

Road Humps – Summary of Policy

- ❑ City must receive a written request for road humps signed by citizens representing a minimum of 25% of properties along the street.
- ❑ Staff evaluates technical criteria:
 - Must be local residential street more than 1500 feet in length for the street segment under consideration.
 - The 85th percentile speed on the street must be greater than or equal to 36 miles per hour.
 - Traffic volume must be between 400 to 4,000 vehicles per day.
 - The Fire Department must review the request in order to determine effect on emergency response time. A street where installation of road humps will cause emergency response times from the first responding station to increase beyond 4 minutes and 59 seconds shall not be considered.
 - A public meeting will be held to discuss the road hump request, answer residents' questions and explain the petition requirements and funding process.
 - Citizens representing a minimum of 80% of the properties on the street must sign the petition. Residents are responsible for obtaining the signatures along the street. The petition will be forwarded to the City Council for consideration.

Road Hump Policy

The City of Farmers Branch has traditionally worked to protect neighborhoods from traffic impacts while maintaining excellent access to businesses in our community. One type of traffic calming improvement is the installation of road humps in residential neighborhoods. All traffic-calming efforts include citizen involvement.

Road Humps

Road humps can be appropriate for local streets that have high traffic speeds. Road humps consist of raised sections of driving surface installed across the street. The maximum height at center is three inches. The spacing between the rows of road humps is most effective from 175 to 350 feet, depending on the street design.

The Fire Department has determined that emergency response is delayed by 15 seconds for each row of road humps for a total delay of 30 seconds for a set of two rows of road humps. Emergency response time must be kept within the response time threshold (4 minutes & 59 seconds) set by the Fire Department.

Road humps can be installed on a residential street if the criteria set forth in this policy is satisfied and a signed petition representing 80% of the properties along the street is received. Road humps will be installed only with City Council approval and with available funding as budgeted annually by the City Council.

Road Hump Request Process

Citizens interested in having road humps installed on their residential street, upon contacting the City, will receive a packet of information explaining the process leading to road hump installation. City staff will discuss with the resident whether or not their street appears to meet the criteria for road humps and what, if any additional information will have to be gathered to determine if the street meets the criteria.

For purposes of evaluating the street and for purposes of public involvement and petitions, City staff will determine a logical street segment, on a case-by-case basis. Generally, the logical street segment will be between significant intersections. Requests will not be considered on a block-by-block basis because road humps will affect residents beyond the immediate locations where they are physically installed. The logical street segment may consist of the entire street (e.g., Greenhurst Drive) or a portion of a longer street between significant intersections (e.g., Pyramid Drive, between Josey Lane and Longmeade Drive.) Logical street segments will generally be ½ mile or shorter.

Before proceeding with the evaluation of a street, the City must receive a written request for road humps signed by citizens representing a minimum of 25% of properties along the street. City staff will then verify the request meets the technical criteria listed below.

Technical Criteria

- The street must be a local residential street (a street where the adjacent land uses fronting the street include residences, schools and churches). Road humps can have adverse safety and operational effects on thoroughfares, high-volume streets and commercial streets. Therefore, thoroughfares and streets with commercial frontage are excluded. Attachment 1 lists thoroughfares and commercial streets which are excluded (based on April, 2000 information).
- The street must be a local residential street generally more than 1500 feet in length for the street segment under consideration. The City cannot place road humps on private streets. Streets segments less than 1500 feet in length are unlikely to benefit substantially from road humps.
- The 85th percentile speed on the street must be greater than or equal to 36 miles per hour. The 85th percentile speed is the speed at or below which 85 percent of all motorists travel. Ideally, traffic on residential streets should have speeds at or below the speed limit, which is 30 miles per hour on most residential streets. Road humps are generally effective in lowering speeds from above 35 miles per hour to less than 30 miles per hour.

- Traffic volume must be between 400 to 4,000 vehicles per day. On high volume streets, road humps can increase accidents as motorists spaced closely together respond differently to the road humps. On streets with very low volumes, the benefits of road humps will be low.
- The Fire Department must review the request in order to determine effect on emergency response time. A street where installation of road humps will cause emergency response times from the first responding station to increase beyond 4 minutes and 59 seconds shall not be considered. The Fire Department estimates that an additional 15 seconds is required per each row of road humps installed (30 seconds per pair). The effect of road humps on emergency response time may be cumulative on a street or within a neighborhood. Road humps installed at one location may preclude road humps at a second location because the emergency response time threshold would be exceeded by the installation at the second location. Therefore in evaluating requests for road humps, City staff will attempt to propose road hump locations that will minimize the extension of emergency response times while maximizing the speed reduction effects of the road humps.
- For streets that do not meet these criteria, City staff will work with residents to determine alternative solutions to traffic problems. If the request meets the criteria, residents will be notified and a public meeting will be scheduled. All households on the street will be notified of the meeting.

Public Involvement and Petition Process

A public meeting will be held to discuss the road hump request, answer residents' questions and explain the petition requirements and funding process.

Citizens representing a minimum of 80% of the properties on the street must sign the petition. Residents are responsible for obtaining the signatures along the street. The petition will be forwarded to the City Council for consideration.

Funding Considerations

Road humps will be installed only with City Council approval and available funding as budgeted annually by the City Council. Depending on the number of installations requested and the amount of funding available, it may be necessary to prioritize requests for road hump installations in any fiscal year. City staff will consider the 85th percentile speed and the percentage (above 80%) of residences represented on petitions in preparing prioritized funding recommendations for City Council consideration.

Road Hump Removal

The City reserves the right to remove road humps, with City Council authorization.

Road Hump Policy--Attachment 1

All streets west of Denton Drive and all street east of Midway Road not listed below are also thoroughfares or commercial streets.

Alpha Road
 Blue Lake Circle
 Brookhaven Club Circle
 Christian Parkway
 Denton Drive
 Distribution Way
 Enterprise Drive
 Ford Road
 Fyke Road

Garden Brook Drive
 Greenview Boulevard
 Josey Lane
 Marsh Lane
 Maybrook Drive
 McEwen Drive
 Medical Parkway
 Medical Parkway North
 Metro Boulevard

Midway Road
 Spring Valley Road
 Towerwood Drive
 Trend Drive
 Valley View Lane
 Valwood Parkway
 Venture Drive
 Villa Creek Drive
 Webb Chapel Road

