



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Speed Humps	Number 1-18AM
Originating Department Montgomery County Department of Transportation	Effective Date July 17, 2018

Montgomery County Regulation on:

Speed Humps for Residential Streets

DEPARTMENT OF TRANSPORTATION

Issued by: County Executive
Regulation No. 1-18AM

Authority: Montgomery County Code, Section §49-30
Supersedes: 32-08

Council Review: Method (2) Under §2A-15
Montgomery County Register Volume 35, Issue 3

Comment Deadline: March 31, 2018
Effective Date: July 17, 2018

SUMMARY:

This regulation sets criteria for the consideration of speed humps and also sets forth the procedure for citizens of Montgomery County to request the installation of speed humps on eligible County Roads.

ADDRESS: Department of Transportation
Division of Traffic Engineering and Operations (DTEO)
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

STAFF CONTACT: Chief, Division of Traffic Engineering & Operations
(240) 777-2190

BACKGROUND:

Montgomery County Code (2004), as amended (the "Code") §49-30 Traffic Calming (b) authorizes the installation of speed humps on publicly owned or dedicated and maintained roads in the County within established guidelines as set forth in the Code. The Director of Montgomery County Department of Transportation can consider installation of speed humps to address traffic safety or operations concerns. The purpose of this Executive Regulation, promulgated under Chapter 8, §3 of 2007 Laws of Montgomery County, is to establish the method by which speed humps may be requested, how requests will be viewed and, if meeting certain qualifications set forth herein and in accordance with the County



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Code, how speed humps will be built. This is in furtherance of the County's Traffic Calming Program with the goal of enhancing neighborhood traffic safety and maintaining livable residential environments.

Speed Humps are an effective and self-enforcing technique for calming excessive traffic speeds; however, they have consequences that may impact a community as a whole. As an example, speed humps may increase the response time for emergency vehicles and may result in traffic diverting to other roadways in the community. Speed humps consist of all vertical speed deflectors, including but not limited to, speed tables, raised crosswalks, and raised intersections. This Regulation establishes the procedure for communities to present requests for speed hump installation to the County's Department of Transportation, and ensures that the entire community is involved in the process, allowing residents who may be directly affected to vote on whether installation will take place.

DEFINITIONS:

1. **Community Association** - any incorporated or unincorporated common ownership or civic association which represents the interests of the subdivision in which the street being considered for humps is located.
2. **Department** - Department of Transportation.
3. **Designated Community Contact Person ("DCCP")** - the primary neighborhood contact person designated by a Community Association or Neighborhood Traffic Committee.
4. **Direct Residential Frontage** - the portion of the front property line of the residential lot, lots, or tract of land abutting a public street, road, or highway not separated from the dwelling unit(s) thereof by a common space or multi-family parking area.
5. **"Flat Top" type speed hump** - a physical traffic calming device made of bituminous asphalt that is 22 feet in width (consisting of a 6-foot inclined ramp section, 10-foot raised flat section, and 6-foot declining ramp section), and has a nominal height of 3 inches at its highest point.
6. **Intersection** - for purposes of this regulation, defined as a junction of two or more roadways which includes stop, yield, or signal controls on the roadway under consideration for speed hump installation.
7. **Neighborhood Traffic Committee** - an ad hoc group of residents formed in the absence of an active Community Association, which represents the interests of the subdivision in which the street being considered for speed humps is located.



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8. **Operating Speed (85th percentile)** - the speed at which 85 percent of a measured sample of vehicles travels at or below; this is the most commonly used statistic to evaluate operating speeds on a particular roadway.
9. **Other Impacted Residences** - residences on cul-de-sacs or side streets who, as a result of implementation of the plan, will be required, with no alternative, to cross one or more speed humps in order to reach their residence.
10. **“Parabolic” speed hump** - a physical traffic calming device made of bituminous asphalt that is 12 feet in width (consisting of a uniform parabolic shape), and has a nominal height of 3 inches at its highest point.
11. **Speed Hump Location Plan** - a sketch or diagram showing the location of speed humps and other associated traffic controls in relation to intersections, driveways, inlets, and property lines.
12. **Traffic Volume** - the total volume of two-way traffic over a period of one hour (i.e., four consecutive 15-minute periods) during one 24-hour period.

PROCEDURE:

Speed Humps may be requested by a community for roads classified as Primary Residential, Secondary Residential, Principal Secondary Residential, Tertiary Residential, and Alley, as defined by §49-31 of the County Code.

1. Eligibility Criteria

No street segment will be considered to be eligible for speed humps unless all of the following criteria are met:

- Properties must have Direct Residential Frontage on the street segment.
- Street segment must have no more than one travel lane in each direction.
- Speed Limit must be either 25 or 30 miles per hour (MPH).
- Operating Speed, as measured by the Department, must be at least:
 - 7 MPH above the speed limit on principal secondary residential streets, secondary residential streets, tertiary residential streets, and alleys



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- 9 MPH above the speed limit on primary residential streets
- Traffic Volumes must be a minimum of 100 vehicles in a one-hour period. For every 1 MPH the Operating Speed is above the minimum threshold for qualifying, the corresponding minimum vehicular volume will be reduced by 5 vehicles to no lower than 50 vehicles in a one-hour period. For example, on a secondary residential road with a 25 MPH speed limit and an Operating Speed of 37 MPH, the minimum vehicular volume would be $100 - [(37-25) \times 5] = 75$ vehicles in a one-hour period.
- Minimum length of road segment shall not be less than 1,000 feet and is uninterrupted by stop, yield, or signal control.

2. Request and Evaluation Process

Requests for speed humps for the road classifications as listed above must be submitted in writing on behalf of the community by either the president of a Community Association or by the chairperson of a Neighborhood Traffic Committee.

