



RESOLUTION NO. 2000-065

RESOLUTION TO ADOPT A POLICY GOVERNING  
THE INSTALLATION OF ROAD HUMPS.

WHEREAS, the City of Farmers Branch has traditionally worked to protect neighborhoods from traffic impacts; and

WHEREAS, one means of reducing traffic impacts on neighborhood streets is the use of road humps; and

WHEREAS, road humps have been tested by the City and were demonstrated to be effective in reducing vehicle speed on residential streets; and

WHEREAS, City staff has developed a policy for the installation of road humps and recommends the policy be approved for use elsewhere in the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, THAT:

SECTION 1. The City Council does hereby adopt the Road Hump Policy as described in Exhibit 1.

SECTION 2. The City staff is directed to comply with the Road Hump Policy in evaluating requests for the installation of road humps in Farmers Branch.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, this the 17th day of April 2000.

ATTEST:

Cindee Peters, City Secretary

Bob Phelps, Mayor

APPROVED AS TO FORM:

City Attorney

## **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 may 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**

Residents 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 residents 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 if 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 measured from one end of the street to the other, regardless of intersections. The City cannot place road humps on private streets. Streets less than 1500 feet in length are unlikely to benefit substantially from road humps.
- The 85<sup>th</sup> percentile speed on the street must be greater than or equal to 36 miles per hour. The 85<sup>th</sup> 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.

Residents 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 85<sup>th</sup> 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**

### **THOROUGHFARE PLAN/ COMMERCIAL STREETS**

Alpha Road  
Blue Lake Circle  
Brookhaven Club Drive  
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

In addition, all streets west of Denton Drive and all streets east of Midway Road not listed above are also thoroughfares or commercial streets.