



Takoma Park City Council Meeting – February 22, 2023 Agenda Item 6

Work Session

Overview of Process for Traffic Calming Requests and New Sidewalk Requests

Recommended Council Action

Receive the presentation.

Context with Key Issues

The Public Works Director will present an overview of the City's current policies and practices related to the installation of new sidewalks and traffic calming.

Council Priority

Environmentally Sustainable Community
A Livable Community for All

Environmental Considerations

Installation of traffic calming devices and new sidewalks improve and enhance pedestrian and vehicle safety, improving walkability for residents and visitors alike and improving the safety of the City's streets.

Racial Equity Considerations

The current process to initiate a traffic calming request is based on the submission of a petition by residents in the affected area. This process may be more difficult and present inequity for residents in areas with apartment buildings or non-native English speakers. While the process does enable the residents of the area to directly discuss the issues and possible solutions with each other prior to bringing the request to the City, the time and effort required to circulate a petition may be an unreasonable hurdle. Additionally, the current process does not require verification of speeding issues or other traffic violations.

The current process to request a new sidewalk does not require a petition and can be initiated by a Councilmember, any resident, or the City Manager. The process, once the request is received, does involve the residents in the affected area (defined as the block of the request as well as the adjacent blocks of the same street and the intersecting streets) and requires a series of community votes in order to move the process along (design development and construction). The process requires 50% or more to vote in the affirmative to proceed. There have been incidents in the past where streets lacking sidewalks in high pedestrian areas have not been able to proceed due to the lack of support from directly affected residents.

Fiscal Considerations

The Stormwater Utility Fee funds all activities the City undertakes for the management and treatment of stormwater.

Attachments and Links

- [Sidewalk Resolution 2015-32](#)
- New Sidewalk Information Sheet and FAQ
- [Traffic Calming Guidelines and Procedures – Regulation 96-1](#) -
- City Code 13.28 Guidelines for Traffic Calming Devices
- Speed Hump Profile – Montgomery County
- Overview of Traffic Calming Options

Introduced by: Councilmember Schultz

CITY OF TAKOMA PARK, MARYLAND

**RESOLUTION 2015-32
A RESOLUTION SETTING A POLICY FOR
NEW SIDEWALK DESIGN AND INSTALLATION**

WHEREAS, the City Council has identified a goal to create and maintain a livable community that is vibrant, healthy, and safe, with convenient transportation for all residents; and

WHEREAS, the City of Takoma Park's Strategic Plan (FY2010 – FY2015) establishes, as a shared goal, the creation of a community that is “fiscally, environmentally and economically sustainable;” and,

WHEREAS, one of the strategies endorsed by the Council in support of that goal is to “expand and enhance existing infrastructure to provide access to, and promote increased use of, alternative modes of transportation and walking;” and

WHEREAS the City Council wishes to formalize its intent in this regard and to provide direction to the City Manager relative to the process to be followed to initiate the planning process for new sidewalk locations in the City; and

WHEREAS, previously adopted Resolutions 2010-14 and 2012-16 had specified Council policy regarding sidewalks.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND THAT this resolution and policy supersede Resolutions 2012-16 and 2010-14 regarding the policies of prioritizing, designing and installing new sidewalks; and

BE IT FURTHER RESOLVED THAT the City's policy regarding new sidewalk design and installation shall be as follows:

1. There are two ways to initiate a planning process for sidewalks:
 - A. The City Council via Resolution, the individual City Councilmember for the affected area, or City Manager identifies a particular location and deems it a priority or a safety concern, or
 - B. Residents request the initiation of a sidewalk planning process via:
 - i) a request by an active and recognized neighborhood association; or
 - ii) a request by one or more residents of the affected area.

