



ONE CITY. ONE JACKSONVILLE.

City of Jacksonville, Florida

Donna Deegan, Mayor

Department of Public Works
Ed Ball Building
214 N. Hogan St., 10th floor
Jacksonville, FL 32202
www.coj.net

Traffic Calming Petition Process

Neighborhoods may have traffic calming installed through the petition process. 75% of the affected homeowners must sign the petition and the neighborhood must agree to share the cost of the project with the city.

1. The City receives a request for traffic calming. Request can be sent to trafficeing@coj.net.
2. Traffic Engineering investigates. If the streets are eligible for traffic calming, then a cost and sketch are sent to the requestor.
3. The requestor contacts their City Council Member to request a public meeting.
4. At the public meeting Traffic Engineering explains the advantages and disadvantages of the project. JSO and JFRD will be invited to the meeting.
5. After the public meeting, Traffic Engineering will give the petition to the sponsor. Only affected property owners are eligible to sign the petition. The petition that Traffic Engineering provides will include the list of names of property owners who are eligible to sign.
6. The sponsor collects signatures. Signatures will be inspected by the City.
7. The sponsor or someone from the neighborhood collects money.
8. The money is sent to Traffic Engineering.
9. After payment is received, the City will schedule installation.

Types of Traffic Calming:

Reduced Speed Limits:

The default statewide residential speed limit is 30 mph. Your neighborhood may have the speed limit reduced by petition. The lowered speed limit will be 25mph or 20mph depending on your pavement width. Traffic Engineering will determine where and how many signs are installed. It is important to note that lowered speed limit signs alone without increased enforcement or other traffic calming devices may not be effective. The neighborhood must share half of the cost of the signs with the City. Each sign cost \$280.

Speed Humps:

Your neighborhood may have speed humps installed by petition. Speed humps are designed in such a way that vehicles must slow down to 15-20mph as they pass over them. Traffic Engineering will determine where and how many speed humps are installed. Speed humps can only be installed on public residential roads. Roads classified as collectors or arterials are not eligible. The neighborhood is responsible for sharing the cost of each speed hump with the City. Each speed hump costs the neighborhood \$3,000. If it is a cut-through street, then the neighborhood's cost is reduced to \$1,500.

*Other traffic calming methods such as traffic circles or reduced lane widths may also be considered.

All-Way Stops:

Many residents request the installation of all-way stops to control speeding. However, engineers do not use stop signs to control speeding because unwarranted stop signs can make roads more dangerous. Many drivers ignore unwarranted stop signs, and many drivers speed up mid-block to make up for the lost time. More information is available at coj.net/departments/public-works.

1 Speed bump

Used mostly in private residential developments and shopping centers.

4 to 6 inches

Speed bump
1 to 3 feet



2 Speed hump

Used mostly on residential streets with speed limits up to 25 mph.

3 to 4 inches

Speed hump
10 to 12 feet



3 Speed table

Used on more traveled residential streets with speed limits up to 30 mph.

3 to 4 inches

Speed table
22 feet



Note: Drawings not to scale

Sources: Palm Beach County and local communities

Steve Lopez/The Palm Beach Post