

Traffic Calming Briefing
Little Elm Traffic Safety Committee

Speed Bumps are usually found in parking lots and are not listed as a traffic calming device used in the Federal Highway Administration website.

https://safety.fhwa.dot.gov/local_rural/training/fhwasa010413spmngmt/#chap3.1.3

Articles demonstrating why Municipalities are Moving Away from Speed Bumps as a Traffic Calming Solution

- Contemporary wisdom now recognizes the [shortcomings of and frustrations associated with speed humps](#). Media report that speed humps:
- Are expensive to install and expensive to maintain—Speed humps can cost \$4,500 to [\\$7,500](#). [Source: [The Washington Post](#), Sept. 9, 2008]
- Interfere with response times of emergency vehicles—each speed hump costs fire trucks ten seconds in response time. [Source: [ABC Orlando/WFTV](#), Jan. 28, 2010; and Fire Capt. Jeffrey Martin, [St. Petersburg Times](#), Feb. 2, 2008; and the [Tampa Tribune](#), Sept. 20, 2008]
- Reduce property values—Prospective homebuyers reject home sites near speed humps. [Source: [Tampa Bay Online](#), Sept. 30, 2009]
- Increase noise levels—Speed humps usher in a constant barrage of scraping cars and engines revving over the humps. [Source: [Tampa Bay Online](#), Aug. 12, 2009]
- Increase wear and tear on residential and commercial vehicles—Speed humps are a source of excessive wear on tires, brakes, suspension systems, shock absorbers and rattle dashboards. [Source: [The Natchez Democrat](#), Oct. 28, 2009]
- Expensive to remove—Municipalities, under pressure by citizens and enforced by the courts, have been forced to remove speed humps at great expense to tax payers. [Source: [Tampa Bay Online](#), Sept. 30, 2009]
- Increase air pollution—On roads with speed humps, carbon monoxide emissions increase by 82 percent, carbon dioxide emissions double and nitrogen oxide increases by 37 percent. [Source: [BBC.com](#), April 22, 2009]
- Reduce fuel efficiency and increase gas consumption—By forcing drivers to brake and accelerate repeatedly, speed humps will cause a car that normally that gets 58.15 mpg travelling at a steady 30mph to deliver only 30.85 mpg. [Source: [BBC.com](#), April 22, 2009]
- [April 2010, Columbia News Service: Millburn Township in New Jersey is forced to remove five of eight speed humps](#). Taxpayers estimated to foot the loss of \$8,000 in installation costs plus removal fees.
- Tillamook County in Oregon openly advocates against speed humps. <http://www.co.tillamook.or.us/gov/pw/Documents/speed-bump-flyer.pdf>

TML Comments

May a city install “speed bumps” in city streets? A city has authority to install traffic calming devices under Sections 311.002 and 544.002 of the Texas Transportation Code. However, the Transportation Code requires that a city obtain the Texas Department of Transportation's permission to place or maintain a traffic-control device on a highway under the department's jurisdiction. TEX. TRANSP. CODE § 544.002. In addition, a traffic study is required prior to the installation of speed bumps. Tex. Att'y Gen. Op No. JC0175. The bigger issue that arises with speed bumps is the argument that they are “obstructions” in the road. Cities have a duty to keep public streets free from obstructions, and erecting or placing any object on a public street that interferes with the full and free use thereof might be considered an obstruction. This duty was originally found in Texas Revised Civil Statute Article 1016, and is now based on Transportation Code § 311.002 and *Dozier v. Austin*, 253 S.W.2d 554 (Tex. Civ. App.--Austin, 1923, writ dismissed w.o.j.). Several cases have been decided in which a city was held liable for damages for failure to remove an obstruction from a city street, from piles of gravel to ropes to wet paint stripes. See e.g., *City of Austin v. Daniels*, 335 S.W.2d 753 (Tex. 1960); *Crow v. City of San Antonio*, 301 S.W.2d 628 (Tex. 1957); *City of Texarkana v. Williams*, 146 S.W. 333 (Tex. Civ. App. 1912, writ refused). The risk involved with the use of speed bumps is that a city might be held liable for any injury or damage that can be attributed to their use and that a court would find that other traffic control devices, such as signs, flashing lights or reduced speed limits are a more reasonable method to control speeding.

<https://www.tml.org/p/2015%20May%20Speed%20Limits%20HM.pdf>

Texas Cities On-line Survey on Speed Bumps

Garland – Costs by requestor, 80% homes approval, adjacent homes of location approval

Grapevine – No traditionally to speed humps

Mansfield – No

Anna – No

Frisco – No

Traffic Safety Committee Comments

- In the past we have not authorized or installed speed bumps or humps on any of our Town streets. We have had several request to do so.
- They can inhibit the ability of emergency vehicles to respond.
- They can cause drivers to lose control of their vehicle and veer from roadway if hit at a high rate of speed.
- They are typically only effective to slow traffic in the vicinity of the bump/hump. In order to maintain the slower traffic they must be placed fairly close together.
- They increase air pollution in neighborhoods, because of cars slowing then accelerating.
- They can cause damage to vehicle suspension and undercarriage.

Traffic Safety Committee Recommendations

The best course of action to reduce speeders is still enforcement. The Police Department has radar trailers they will deploy to neighborhoods and will increase patrols in areas of concern.