2. The affected area is defined as both sides on the block(s) where the potential sidewalk is to be considered, any continuation of the same street for one block in each direction, and the cross streets, one block in each direction, unless unique neighborhood features dictate a modified configuration as determined by City staff.
3. City staff will review the request and determine the appropriate length of the proposed sidewalk, to ensure that it will function effectively and be in compliance with Federal and State regulations.
4. Once a request is received by any of the methods listed above, the City will schedule a community meeting. All households in the affected area will be mailed a notice notifying them of the meeting. The purpose of the meeting will be to provide factual information about the requirements for the size, location and construction impacts of a sidewalk and inform residents of the City's planning process for new sidewalk requests.
5. After the meeting, the City will mail a survey to the households in the affected area. If at least 50% of the responses received are positive, the project will be assigned to a design engineering firm for development. The design development process will be dependent on funding and requests will be placed in a queue based on the date the request was received or survey was completed.
6. Unless the City Council, by majority vote, decides to override the majority vote of the affected area, the project will proceed to the design phase.
7. The selected design firm will perform a right-of-way boundary survey and develop design proposals for the proposed sidewalk. The firm will prepare drawings of the proposed sidewalk location to the 30% detail.
8. The City has established the following recommendations to be provided to the design firm for consideration when developing sidewalk designs:
 - A. The sidewalk is to be located in the right-of-way when possible. If right-of-way is not available, the City will need to enter into an agreement or receive an easement from the property owner to place a portion of the sidewalk on private property.
 - B. When roadway width is adequate, consideration will be given to locating the sidewalk partially or completely within the existing street pavement to reduce the amount of impervious area added by the new sidewalk and decrease the impact on adjacent residential property.
 - C. The new sidewalk design will minimize tree removal to the maximum extent possible. The condition of the trees will be noted and an inventory of trees in the affected right-of-way or within 50 feet of the proposed sidewalk will be developed. Methods to protect trees shall be incorporated into the design and may include building extensions into the street or right-of-way to allow the sidewalk to pass around existing trees.

- D. If a tree is removed for the new sidewalk, the City will follow the Tree Ordinance requirements for replanting and the cost of replanting will be included in the project.
 - E. The location of utility lines and poles will be noted as they limit the planting of large shade trees. The side of the street with the utility poles will be considered first for the sidewalk, as it already limits the impact on future tree planting, and may have street lighting.
 - F. The City shall coordinate any sidewalk development with planned work by public utilities, traffic safety projects, or City tree planting.
 - G. If the property owner has vegetation, a lead walk, retaining wall or other item located in the right-of-way, the project will include the cost for removal and relocation of that item when appropriate.
 - H. The City has established stormwater management requirements that will be followed and will be included in the design development. These require providing for infiltration of stormwater runoff through grassy swales, bio-retention areas, or other methods.
 - I. The standard width of new sidewalk will meet or exceed ADA accessibility standards. The sidewalk may be wider if a wider width is specified in a master, sector, development or site plan or design guidelines; connects existing wider sidewalk segments; is needed to accommodate heavy pedestrian traffic (e.g. adjacent to storefronts, institutions or transit access); or is requested by the community during the design process.
 - J. When the right-of-way space is wide enough, the design preference will be to include a green strip between the curb and the proposed sidewalk. A green strip provides for runoff infiltration, sufficient space for new tree planting, and provides a buffer from the street which is particularly beneficial during snow removal operations.
 - K. Depending on the size of the new sidewalk, the City may need to apply for a sediment and erosion control permit (if the project will disturb over 5,000 square feet) and a Forest Conservation Plan (if the affected area is 40,000 square feet).
9. The City will hold a community meeting to present the proposed design. All households in the affected area will be mailed a notice of the meeting. The purpose of the meeting will be to solicit responses to the design, allow residents to comment and suggest changes and notify residents of the next step in the process. If there are significant changes proposed by the community during the meeting, those proposals will be discussed by City staff and, if supported, the design firm will be asked to incorporate the changes into the design. Another community meeting will be held to review the revised design.
10. Following the review meeting, the City will mail another survey to the households in the affected area asking if they support the construction of the sidewalk as designed. If at least

50% of the responses received to the survey are positive, the City staff will request the design firm to finalize the drawings to construction ready documents.

11. Unless the City Council, by majority vote, decides to override the majority vote of the affected area, the project will proceed to the construction phase.
12. If, at the end of the process, a new sidewalk request does not receive support from at least 50% of the respondents in the affected area and the Council chooses not to override the decision, then a period of at least two years must pass before a new request is submitted for the same area.
13. Actual construction of any new sidewalk will be based on funding established by the Council. Approved new sidewalks will be placed in a queue based on approval date.

Adopted this 8th day of June, 2015.

