



SPEED HUMP PROGRAM UPDATE

Memphis City Council
Public Works, Solid Waste & General Services Committee
March 21, 2023

Temporary Speed Bumps



- Special Initiative started in the Spring of 2021 to address reckless driving in the Downtown area.
- Expanded to all areas of the City in the Summer of 2021
- 1000 (6ft) sections purchased. 130 currently available.
- Temp. speed bumps only installed at locations that require emergency intervention.
- Requests are only accepted from City Council, City Administration, and MPD.
- Evaluation process includes a traffic analysis, review of accident records, review of citations issued by MPD.
- **Cost:** 6ft section is approx. \$200 installed. This equates to approx. \$1000 per speed bump.



Installation Criteria Comparison



Temporary Speed Bumps

- Requests are only accepted from City Council, City Administration, and MPD.
- 15% of drivers must be traveling at least 10mph over the posted speed limit.
- 3 or more accidents within a 12 month period involving speeding.
- 2 or more MPD citations issued for drag racing or stunt driving.

Permanent Speed Humps

- Requests can be submitted by any resident.
- 15% of drivers only need to exceed the posted speed limit by 1mph when speed limit 30mph+.
- Requests must be reviewed and approved by MFD.
- Petition/Public Input required for all requests showing 75% approval.

Temp. Speed Bump Installations



- Since the Spring of 2021, temporary speed bumps have been installed at 44 locations.
- There have been a total of 78 requests.

Temp Speed Bump Installs		
D1	4	9%
D2	3	7%
D3	3	7%
D4	3	7%
D5	7	16%
D6	15	34%
D7	9	20%
Total	44	

Temp Speed Bump Requests		
D1	5	6%
D2	6	8%
D3	5	6%
D4	8	10%
D5	20	26%
D6	20	26%
D7	14	18%
Total	78	

Installs by Fiscal Year	
FY21	9
FY22	24
FY23	11

Equity Statistics



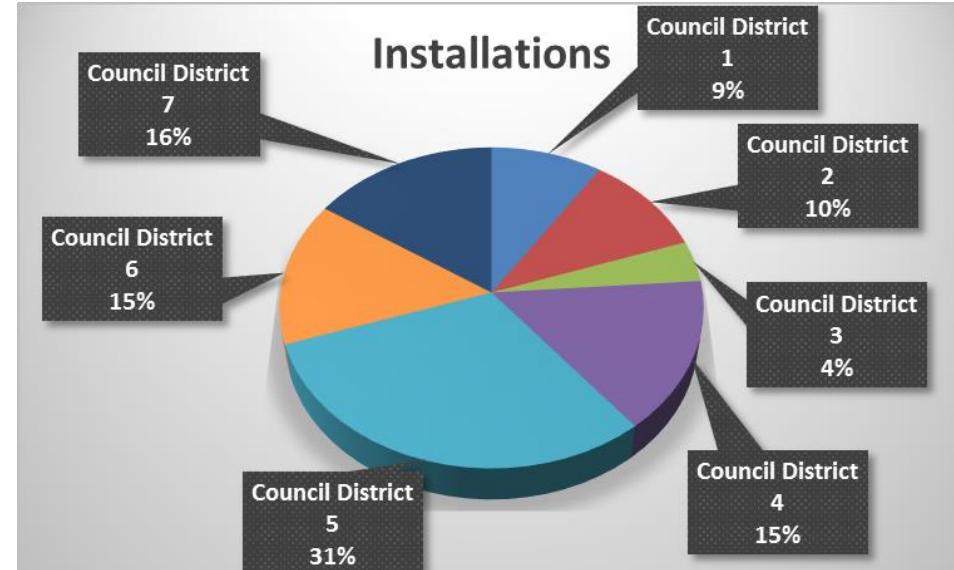
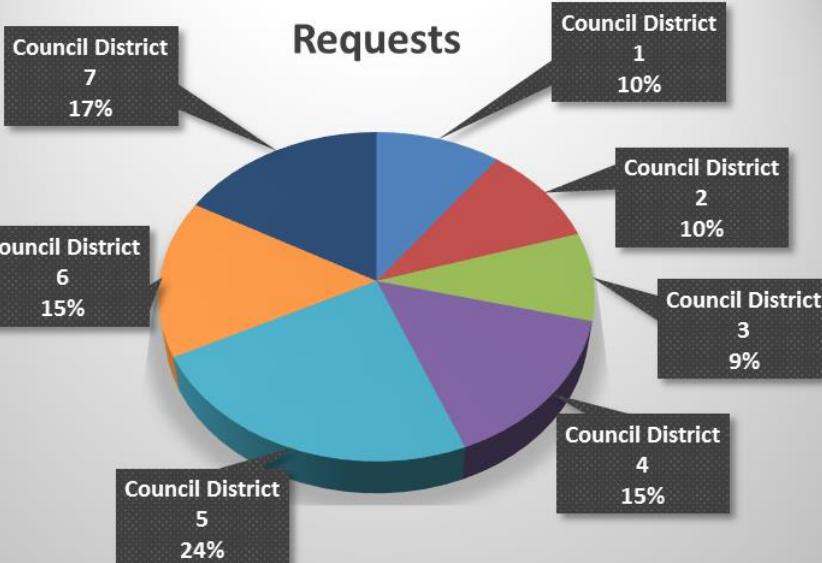
Historically the Speed Hump Program has been a 1st come, 1st serve request based program

