

May 12, 2014

## A Speed Hump Policy

Without credible criteria to support or reject Village appeals for speed humps, resident and Board of Manager deliberations dwelled on assumptions and perceptions over the value and utility of humps. The Board faced both an acceleration in residents' appeals for humps and rising resistance to humps from neighbors who drive over them and help pay for them. To discourage reliance on disputable assumptions, the Board established an Ad hoc Speed Hump Committee of residents in September, 2010 and asked that it prepare a policy based on objective criteria and asked it to propose parameters for the adoption and removal of speed humps. This policy is the result of the committee's discussions during two formal meetings, frequent interaction via e-mail, a public hearing in December, 2010 and a board discussion at its regular meeting in January, 2011. It was approved then by a unanimous vote.

At its regular meeting in <month>, 2017, the Board held a public hearing on proposed amendments to the policy. The Board approved amendments to base qualification for consideration of a speed hump request on traffic volume rather than volume and speed, to change the effect of abstaining to vote in a speed hump survey, and to eliminate certain requirements placed only on those who vote in favor of a speed hump.

### Applying for Speed Humps

Householders, including owners and tenants who are registered to vote in Montgomery County and who reside along secondary residential streets—that is, all except those with homes fronting the state roads--Western and Connecticut Avenues and Brookville Road--may apply for speed humps provided they have not applied for the same location within the previous three years.

To begin the process, two or more householders, and no more than one from one home, may write to the Village Manager to propose the installation of humps along their block or a segment of their street incorporating part of a street longer than a block. To be eligible, the site must be at least 600 feet long, or 400 feet if it lacks sidewalks. For example, a 500-foot-long block may qualify if it is included with a 100-foot segment of the next block along the same street. A proposed road segment may not include other traffic calming devices, such as stop signs or speed humps installed earlier.

Within one month of receiving the request and finding the site qualified for consideration for humps, the Village staff will notify all households along the proposed

street segment that neighbors, identified in the notification, have requested speed humps. The notice also explains the costs and procedures for installing and removing humps and includes a questionnaire.

The questionnaire, to be returned to the Village manager within one month, must be signed and completed by no more than one owner or tenant per household and include his or her telephone number, home address and if possible an email address.

The questionnaire asks householders to indicate approval or disapproval of hump installations or to indicate abstention from expressing a view. At least 75 percent of the householders **who do not abstain** must express support for humps for the application to proceed. ~~An abstention or a A~~ refusal to sign the questionnaire is counted as ~~disapproval~~ **abstention**. If in spite of reasonable efforts, the staff cannot reach owners or tenants, their inaccessibility is counted as ~~disapproval~~ **abstention**.

~~The questionnaire also asks those who approve of the humps to indicate acceptance of two conditions:~~

~~That they along with any of their children between five and twelve years old and their children's supervisors will make all reasonable efforts to attend a one-hour traffic and street safety workshop conducted by the Police Department before speed humps are installed.~~

~~That they indicate their agreement to accept the installation of speed humps and hump warning signs in front of any of their homes so the Public Works Department can consider all locations when designating the safest and most suitable locations.~~

**The questionnaire also asks whether the household would accept the installation of the requested speed hump and hump warning signs in front of any of their homes. If the Public Works and Police Departments find that no suitable speed hump locations are available because of negative responses to this question, the speed hump application will proceed no further unless and until the situation is resolved by householders at a suitable location agreeing to accept the hump and signs.**

Once a site qualifies for consideration for humps with the approval of at least 75 percent of all householders, the staff will verify the questionnaire's signatures against voter registrations, property tax records, property ownership and/or proof of residence.

The Village will also send advisory notices of a speed hump application to Montgomery County Fire and Rescue services, and to all householders whose only direct access to or from Western, Wisconsin and Connecticut Avenues or Brookville Road would be impeded by humps on the applicants' block or street segment and invite them to comment. (*Access to and from Western Avenue for the dead-end blocks of Grove, Center and Montgomery Streets abutting the Belmont buffer, for example, would be impeded by humps along parts of Kirkside Drive.*) Their responses, if any, are informative and nonbinding but may be considered by the Board of Managers in approving or rejecting an application.