The request must be in writing and include all of the following:

- A clear statement of the time of day which the community believes the street has the highest traffic volume and speed.
- The Designated Community Contact Person (the "DCCP") for the association or committee, including names, addresses, telephone numbers, and e-mail addresses of the DCCP. The DCCP will be the primary contact for the community.
- The request must be mailed, first class, postage prepaid to: Chief, Division of Traffic Engineering and Operations ("DTEO"), 100 Edison Park Drive, 4th Floor, Gaithersburg, Maryland 20878, or if sent by e-mail to TrafficOps@montgomerycountymd.gov.

After receipt of a request for installation of speed humps submitted by the Community Association or the Neighborhood Traffic Committee, the DTEO will perform a traffic study to determine if the roadway segment meets the eligibility criteria. Upon completion of the study, DTEO will notify the requestor in writing of the results of the evaluation, and if warranted, a speed hump location plan will be developed and provided to the DCCP.



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3. Speed Hump Location Plan

Section 49-30 (b) of the County Code, with respect to type of hump and spacing requirements, will be applied to the speed hump location plan, as follows:

- Type
 - “Parabolic” type speed humps will generally be used on streets classified as Principal Secondary, Secondary Residential, Tertiary Residential, and Alley.
 - “Flat top” type speed humps will be used on streets classified as Primary Residential and any street that is a full-time transit route, regardless of classification.
- Spacing requirements - speed humps must be installed not less than 500 feet from any other speed hump, and 200 feet from any controlled intersection.
- Any other physical factor determined by DTEO to be considered from a public safety or traffic engineering perspective, including but not limited to:
 - Any requirements of any applicable safety code;
 - Physical factors, such as steep grades (maximum allowable grade of 6%), curves (horizontal curves must have greater than 300 feet centerline radius), safe sight lines, proximity of existing or planned driveways, storm water structures, etc.

4. Resident Involvement/Concurrence

A public meeting must then be held by the Community Association or Neighborhood Traffic Committee. DTEO will fabricate and install signs advertising the meeting, and will attend the public meeting to provide technical support to the Community Association or Neighborhood Traffic Committee. The purpose of the meeting will be to address residents’ questions and concerns about the speed hump location plan and explain the resident concurrence process. DTEO will consider adjustments to the location plan based on feedback by the Community Association or Neighborhood Traffic Committee provided at this meeting. DTEO will also work with the DCCP if minor adjustments to the location plan are requested by residents (through the DCCP) within seven (7) calendar days of the meeting.



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Not later than thirty (30) calendar days after the public meeting, the DCCP must notify DTEO whether they wish to proceed with the location plan. If DTEO does not receive notice within the established time period, the project will be terminated.

Not later than forty-five (45) calendar days after DTEO's receipt of the notice to proceed from the DCCP, DTEO will finalize the location plan and prepare the Official Resident Concurrence Forms, and provide same to the DCCP for the resident concurrence process. The Community Association or Neighborhood Traffic Committee must circulate the finalized plan and the Official Resident Concurrence Forms to the residents for the concurrence process. The signed and completed Official Resident Concurrence Forms must be returned to DTEO not later than ninety (90) calendar days following their issuance. The forms must be accompanied by a letter stating the formal endorsement of the speed hump location plan by the Community Association or Neighborhood Traffic Committee, and sent first class, postage prepaid to: Chief, Division of Traffic Engineering and Operations, 100 Edison Park Drive, 4th Floor, Gaithersburg, Maryland 20878.

The following levels of concurrence, as determined by DTEO, must be received for DTEO to issue final approval of the location plan:

- Not less than 80% of the residences (one signature per occupied household), either single family or multifamily, who have Direct Residential Frontage along the road segment under consideration; and
- Not less than 50% of the Other Impacted Residences (one signature per occupied household), only if the number of the Other Impacted Residences is more than or equal to 30% of the residences on the road segment. For example, if the road segment under consideration has 100 residences, there must be at least 30 Other Impacted Residences in order for them to be polled.

If all criteria are met, DTEO will issue a final approval and installation of the speed humps will be scheduled. The request will be terminated if either the Official Resident Concurrence Forms are not returned to DTEO by the ninety (90) days deadline, or DTEO determines that concurrence levels as described above are not met.

Any roadway segment that does not meet the eligibility criteria, or for which a speed hump request was terminated due to failure to meet established deadlines or necessary concurrence levels, will not be eligible for reconsideration for a period of two years from the date the Department terminates the request.



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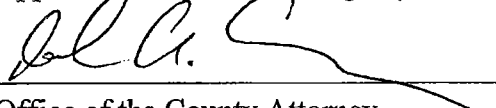
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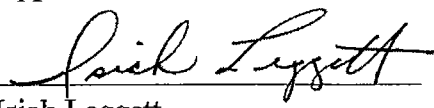
GENERAL NOTES:

1. Road/street classification will be as per the latest approved and adopted Master/Sector plan for the planning area where the road is located.
2. Mandatory traffic signs and pavement markings will accompany speed humps.
3. The Chief of the DTEO shall make the final determination as to which properties are considered to have Direct Residential Frontage and are to be included in the concurrence process based on the standards in this Regulation.
4. Installation of speed humps by DTEO after final approval may take up to one year after the concurrence process based on a variety of factors, including, but not limited to, construction season timing, contractor availability, scheduling of other work activities, and availability of funding. For concurrence processes that are completed by June of any given year, DTEO will attempt to install the speed humps within the immediate construction season. Concurrence processes completed after June may result in installation in the following construction season (typically beginning in April of the following calendar year).

Approved as to form and legality:


Office of the County Attorney

Approved:


Isiah Leggett,
County Executive