed humps will be installed on roads with a traffic volume of between 3,000 and 6,000 vehicles per day (maximum volume).
9. **Traffic Safety.** Proposed speed hump locations will be evaluated to determine that such an installation will not introduce increased accident potential for the subject street.
10. **Vehicle Mix.** Speed humps will not normally be installed on streets that carry significant volumes (greater than five (5%) percent) of long wheel-base vehicles unless there is a reasonable alternative route for those vehicles. Special consideration will also be given to motorcycles, bicycles and other types of special vehicles that use the street. The impacts that speed humps might have on these individual vehicle types will be considered in the decision to install humps, and ultimately considered in their design and location.

11. **Transit Routes.** Speed humps will not generally be installed along streets with established transit routes. If humps are installed on transit routes, they will be "flat-top" humps.
12. **Citizen Support.** Citizen support for the installation of speed humps shall be documented by a City-conducted survey of all properties with addresses on the road and, when appropriate, the surrounding neighborhood.
13. **Payment for Speed Hump Installation.** Where roads do not meet the minimum 85 percentile speed specified under Item 7 and the minimum volume specified under Item 8 above as qualifying for possible City funding, the City may approve the installation of humps if the neighborhood/residents pay for the installation, including engineering costs.
14. **Roads Immediately Adjacent/Bordering Public Parks.** Where roads are immediately adjacent to or border a public park, City funding for speed humps will be considered on roads where the 85-percentile speed (average of both directions) is at least 8 mph above the posted speed limit. (December 11, 2001 – ccm01-1714)