Attest:

Jessie Carpenter
City Clerk

NEW SIDEWALK PROCESS

Resolution 2015-32, (replaced Resolution 2010-14 & 2012-16) – Establishes a process for new sidewalk requests

A. Sidewalk Request Initiation

Request can be initiated by:

- City Council – one OR all by Resolution
- City Manager
- Residents – neighborhood association, OR one or more residents

B. Once request is received City initiates a **Community Meeting**

Notice mailed to affected area*, City provides factual info on process, construction impacts of sidewalk and answers questions

C. **Neighborhood Vote on Project Proceeding to Design**

City will mail survey to affected households. 50% response required for request to move forward to design. If majority approve, engineering firm hired to develop design, funding dependent

1. Design considerations:

- a. Locate in ROW when possible, if not requires easement agreements
- b. Consider putting sidewalk within existing roadway
- c. Designs will consider tree impacts and minimize (any trees remove will be replaced based on scale for Tree Ordinance
- d. Location of utility poles will be considered – preference for sidewalk under utility lines
- e. Sidewalk width to be minimum 5 feet
- f. Preference for green strip between street and sidewalk when sufficient space

D. **Community Review of Design**

City will schedule a community meeting and notify affected area by mail, to review proposed design for comments and feedback. If there are significant comments and alterations, there will be follow up meetings to present revised design until final design is reached (as determined by staff)

E. **Neighborhood Vote on Construction**

City will mail a survey to affected household for vote on construction. If 50% of responses are positive, it moves into construction queue based on funding.

F. **Construction Impacts**

City is required to follow County sediment & erosion control rules, as well as tree replacement and stormwater management planning, based on size and impacts of the project

If vegetation or structures are impacted by the construction, the City will relocate and replace in kind.

**Affected Area (that block, plus the adjacent block of same street (both directions) and cross streets)*

NEW SIDEWALK INFORMATION SHEET

What Is The Process To Request a New Sidewalk?:

Requests for a new sidewalk can be made by a neighborhood association, City Councilmember, or a group of residents.

When the City receives the request, it holds a community meeting to provide general information about sidewalk construction to the affected residents. After the meeting, the City solicits votes from residents who live on the block where the sidewalk is proposed, the adjacent block of the same street and the cross streets, one block in each direction. If 50% of the responses received are positive, the sidewalk process moves into the design phase.

Design Phase - The City hires an engineering firm to survey the right of way, identify potential tree impacts and other obstructions, and develop the design. Once a design is developed, additional meetings are held for residents to review the design and provide comments. The process of community meetings and review of the plans continues until a final design is developed. Once a design is final, another vote is taken of residents in the affected area. If 50% of the respondents support construction of the sidewalk, the Public Works Department develops a construction budget and schedules the work pending Council approval and funding.

Funding:

The City Council establishes an annual budget for new sidewalk and traffic calming projects. The source of funding for these programs has come from Speed Camera revenues, grant funds through Safe Routes To School, and general tax revenue.

Frequently Asked Questions:

Will the sidewalk be built on my property?

New sidewalks are usually constructed on City owned right of way. Prior to any sidewalk design, a boundary survey is done to locate the property boundaries. The space between the curb of the street and private property is referred to as the right of way. The right of way is land owned by the political jurisdiction that it is located within. The width of the right of way in Takoma Park varies significantly. In some areas it extends 15 feet behind the curb, in other areas it is very close to or near the curb. If private property extends into the area where the sidewalk is proposed, the City would have to receive permission through an easement agreement from the property owner before anything could be built on private property.

Who is responsible for maintaining the sidewalk?

The City is responsible for repairs to the sidewalk and general maintenance of the concrete. The property owner is responsible for keeping the sidewalk cleared after snow or ice events and keeping the sidewalk free of vegetation or debris.

Will the City replace trees that are removed for a sidewalk to be built?

The sidewalk design will minimize tree removal to the maximum extent possible. The condition of the trees will be considered. Prior to developing a sidewalk design, a full inventory of any tree located within the right of way or within 50 feet of the proposed sidewalk will be completed. If trees are to be removed, the City will follow the requirements of the City's tree law which requires replanting. During the design process, the location of utility lines and poles are noted as they limit planting of large shade trees. Often the side of the street with the utility lines is selected for the sidewalk, to limit the impact on future tree planting.

What if I have a fence, plantings or walkway in the right of way?

If an item currently located in the right of way needs to be moved for the sidewalk construction, the cost for that relocation would be considered a part of the project and would be paid for by the City. Relocation of plants or other objects would be done in consultation with the property owner. If sidewalk construction required relocation of a wall, section of driveway or lead walk, it would be replaced in-kind.

