

Introduced by: Councilmember Robinson

First Reading: July 11, 2011

Second Reading: July 25, 2011

Effective Date: August 15, 2011

**CITY OF TAKOMA PARK, MARYLAND**

**ORDINANCE NO. 2011-29**

**Amending *Takoma Park Code* Title 13, Vehicles and Traffic, to establish guidelines for the installation and placement of speed humps and other traffic calming devices.**

**WHEREAS**, speed humps and other traffic calming features can help to slow and control traffic flow and increase pedestrian and resident safety on streets where traffic calming devices have been installed; and

**WHEREAS**, *Takoma Park Code* Chapter 13.04 provides definitions and procedures for the installation of traffic calming measures, including speed humps and raised walkways, and Chapter 13.28 authorizes the Director of Public Works to place traffic calming devices on City streets and the City Manager to adopt regulations and standards for the erection and maintenance of such traffic calming devices; and

**WHEREAS**, the Council desires to refine the criteria for the City to consider in determining the location for speed humps and other traffic calming devices.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND.**

**SECTION 1.** Title 13, Vehicles and Traffic, of the *Takoma Park Code* is amended as follows:

**Title 13. Vehicles and Traffic**

**Chapter 13.04 – General Provisions**

\* \* \*

**13.04.020 Definitions.**

As used in this title:

\* \* \*

“Flat-top speed hump” or “speed table” means a raised section of asphalt or other construction material constructed on a roadway, with an approximately 10' flat section measured parallel to the curb lines and with a height of approximately 3". Such “flat-top speed humps” shall be installed for the purpose of improving pedestrian and traffic safety.

~~“Flat top speed hump” or “speed table installation” means flat top speed humps placed on a roadway for the purpose of controlling traffic speed and/or volume on the roadway. Except under special circumstances, as determined by the Director of Public Works, no flat top speed hump shall be placed within 200' of a stop sign. Each flat top speed hump shall be painted with distinctive markings, which shall include reflective tape or paint. Traffic signs indicating the presence of the flat top speed hump shall be placed on the right hand side of the street at the approach to each flat top speed hump.~~

~~\* \* \*~~

“Raised walkway” means an area of raised pavement located at an uncontrolled pedestrian cross walk. The raised walkway shall be approximately 3" high, approximately 22' long, with a 10' flat area and shall be striped as a cross walk.

~~“Raised walkway installation” means more raised walkways located at intersections for the purpose of controlling traffic speed and/or volume on the roadway. Each raised walkway shall be painted with distinctive markings indicating a pedestrian crossing, which shall include reflective tape, paint or other markings. Traffic signs indicating the presence of the raised walkway shall be placed on the right hand side of the street at the approach to each raised walkway.~~

~~\* \* \*~~

“Speed hump” means a raised section of asphalt or other construction material constructed on a roadway, with a dip and crown shape as viewed in cross section, on a base approximately 12' long, measured parallel to the curb lines of the roadway, and with a height of not less than 3" nor more than 4". Such “speed humps” shall be installed for the purpose of improving pedestrian and traffic safety.

~~“Speed hump installation” means one or more speed humps spaced approximately every 300' to 500' along a public highway for the purpose of controlling traffic speed and/or volume on that public highway. Except under special circumstances, as determined by the Director of Public Works, no speed hump shall be placed within 200' of a stop sign. Each speed hump in the installation shall be painted with distinctive markings, which shall include reflective tape or paint. Traffic signs marked “Speed Humps” shall be placed on the right hand side of the street at the approach to each speed hump.~~

~~\* \* \*~~

“Traffic calming devices” includes 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.

~~\* \* \*~~

## **Chapter 13.28 – 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.

**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' apart and no more than approximately 300' 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 and other traffic calming devices should not be placed within 75' of an intersection or within 100' 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' from its approach.

**ADOPTED THIS 25TH DAY OF JULY, 2011, BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND, BY ROLL-CALL VOTE AS FOLLOWS:**

**AYE: Williams, Wright, Clay, Robinson, Seamens, Snipper, Schultz**  
**NAY: None**  
**ABSENT: None**  
**ABSTAIN: None**

**EXPLANATORY NOTE**

Additions to the existing language of the *Takoma Park Code* are shown by underlining.

Deletions to the existing language of the *Takoma Park Code* are shown by ~~strikeout~~.

Amendments to the ordinance since first reading are shown by **highlighting**.

\* \* \* indicates language of the *Takoma Park Code* which is not reproduced in this Ordinance and which is not being changed.