## Getting Speed Humps Approved

Upon submission of the questionnaires, the Police Department will determine 1) the traffic volume in vehicles per day along the applicant street segment and 2) the speed for every vehicle traversing the segment. The police will collect the data for 24 hours each day over a two-week period. If snow or other weather conditions distort the measurements, the survey will be repeated.

For the application to qualify, traffic volume along a designated block or street segment must exceed 300 vehicles a day and the 85<sup>th</sup> percentile speed along a street segment must exceed the posted limit of 25 m.p.h. by at least 5 m.p.h. **The speed data will be provided to the Traffic Committee and to the Board, and may be considered along with any special circumstances of the designated block or street segment in a vote to approve or deny a speed hump request.**

The application will be reviewed by the Traffic Committee which, in addition to reviewing the data provided with the application, may also consider any topographical features unique to the designated block or street segment which could significantly increase the threat to pedestrians and/or residents of the block or segment by traffic exceeding the speed limit.

*For comparison with this proposal, the Montgomery County criteria for authorizing speed humps like those in the Village include traffic volume along the applicant site of a minimum of 1,000 vehicles a day, an 85<sup>th</sup> percentile speed exceeding a 25-m.p.h. limit by 7 m.p.h., a minimum street segment length of 1,000 feet and a minimum distance between humps of 500 feet. At least 80 percent of householders along the site and 50 percent of directly affected householders must approve the installation of humps.*

Within two months of completion of Police Department's survey and receiving comment, if any, from Montgomery County fire, rescue and ambulance services, from impacted households adjacent to applicant blocks, and from the Traffic Committee, the Village Manager will refer the application to the Board of Managers with an estimate of the cost of installing the humps and comment on where in the budget the Village might accommodate the cost.

The Board will schedule a public hearing on the application during a regular monthly board meeting no more than two months after its submission by the manager.

At that meeting or no later than the next, the Board will vote to approve or reject the application depending on whether it has met the criteria for speed humps. Upon approval, the Board will authorize the installation of the humps at a date to be determined by budgetary constraints and weather conditions.

At times of multiple approvals of hump applications, the Board will schedule installations by determining the urgency based upon a sliding scale of 85<sup>th</sup> percentile speeds along the applicant blocks and street segments. The Board will give the highest priority to applications showing the highest 85<sup>th</sup> percentile speeds.

### **Placing and Installing Speed Humps**

Humps may not be installed along segments of street of less than 600 feet in length or less than 400 feet at locations lacking sidewalks. A block less than 600 feet may qualify if a continuation of its street extends beyond the block's intersection is included in an application.

Humps may not be installed within 150 feet of an intersection, near a curve or a hill that obstructs a driver's view of a hump or pedestrians from less than 200 feet, on

slopes having grades exceeding eight percent, or wherever they would abut or obstruct driveways, fire hydrants, storm grates, or water valves. More than one hump may be installed where the designated street segment allows at least 300 feet between humps. Following these criteria, the Public Works Department, after consultation with the Police Department and the Traffic Committee, will determine the most suitable locations for humps.

In size and configuration, while taking account of road widths and unusual roadway configurations, speed humps will be uniform throughout the Village. Most of those currently installed in the Village and in Montgomery County are the three-inch-high Watts Profile humps. As the budget permits and roads are repaved, older nonconforming humps will be modified to meet the Watts Profile standard.

As a visual aid for approaching drivers, each flank of a hump will be striped with two reflective white inverted V's.

Yellow warning (diamond-shaped with black lettering on a yellow field) signs saying "BUMP" and "15 MPH" will be installed on each side of the road right next to each speed hump. If obstructions prevent placement right next to the speed hump, the sign will be placed on the approach to, and as close as reasonably possible to, the speed hump.