Will the new sidewalk increase water run-off?

Any addition of a hard surface, like concrete sidewalk, will increase the run-off of stormwater. There are several ways this can be managed. A grass strip between the sidewalk and the curb can provide an area for the water to be absorbed. The construction of bio-retention basins can be added to manage the increased run-off. These basins enable run-off to be absorbed into a planted garden area where the sediment can settle out and many of the pollutants can be removed by the microbial action in the soil. In some cases new sidewalks can be constructed within the existing street to limit additional impervious surfaces. The City's stormwater management law requirement treatment of run-off from new impervious areas.

How wide does a sidewalk have to be?

The Federal and State laws guiding the construction of new sidewalk recommend a sidewalk width of 5 feet. However, there are allowances for making the width narrower for specific reasons – to go around a utility pole, for instance. In those cases the minimum width allowed is 36 inches, but this can only be allowed for a specific, limited obstruction.

How wide does the grass strip between the sidewalk and curb have to be?

The use of a grass strip is helpful for absorbing rain water from the sidewalk and providing a space for snow to be piled when the road is cleared. However, there is no requirement for a grass strip. If a grass strip is to be included, it is recommended that it be at least 3 feet wide to enable sufficient space for a tree to be planted. Areas of smaller width are difficult to maintain in grass cover. Typically the strip between the curb and the sidewalk is planted with grass and is not landscaped by the City. The resident is expected to maintain the strip and mow the grass in front of their home. If the area is designed to be a bio-retention basin, the City maintains the facility and the plantings.

Will the City be required to get permits:

Depending on the size of the sidewalk project (ie. how many blocks or streets are included), the City may need to apply for various County permits. A sediment and erosion control permit, for a small limited disturbance area, may be required if a project is over 5,000 square feet. A Forest Conservation Plan exemption may be required if a sediment and erosion control permit is required and the land affected is 40,000 square feet. The City will follow the Takoma Park Tree Code to determine the number of replacement trees required if any are cut down for the project. Based on the amount of new impervious area added by the sidewalk, the City is required to develop a stormwater management plan to address stormwater treatment per the Stormwater Code.

SUBJECT: Guidelines and Procedures for Traffic Calming Devices Installations

EFFECTIVE DATE: April 8, 1996; **REVISED April 15, 2003**

Traffic Calming Devices - Petition Process and Installations

PURPOSE/SCOPE:

To provide written guidelines for the administration of *Takoma Park Code* Chapter 13, Vehicles and Traffic, as amended, pertaining to the installation of traffic calming devices.

Traffic calming devices include signs, pavement markings, speed humps, raised walkways, flat-top speed humps or speed tables, and other physical devices placed or installed on a highway which limit access, restrict traffic flow, or channel or slow vehicle movement for the purpose of reducing traffic hazards and improving pedestrian safety.

PROCEDURES:

I. Request for Speed Hump Installation.

A request for installation of one or more traffic calming devices can be made by petition.

A. Petition Request.

1. Residents of one or more blocks of a street can submit a petition to the City Manager indicating that the residents of at least two-thirds (2/3) of the households want one or more traffic calming devices to be installed on that street. This petition may also include a description of the specific locations of the proposed traffic calming devices, or may indicate that the locations will be determined in consultation with the Public Works Department. Proposed locations of traffic calming devices shall comply with the requirements of the *Takoma Park Code* and relative State and County laws, and shall not obstruct manholes or other accesses to utilities.
2. If a traffic control device installation is being requested for only one block of a street, the petition must also be circulated to the residents living on the street within one (1) block of the requested installation site or block.
3. The City Clerk will validate the petition, will determine the total number of eligible households residing on the street, and will compute the

PROPOSED: _____/s/_____ DATE: _____
City Clerk

APPROVED: _____/s/_____ DATE: _____
City Manager

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percentage of households signing the petition. If that percentage is two-thirds (2/3) or greater, and after the requirements of Section I.B. have been complied with, the City Clerk will so inform the Council, who shall schedule a public hearing.

