



MONTGOMERY COUNTY EXECUTIVE REGULATION

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

Subject	Speed Humps for Eligible County Roadways	Number	5-24
Originating Department	Montgomery County Department of Transportation	Effective Date	

Montgomery County Regulation on:

SPEED HUMPS FOR ELIGIBLE COUNTY ROADWAYS

DEPARTMENT OF TRANSPORTATION

Issued by: County Executive
Regulation No. 5-24
COMCOR No. _____

Authority: Montgomery County Code, Section § 49-30
Supersedes: Executive Regulation 1-18AM
Council Review: Method (2) Under § 2A-15
Montgomery County Register Volume 41, Issue 4

Effective Date: _____
Comment Deadline: April 30, 2024

SUMMARY: This Regulation establishes criteria for the consideration of Speed Humps by the Director of Transportation and also sets forth the procedure for residents of Montgomery County to request the installation of Speed Humps on eligible County Roads.

STAFF CONTACT: For further information or to obtain a copy of this regulation, contact:
Chief, Division of Traffic Engineering & Operations
(240) 777-2190

ADDRESS: Written comments on this Regulation should be sent to:
Department of Transportation
Division of Traffic Engineering and Operations (DTEO)
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

BACKGROUND: Montgomery County Code 2014, as amended (the "Code"), § 49-30 Traffic Calming, (b), authorizes the installation of Speed Humps on certain County roads pursuant to the requirements set forth in the Code. The Director of Montgomery County Department of Transportation (the "Director") must consider installing traffic calming and bicycle and pedestrian-friendly design features on any area connector, neighborhood connector, neighborhood street, or neighborhood yield



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street over 1,000 feet long, downtown street, town center street, and industrial street.

The purpose of this Executive Regulation (the “Regulation”) is to establish the method by which Speed Humps may be requested, by County residents and businesses, how requests will be reviewed and, if meeting certain qualifications set forth herein and in accordance with the Code, how Speed Humps will be constructed.

Speed Humps are an effective and self-enforcing technique for calming excessive traffic speeds; however, speed hump installation may also result in other consequences that impact a community as a whole. It is important to consider these potential effects, which may include increased emergency vehicle response times, increased transit vehicle travel times, degradation of the transit travel experience, and a real or perceived degradation in traffic operations, increased noise levels (associated with larger vehicles such as trucks and transit vehicles traversing Speed Humps), resultant physical discomfort for some motorists and/or transit users, and resultant traffic diversions to other roadways to avoid the humps.



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COMCOR 49.30.01 Speed Humps for Residential Streets

49.30.01.01 Definitions

Words that are defined by Chapter 49 of the Montgomery County Code shall have the same meaning as used herein, except as otherwise modified by or separately defined by this Regulation.

1. **AADT** – Annual Average Daily Traffic volume.
2. **Code** – Montgomery County Code.
- [1]3. **Community Association** – any incorporated or unincorporated common ownership or civic association [which represents the interests of the subdivision in which the street] whose boundaries include the location of the road being considered for Speed Humps [humps is located].
4. **Controlled Intersection** – intersection where the mainline roadway approaches are governed by a full traffic signal, a stop sign, or a pedestrian hybrid beacon (PHB).
- [2]5. **Department** – Montgomery County Department of Transportation.
- [3]6. **Designated Community Contact Person (“DCCP”)** – the primary neighborhood contact person designated by a Community Association or Neighborhood Traffic Committee.
- [4]7. **Direct Residential Frontage/Direct Property 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.
8. **ER** – Executive Regulation.
- [5]9. **“Flat Top” [type speed hump] Speed Hump** - a [physical] vertical traffic [calming device made] control measure consisting of bituminous asphalt that is 22 feet wide in [width] the direction of travel (consisting of a 6-foot inclined ramp section, 10-foot raised flat section, and 6-foot declining ramp section), [and has] with a nominal height of 3 inches at its highest point.



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- [6]10. **Intersection** – for purposes of this [regulation] ER, defined as a junction of two or more roadways which may include stop, yield, PHB, or traffic signal controls on the roadway under consideration for speed hump installation.
- 11. **M-NCPPC** – Maryland-National Capital Park and Planning Commission.
- 12. **MPH** – Miles Per Hour.
- [7]13. **Neighborhood Traffic Committee** - an ad hoc group of residents and/or business representatives formed in the absence of an active Community Association, whose boundaries include the location of the road being considered for Speed Humps. [which represents the interests of the subdivision in which the street being considered for speed humps is located.]
- [8]14. **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]15. **Other Impacted Residences/Other Impacted Properties** – residences or businesses on cul-de-sacs or side streets [who]that, as a result of implementation of the plan, will [be required] require individuals, with no alternative, to cross one or more [speed humps] Speed Humps in order to reach their residence or the business property.
- [10]16. **“Parabolic” [speed hump] Speed Hump** - a [physical traffic calming device made] vertical traffic control measure consisting of bituminous asphalt that is 12 feet [in width] wide in the direction of travel (consisting of a uniform parabolic shape), with [and has] a nominal height of 3 inches at its highest point and adorned with arrows or triangular pavement markings that provide advance warning and indicate the direction of vehicle travel as it traverses the hump.
- 17. **Speed Hump** – either a Parabolic Speed Hump or a Flat Top Speed Hump.
- [11]18. **Speed Hump Location Plan** – a sketch or diagram showing the location of [speed humps] 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.]



