Cordry-Sweetwater Conservancy District

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DRAFT Roads Commission Meeting
February 2, 2025

Present:, Greg Harper (Board), Dave Jarrett, Larry Trueblood, Nick Johann and

Absent: Eric Vonhoven (CSLOA)

Guests: Jim Maulden

Mr. Harper called the meeting to order at 5:00 pm

Discussion on Commission Member positions
Greg Harper – Chairman, Vice Chairman – Dave Jarrett, Secretary – Nick Johann

Freeholder Comments

None

Director of Operations Report

- Mr. Johann updated the commission on the snow removal equipment. All equipment has been repaired and is operational.

New Business

- Speed humps
  Mr. Maulden presented a speed hump fact sheet to the commission. The commission discussed looking at six roads on the Cordry side and six roads on the Sweetwater side. The amount of speed humps would vary depending on the road.

- Discussion regarding audio recordings of meetings
  The commission discussed recording the meetings and felt that it was not necessary.

After discussion, Mr. Jarrett made a motion not to record the Roads Commission meetings. Mr. Trueblood seconded. The motion passed unanimously.

- Open position on Commission
  The commission discussed the open seat on the Roads Commission. There were two candidates that applied. The commission discussed the resumes of Mr. Dale Sears and Mrs. Emily Bruns.

Mr. Trueblood made a motion to recommend Mrs. Emily Bruns to the Board of Directors for the open seat of the roads commission. Mr. Jarrett seconded the motion. Motion passed unanimously.

Commission Members Comments

None.

Adjournment

As there was no other business before the Commission Mr. Harper made a motion to adjourn, Mr. Trueblood seconded. The meeting adjourned at 5:48 p.m.

Smith Paving - 12 speed humps $4,800

SPEED HUMP FACT SHEET

Montgomery County Department of Transportation
Division of Traffic Engineering and Operations (DTEO)
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878
240-777-2190 240-777-2080 (FAX)
mcdot.TrafficOps@montgomerycountymd.gov (E-mail)

DESCRIPTION

A speed hump is an area of raised pavement 3 inches high, and either 12 feet or 22 feet long in the direction of travel. Montgomery County uses two different types of speed humps according to the characteristics of a given street.

On secondary residential streets (unless a full-time transit route), a 12-foot "standard" hump is used. Standard speed humps can be comfortably traversed at 15-20 MPH.

On primary residential streets and on any eligible street that is a full-time transit route, a 22-foot "flat top" speed hump is used. Flat top speed humps can be comfortably traversed at 20-25 MPH.

PURPOSE

Speed humps are intended to reduce excessive vehicle speeds.

EFFECTIVENESS

Speeds decrease at the humps and between properly spaced successive humps. Speeds of both higher and average speed motorists are reduced. This effect remains relatively constant over time. In the long-term, reduction in speeds generally has a positive effect on pedestrian and traffic safety by reducing the number and severity of accidents.

LOCATION

Speed humps are spaced a minimum of 500 feet apart. Spacing intervals of up to 750 feet can be satisfactory depending on street characteristics. Generally, they are not placed on steep hills, on sharp curves, close to intersections, or in front of driveways. Efforts are made to select speed hump locations that are the least obtrusive to adjacent residents, such as at property lines.

EMERGENCY SERVICES

Like other vehicles, emergency response vehicles must cross a speed hump at reduced speeds. The speed hump design and spacing selected for any street takes into consideration whether it is a regularly used response route. Studies have shown delays of one to nine seconds per standard hump depending on the emergency vehicle type and the desired travel speed.

TRANSIT SERVICE

Buses must also cross speed humps at reduced speeds. Experience shows that flat top speed humps do not impede transit service or scheduling. Riding over the flat top humps does not significantly bother transit riders.

SNOW PLOWING

The speed humps are designed to allow snow plows to traverse them smoothly with no significant impedance. Signs installed next to each speed hump ensure that adequate warning of its location is maintained during snow events.

PARKING IMPACTS

It is not necessary to prohibit parking at or on speed humps, although residents may not feel comfortable parking on them.

NOISE/VIBRATION

Some noise is generated at the hump itself when traversed by large trucks, buses or vehicles with trailers. However, lower speeds generally result in lower noise levels between humps, so the overall noise effect may be negligible. Increased roadway vibrations near a speed hump are possible.

TRAFFIC VOLUMES

Traffic volumes may decrease slightly after speed humps are installed. However, consideration must be given to possible diversion to parallel neighborhood streets.

AESTHETICS

Speed humps are marked on the street with white chevrons. Black-on-yellow, diamond shape warning signs must be posted at the hump for each direction of travel. These signs and markings are required for liability reasons in order to provide notice of the hump to approaching motorists. They are particularly important during reduced visibility conditions, such as at night and when the road is covered with snow.

DRAINAGE

Speed humps are designed to allow for normal road drainage. However, in certain cases along an older street without curb and gutter, care must be taken in their placement to ensure proper drainage.

PROPERTY VALUES

Available studies of home sales data have been unable to demonstrate that installing speed humps will affect property values in any predictable way.