B. Citizens' Association Meeting / Information Sheet.

1. When a traffic control device request is made by petition, and after the petition is verified by the City Clerk, the City Clerk shall notify the citizens' association or associations in whose area the request is located, and shall instruct the petitioners to contact the citizens' association most affected by the proposed traffic control device installation to request that the association place a discussion of the traffic control device request on the association's next meeting agenda.
2. If the citizens' association most affected by the proposed traffic control device installation meets within 60 days of the date the association is notified, the petitioners shall ask the citizens' association to discuss the proposed traffic control device at that meeting. The citizens' association may submit a letter to the City Clerk within the 60 days either supporting, opposing, or taking no position on the proposed traffic control device. If the citizens' association does not submit a letter, no assumption shall be made about the position of the citizens' association on the traffic control device.
3. If the affected citizens' association does not meet within 60 days of the date the association is notified, or if there is no citizens' association covering the area where the proposed traffic control device would be located, the petitioners shall call a meeting to discuss the proposed traffic control device. The President of the affected citizens' association, if one exists, shall be consulted about the time and place of the meeting, but petitioners shall be responsible for notifying residents of the affected "traffic impact area" as defined by the Traffic Impact Areas map that is adopted as part of these regulations. The traffic impact area includes the residential arterial roads within and immediately surrounding the area. If there is no citizens' association in the area of the proposed traffic control device, the petitioners shall advise the City Clerk about the time and place of the meeting. The petitioners shall provide a letter to the City Clerk indicating the number of people attending the meeting and the sentiment

PROPOSED: _____/s/_____ DATE: _____
City Clerk

APPROVED: _____/s/_____ DATE: _____
City Manager

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of the attendees toward the proposed traffic control device.

4. In order to advertise the meeting, petitioners are encouraged to prepare a one-page information flyer concerning the request. This flyer should include a sketch and description of the proposal, including the specific locations or numbered street block of the proposed traffic control devices as indicated in the petition, and a phone number of one of the petitioners to call for more information. Petitioners are encouraged to distribute this flyer to residents of the affected "traffic impact area" as defined in Section I.B.3.

C. City Clerk Authorized to Develop Standard Forms.

To assist residents in petitioning for traffic control device, the City Clerk is authorized to develop and distribute a standard "Request for Traffic Control Device Installation" petition form and a standard "Information Sheet" form.

II. Procedures for Public Hearing and Speed Hump Installations.

A. Conduct of Public Hearing.

1. After having been notified by the City Clerk that a valid petition requesting a traffic control device installation has been received, and after the requirements of Section I.B. have been complied with, the Council will schedule a public hearing to solicit the opinions of the entire neighborhood and the City at large.
2. The City clerk shall send notice of the public hearing to all residents of the street which is proposed to receive a traffic control device installation, to the local neighborhood citizen association, and to adjoining neighborhood citizen associations. The public hearing shall be advertised in the Takoma Park newspaper of record.
3. After conducting the public hearing and declaring the hearing record closed, the Council shall announce its decision within fifteen (15) days of the close of the hearing record. Under extraordinary circumstances, this time limit may be extended by majority vote on the Council.
4. The Council may approve, approve with modifications, or deny the

PROPOSED: _____/s/_____ DATE: _____
City Clerk

APPROVED: _____/s/_____ DATE: _____
City Manager

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requested traffic control device installation.

5. The City Clerk shall notify the petitioners, and their neighborhood or civic association of the Council's decision, which shall also be published in the Newsletter.

B. Guidelines for Evaluating the Public Hearing.

The following criteria are intended to guide the Council in determining whether a request for a traffic control device installation is reasonable and justified. These should not be considered exclusive criteria.

1. The street has not been identified and is not used by the Takoma Park Volunteer Fire Department as a primary fire and rescue route into a neighborhood.
2. The impact of traffic control devices on adjacent neighborhoods be assessed.
3. The petitioners have made efforts to provide broad notification to potentially affected residents.

III. Procedures for Removing a Traffic Control Device Installation.

A. Removal of Traffic Control Device Installations.

1. Upon request of two-thirds (2/3) of the households of a street containing a traffic control device installation, and after six months have elapsed from the initial installation of the traffic control device(s), the Council may consider removing the traffic control device installation, except as provided in Section III.B.
2. The request for removal must be made by petition, subject to the procedures specified in Sections I.A. and I.B. above.

B. Exception to Petitioned Removal of a Speed Hump.

Speed humps installed prior to December 2, 2002, the adoption date of Ordinance #2002-36, shall not be removed or altered pursuant to the provisions of Section III.A(1). The

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City Clerk

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City Manager

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City Council adopted Ordinance #2002-36 to revise Chapter 13, Vehicles and Traffic, of the *Takoma Park Code*, to define traffic calming devices, including raised walkways, and to expand the scope of existing provisions to encompass traffic calming devices. Pre-existing speed humps may be altered, replaced, or substituted with another form of traffic calming device at such time as the speed hump is removed, destroyed, or deteriorated and scheduled for replacement by the Public Works Department.