- This has resulted in the percentage of installed speed humps being different between Council Districts.
- With a 1st come, 1st serve, request based program, equitable distribution is most accurately reflected by the percentage of requests per district roughly equaling the percentage of installations per district.
- Historically, this equity model has mostly held to form in all but (2) Council Districts.
- District 3 has been underrepresented
- District 5 has been overrepresented



Equity Statistics

Speed Hump Program Stats 1997-FY20



- District 5 has accounted for 24% of requests, but 31% of installations
- District 3 has accounted for 9% of requests, but only 4% of installations
- All other districts have nearly an equal percentage of requests and installations.

Equity Statistics



Recommended Solutions

When we came to City Council back in 2020 to address equity concerns, we committed to taking the following action to address the disparity in equity.

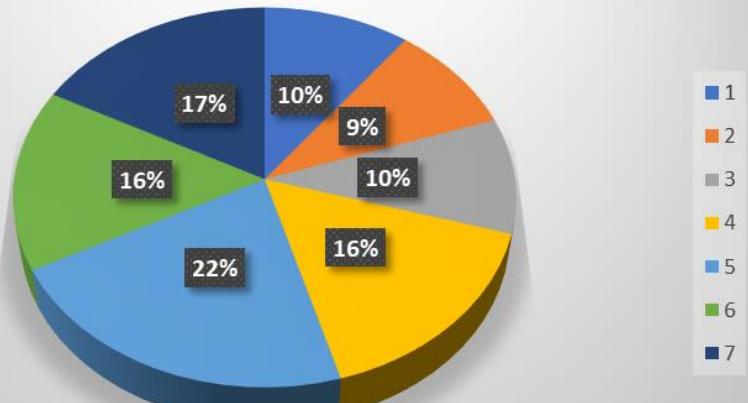
- Reevaluating all rejected requests in District 3 in an effort to increase the number of approved requests.
- Allocating up to 50% of approved construction funding to District 3 (FY22 to FY24) to bring the percentage of installations more in-line with other districts.
- Moving to an equal distribution model in FY25