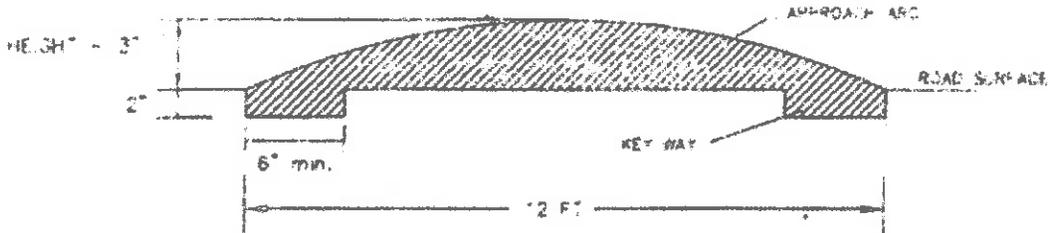
## Removing Speed Humps

Speed humps may be removed under either of two conditions:

First, if householders request removal when their block or street segment is scheduled for repaving in the normal course of street maintenance. The humps can be scraped away then at a negligible cost. One month before repaving any Village street with humps installed, the Village staff will ask householders to approve, or disapprove, or abstain from voting on the removal by returning a questionnaire within two weeks. At least 75 percent of those who do not abstain must agree to the removal.

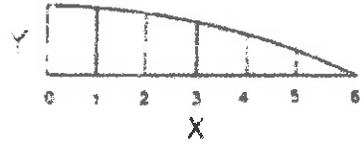
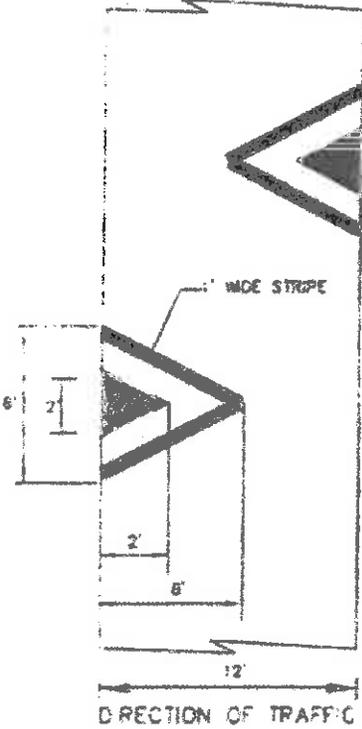
Second, if householders request removal of speed humps along the block or segment of street where humps were installed at least three years earlier and agree to pay the full cost. Within one month of receiving the request, the Village staff will ask the householders to approve, or disapprove, or abstain from voting on the removal. Seventy-five percent of those who do not abstain must approve. ~~Both abstentions and the~~ The lack of response from absent or inaccessible householders will be counted as opposing removal ~~abstention~~. If the Board of Managers approves the request, the supporting owners will pay for the removal by a method to be determined by the Board of Managers.

DIRECTION OF TRAFFIC



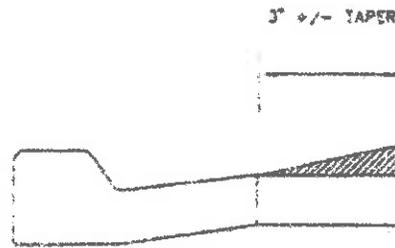
CROSS SECTION AND HUMP DIMENSIONS

TOP VIEW



APPROACH ARC DETAIL

X (ft.)	Y (ft.)	Y (inches)
0	0.25	3.0
1	0.24	2.9
2	0.22	2.7
3	0.19	2.3
4	0.14	1.7
5	0.08	0.9
6	0.00	0.0



CLOSED SECTION



OPEN SECTION

NOTE MARKINGS TO ALIGN WITH CENTER OF TRAVEL LANE

GENERAL NOTES

- 1 THIS GUIDELINE MAY BE USED ONLY WITH THE PRIOR APPROVAL OF DPWT OR DPS
- 2 SIGNING AND MARKING TO BE IN ACCORDANCE WITH APPLICABLE DPWT STANDARD.
- 3 MODIFY MARKINGS AS NECESSARY FOR ONE WAY STREETS

APPROVED <u>5/19/2011</u> DATE	REVISED	MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
<i>Saj Parshiani</i> MANAGER RIGHT-OF-WAY PLAN REVIEW SECTION	<i>Approach Arc</i>	SPEED HUMP WATTS PROFILE
		GUIDELINE