IV. Miscellaneous.

A. Placement of Traffic Control Devices near Parks and Playgrounds.

The Council may initiate the installation of traffic control devices on streets adjacent to neighborhood parks, playgrounds, and schools.

B. Authority of City over Traffic Control Devices.

1. Nothing in these guidelines shall be construed as preempting the City at its initiative from installation, altering, maintaining, or removing a traffic control device or installing a traffic control device. The City Clerk will notify the appropriate neighborhood association and the affected residents of any proposed new traffic control device installations or changes to an existing traffic control device installation. The residents and the association will have an opportunity to discuss the proposed changes with the Council at a regular Council meeting before the changes are adopted and implemented.

V. Implementation Responsibility.

The Public Works Director or designee shall be responsible for advising the Council and public on the proper placement of traffic calming devices on City streets, and for overseeing the installation and maintenance of traffic calming devices in the City.

PROPOSED: _____/s/_____
City Clerk

DATE: _____

APPROVED: _____/s/_____
City Manager

DATE: _____

Chapter 13.28 TRAFFIC CALMING DEVICES

Sections:

[13.28.010 Erection and maintenance of traffic calming devices.](#)

[13.28.020 Guidelines for installation of speed humps and other traffic calming devices.](#)

13.28.010 Erection and maintenance of traffic calming devices.

A. In the regulation and supervision of traffic, the Director of Public Works is authorized to place, erect and maintain upon the public highways of the City such traffic calming devices as the Council may direct, at the locations designated by the Council or as determined by the City Manager or his or her designee.

B. In accordance with Chapter 2.12, the City Manager or his or her designee may establish such regulations and standards as are necessary to accomplish the purposes and intent of this chapter. (Ord. 2011-29 § 1, 2011/Ord. 2002-36 § 1 (part), 2002/prior code § 13-75)

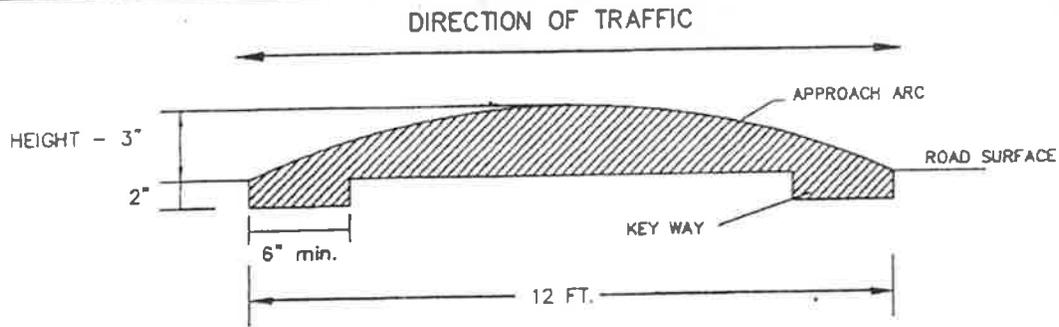
13.28.020 Guidelines for installation of speed humps and other traffic calming devices.

Except as specifically determined necessary for the safety and control of vehicles, pedestrians, traffic speed, and/or traffic volume, the City Manager or his or her designee shall adhere to the following guidelines for the installation of speed humps and other traffic calming devices on the public highways of the City:

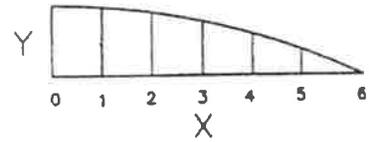
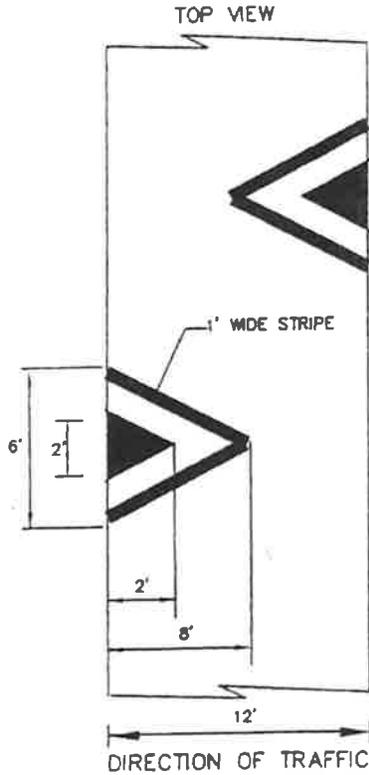
A. Traffic Signs and Pavement Markings. Traffic calming devices, including, but not limited to, flat-top speed humps or speed tables, raised walkways and raised intersections, and speed humps, should be painted with distinctive markings, which should include reflective tape or paint, and traffic signs indicating the presence of the traffic calming device should be placed on the right-hand side of the public highway at the approach to each such traffic calming device.

