

**To the Mayor and Members of the City Council****November 17, 2020**

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SUBJECT: SPEED TABLES

The purpose of this informal report is to provide information and a recommendation on the use and effectiveness of speed tables as a speed mitigation and safety measure in the City of Fort Worth.

Speed humps, speed bumps and speed tables/raised crosswalks are different traffic calming measures, as depicted in the attached photos. City ordinance prohibits the placement of speed humps in public or private rights-of-way as a speed mitigation tool for new development and City practice since at least 2014 has generally been to not install these types of measures citywide. Moreover, existing speed humps (curved or rounded, three to four inches high, three to six feet wide) are typically removed when roadways are resurfaced and/or reconstructed. Speed bumps cannot be used on roadways because they pose a safety hazard and are more damaging to vehicles and thus, are limited to parking lots. Staff is proposing to revisit the use of speed tables/raised crosswalks as this technique is specifically considered in the Traffic Engineering Manual, adopted May 7, 2019 (Resolution 5083-05-2019, M&C G19535).

On November 12, 2019, TPW presented proposals to the ITC to use speed tables/raised crosswalks as a speed mitigation tool. This measure is different from speed humps as their application and design is based on roadway volume and speed and pedestrian usage. Speed tables are less than four inches high and typically designed with a 10 foot wide flat top and 6-foot approach ramps, generally placed at intersections on roadways with speed limits ranging from 30 to 35 mph and serve as raised crosswalks to enhance safety for pedestrians. Vehicle speed reductions range from 10 to 15 mph when crossing a speed table. Speed tables/raised crosswalks can also be placed at mid-block and intersection locations along local streets and thoroughfares. See also, Transportation Engineering Manual at Ch. 7, Sec. 7.3.2.

Existing speed tables/raised crosswalks are located in the Cultural District, near Morningside Elementary School and near the Fort Worth Zoo. TPW has collaborated with the Fire Department to incorporate speed tables/raised crosswalks into new roundabouts near schools to enhance pedestrian safety, especially for students walking to school. The Fire Department has indicated that they do not oppose the use of speed tables/raised crosswalks and has deferred to the City Traffic Engineer to determine appropriate use. Speed tables range in cost from \$5,000 to \$15,000 depending on drainage conditions and materials used.

In addition to permanent installation, TPW is considering the use of temporary rubber speed tables at schools along Vision Zero High-Injury Network roadways. The department is currently exploring options for pricing and implementation of this measure.

If you have any questions, please contact Tanya Brooks, Transportation and Public Works Assistant Director at (817) 392-7861.

David Cooke
City Manager

Attachment



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Examples of Traffic Calming Measures

Speed Bump



Speed Hump

3 - 4 inches high and 12–14 feet wide, with a ramp length of 3 - 6 feet



Speed Table

3 - 3.5 inches high and a length of 22 feet



Temporary Rubber Speed Table