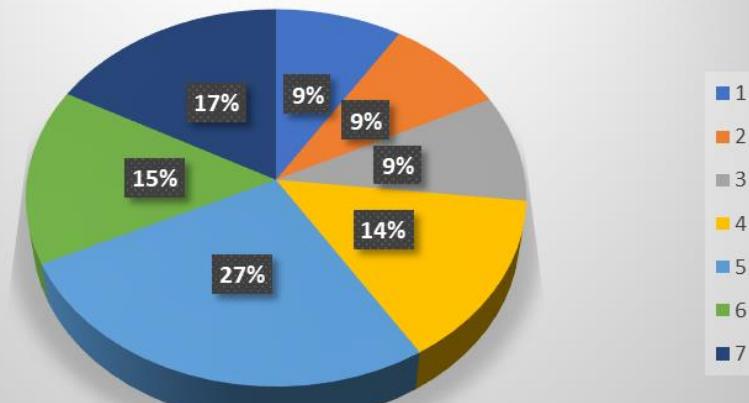
Equity Statistics

Speed Hump Program Stats Thru FY23

Requests



Installations



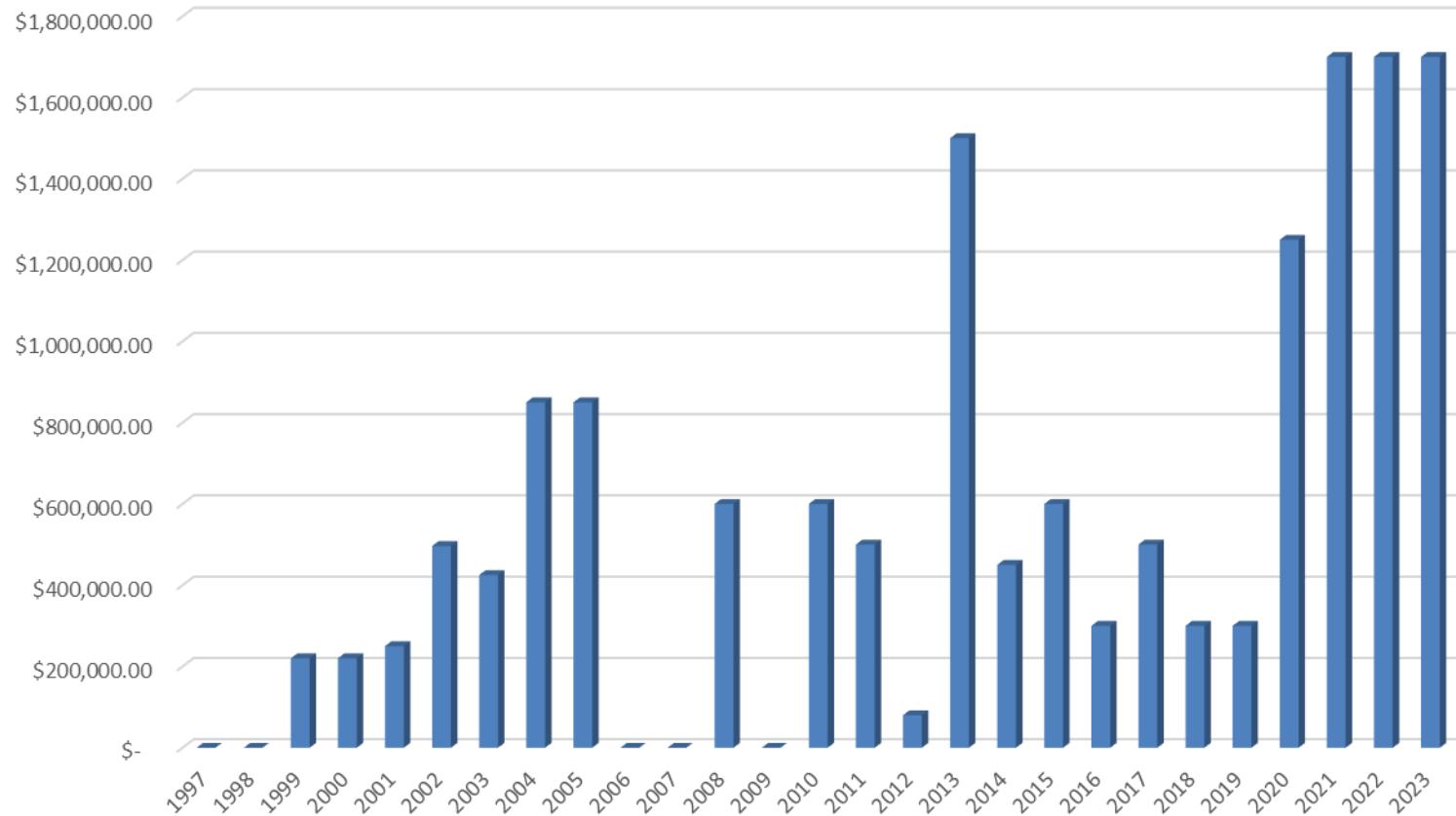
- After two fiscal years of following the recommended plan, we were able to increase the percentage of installations in District 3 from 4% to 9%.
- District 3 now accounts for 10% of requests and 9% of installations.

Speed Hump – Funding



Historical Funding

Budget (\$)



Speed Hump Installation



- The increase in speed hump funding over the recent fiscal years has resulted in a higher number of speed humps being installed.
- Over the last (3) fiscal years we have installed speed humps at an average of 51 locations.
- The table to the right shows the number of installations over the last (5) fiscal years.

Installed Speed Humps

FY19	29
FY20	39
FY21	56
FY22	48
FY23	50



Questions?