B. Restrictions on Slope or Grade of Public Highway. Speed humps and other traffic calming devices should not be placed on a public highway where the **slope is 8% or more**. Placement of humps on slopes increases the potential for vehicles to lose control when crossing a speed hump particularly when going down or up a steep grade. Additionally, there can be sight line problems that occur for drivers going up a grade.

- C. Restrict Placement in Front of Driveways. Speed humps and other traffic calming devices should not be placed in front of a driveway.
- D. Distance Between Speed Humps and Other Traffic Calming Devices. Speed humps and other traffic calming devices should be spaced no less than approximately 150 feet apart and no more than approximately 300 feet apart along a public highway.
- E. Avoid Conflicts with Utility Access Points. Speed humps and other traffic calming devices should not be placed on or near underground utility access points, boxes, vaults, and manhole covers.
- F. Distance from an Intersection or Stop Sign. Speed humps should not be placed within 75 feet of an intersection or within 100 feet of a stop sign.
- G. Proximity to Street Lights. Speed humps and other traffic calming devices should be located under street lighting whenever possible.
- H. Restrict Placement on Cul-de-Sacs and Dead End Streets. Speed humps and other traffic calming devices are not recommended for placement on dead end streets or cul-de-sacs. However, if the dead end street provides access to a public destination, such as a park, this restriction may be waived.
- I. Minimum Visibility for Approaching Drivers. Speed humps and other traffic calming devices should be visible from a vehicle within 100 to 200 feet from its approach. (Ord. 2011-29 § 1, 2011)

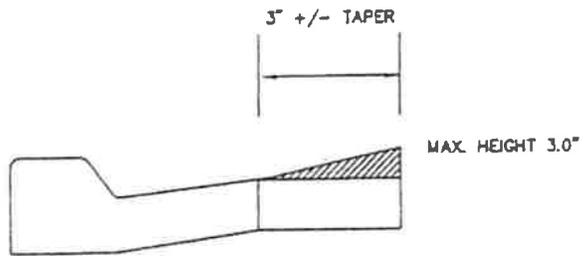


CROSS SECTION AND HUMP DIMENSIONS



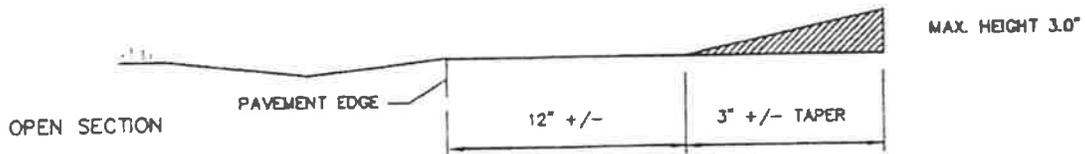
APPROACH ARC DETAIL

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

NOTE: MARKINGS TO ALIGN WITH CENTER OF TRAVEL LANE



OPEN SECTION

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 5/19/2011
DATE

Ajay Parashari

MANAGER, RIGHT-OF-WAY
PLAN REVIEW SECTION

REVISED

*Approach
Arc*

MONTGOMERY COUNTY
DEPARTMENT OF PERMITTING SERVICES

SPEED HUMP
WATTS PROFILE

GUIDELINE

TRAFFIC CALMING OPTIONS:

LESS RESTRICTIVE:

Signage

Roadway marking

Change in parking (alternate sides of street)

MODERATE:

Speed humps, speed tables

Chicanes

Bump Outs (protected parking lane, or mid block)

Reduce turn radius at corners

Reduce roadway lane width (neck down)

MOST RESTRICTIVE:

Make street one way

Restrict turns at certain times