



**CITY OF FORT LAUDERDALE**  
**City Commission Agenda Memo**  
**CONFERENCE MEETING**

**#18-0486**

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**TO:** Honorable Mayor & Members of the  
Fort Lauderdale City Commission

**FROM:** Lee R. Feldman, ICMA-CM, City Manager

**DATE:** May 15, 2018

**TITLE:** Speed Hump Policy Discussion

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The City's speed hump installation policy was established in 2004 as an effective and inexpensive measure to calm traffic. Research was conducted nationally to ascertain best practice and criteria that would be applicable to the City of Fort Lauderdale, while meeting acceptable national design standards. The policy that was adopted included fourteen eligibility criteria (Exhibit 1). In 2013, the policy was modified to increase the threshold for speed hump consideration (Exhibit 2). The changes were: a) increase the neighborhood support threshold from 50% to 60%, b) remove the option that neighborhoods or individuals could fund the installation of speed humps.

Policy updates were made to address the proliferation of speed humps within the City, and to encourage consideration of other traffic calming measures as alternate solutions. Large City service vehicles such as, solid waste vehicles, Sun Trolley, and fire apparatus are also a consideration for speed hump installation. To that end, a traffic calming "tool box" was created which listed other traffic calming measures, which are typically more expensive and include a roadway survey, design, bid and other construction related components.

The policy was again updated in 2016 (Exhibit 3) decreasing eligibility requirements. The changes included: a) decreasing the minimum volume threshold from 500 to 450 vehicles per day (VPD), b) type of speed humps that could be installed, c) a reduction in the 85th percentile speed from 10 mph to 8 mph and d) included language that states speed humps may be considered in neighborhoods that have completed a comprehensive planning study such as a neighborhood mobility master plan". This consideration could be considered in lieu of meeting the speed and volume thresholds based on a demonstration that traffic diversion from speed hump placement is contained within the neighborhood, without causing an impact to the overall roadway network."

Currently the process includes:

1. Request from the neighborhood for installation of speed humps (via email, Q-alert, neighborhood master plan or other)

2. Review by staff to understand constraints/physical considerations for speed humps.
  - a. No more than 2 travel lanes
  - b. No more than 35 MPH posted speed
  - c. Presence of other traffic calming / traffic control / physical roadway considerations
3. Vehicular speed and vehicular volume data requested by City staff to Broward County Staff. Counts will only be conducted during school days per Broward County and on “normal traffic days” (Tuesday thru Thursday). Field counts and data response from County staff are typically received within eight weeks. Minimum criteria:
  - a. 85<sup>th</sup> percentile speed greater than 8 MPH over posted speed
  - b. Daily traffic volume of 450 vehicles/day
4. If speed/volume criteria are met, Neighbor Survey Cards are sent out to neighbors along the street receiving the humps. The mail-out addresses are extracted from the City GIS mailers database. Neighbors are asked to return cards via mail within three weeks. Owners are notified, not renters. Sixty percent support of the returned cards is required to proceed.
5. Review of transit route and emergency vehicle route by appropriate staff.
6. If all criteria are met, speed humps are then placed on a list to be funded in the following City fiscal year’s budget.

Today, 536 speed humps currently exist within the City (Exhibit 4). Currently, staff is processing 19 additional street segments to include the installation of approximately 80 speed humps (Exhibit 5).

As many of our neighborhoods do not meet the speeding requirement (average speed greater than 8 MPH over posted speed), staff have been installing radar speed feedback signs to alert drivers. Typically, if a roadway does not meet the policy criteria for speed humps, but the 85<sup>th</sup> percentile speed is in excess of the posted speed, staff will consider the installation of the radar sign. Studies have shown that there is typically a reduction of an average of 5 mph after the installation of the sign. Since December of 2015, the City has installed 23 speed radar signs across the City with an additional 15 locations pending installation (Exhibit 6).

Two factors to consider regarding changing speed hump requirements:

1. If speed humps are constructed on a transit route, Broward County Transit will no longer serve that corridor with transit services.
2. If speed humps are installed without warrant/policy, the City’s liability may increase as it no longer has a justification for the installation of that speed control device.

A suggestion to consider would be to modify the required 85<sup>th</sup> percentile speed greater than 8 MPH over posted speed to 6 MPH over the posted speed.

**Attachments**

Exhibit 1 - 2004 Speed Hump Policy  
Exhibit 2 - 2013 Speed Hump Policy  
Exhibit 3 - 2016 Speed Hump Policy  
Exhibit 4 - Neighborhood Speed Hump Inventory  
Exhibit 5 - Pending Speed Hump Locations  
Exhibit 6 - Speed Radar Sign Locations

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