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

Subject Speed Humps for Eligible County Roadways	Number 5-24
Originating Department Montgomery County Department of Transportation	Effective Date

Speed Humps may be requested by a [community] Community Association or, in the absence thereof, a Neighborhood Traffic Committee for roads classified as [Primary Residential, Secondary Residential, Principal Secondary Residential, Tertiary Residential, and] Alley, Neighborhood Connectors, Neighborhood Streets, and Neighborhood Yield Streets, as defined by § 49-31 of the [County] Code.

1. Eligibility Criteria

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

- Properties must have Direct Residential Frontage on the street segment.]
- The [Street] road segment must have no more than one (1) travel lane in each direction.
- The posted [Speed Limit] speed limit must [be either 25 or] not exceed 30 [miles per hour] [(MPH)].
- Operating Speed, as measured by the Department, must [be at least:] exceed the posted speed limit.
 - 7 MPH above the speed limit on principal secondary residential streets, secondary residential streets, tertiary residential streets, and alleys.
 - 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] shall be uninterrupted by stop, yield, PHB, or traffic signal control.

2. Request and Evaluation Process



MONTGOMERY COUNTY EXECUTIVE REGULATION

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Requests for [speed humps] Speed Humps for the road classifications as listed above must be submitted in writing on behalf of the [community] applicant 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] applicant believes the street has the highest [traffic volume and] speed.
- The limits of the road segment for which Speed Humps are being requested.
- The [Designated Community Contact Person (the “DCCP”)] 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]applicant.
- The request must either 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 email] be e-mailed to TrafficOps@montgomerycountymd.gov.

After receipt of a request for installation of [speed humps] 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] applicant in writing of the results of the evaluation, and if warranted, a speed hump location plan will be developed and provided to the DCCP.

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] Speed Hump Location Plan, as follows:

- Type
 - [“]Parabolic[”] [type speed humps will generally] Speed Humps must be used [on streets] for roads classified as [Principal Secondary, Secondary Residential, Tertiary Residential, and Alley] Neighborhood Streets and Neighborhood Yield Streets.



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Subject Speed Humps for Eligible County Roadways	Number 5-24
Originating Department Montgomery County Department of Transportation	Effective Date

- [“]Flat [top]Top[”] [type speed humps will] Speed Humps must be used for all classifications of road except for Neighborhood Streets and Neighborhood Yield Streets [on streets classified as Primary Residential and any street that is a full-time transit route, regardless of classification].
- Spacing requirements – [speed humps] Speed Humps must be installed in compliance with the spacing requirements set forth in the Code with respect to the distance from other Speed Humps and intersections. [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]8%), curves (horizontal curves must have greater than 300-[feet]foot centerline radius), [safe]adequate sight lines, proximity of existing or planned driveways, storm water structures, proximity of other traffic calming devices, etc.

4. Resident Involvement/Concurrence

Following the development of the Speed Hump Location Plan,[A] 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] Speed Hump Location Plan and explain the resident concurrence process.

DTEO will consider adjustments to the Speed Hump Location Plan [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 Speed Hump Location Plan [location plan] are requested by residents (through the DCCP) within seven (7) calendar days of the meeting.

Not later than thirty (30) calendar days after the public meeting, the DCCP must notify DTEO whether they wish to proceed with the Speed Hump Location Plan [location



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

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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 Speed Hump Location Plan [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 Speed Hump Location Plan [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] certifying the formal endorsement of the [speed hump location plan] Speed Hump Location Plan by the Community Association or Neighborhood Traffic Committee, and sent via 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 Speed Hump Location Plan [location plan]:

- Not less than [80] 70% of the residences (one signature per occupied household), either single family or multi-family [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.
- Requests for Speed Humps made by residents and businesses without Direct Residential Frontage/Direct Property Frontage must be accompanied by a written certification from a Community Association or Neighborhood Traffic Committee that not less than 50% of the residents of the community support the installation of Speed Humps on a proposed road.

If all criteria are met to the satisfaction of the Department, DTEO will issue a final approval and installation of the [speed humps] Speed Humps will be scheduled, subject to the availability of and an appropriation of funding. The request for Speed Humps will be terminated if either the Official Resident Concurrence Forms are not returned to DTEO



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[by] within the ninety (90) days deadline, or if the Department [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] 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.

[49.30.01.03 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:

Marc Elrich
County Executive

Date

Approved as to form and legality:

Robert Bienenbaum

Mar 25, 2024



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

Subject Speed Humps for Eligible County Roadways	Number 5-24
Originating Department Montgomery County Department of Transportation	Effective Date

Office of the County Attorney

Date