

Regular Meeting of the
Neighborhood Traffic Calming Task Force
March 7, 2013

The first scheduled meeting of the Neighborhood Traffic Calming Task Force was convened at 4:00 PM with the following persons in attendance:

Donna Daugherty	William Stephens
William Donley	Deron Tross
Robert Allen Sondheimer	Steve Staples

Oath of Office

The Oath of Office was administered to the members by Terri Green, Clerk.

The certificates for the Oath of Office and the Acknowledgement form were distributed for each member's signature.

Introduction of Members

Members briefly introduced themselves and explained their interest in this task force.

First Tasks

- A. The task force will run meetings in accordance with Robert's Rules of Order.
- B. The next meeting will be held in two weeks (3/21/13). From that point forward, meetings will be held the third Thursday of the month at 4:00 in PGM Conference Room #2 (unless notified otherwise).
- C. Mrs. Daugherty read the Charge given to the Task Force
- D. Task Force Chair - three members were not present, and it was decided to wait until all members were present to make a selection.
- E. All members had viewed the Neighborhood Traffic Calming presentation to the Commissioners from May 1, 2012.
- F. Slides 3 and 4 of the May 1, 2012 presentation to the Commissioners give the Goals and Objectives.
- G. If County staff cannot attend a meeting, they will send a proxy.

First Steps and Decisions

The May 1, 2012 presentation to the Commissioners included a synopsis of Prince Georges County's Neighborhood Traffic Calming Program. Rather than adopt this program for use in Charles County, we discussed how the task force can use it as a starting point and make changes appropriate for Charles County. The goal is to develop a program and legislation which we can recommend to the Commissioners in approximately 6 months' time.

Mrs. Daugherty distributed "Traffic Calming – 1st Steps and Decisions", which she prepared. The committee briefly discussed each item (attached) but no decisions were made at this meeting concerning the following issues:

Types of Devices to Allow

Speed humps are a physical way of slowing people down and they are the least costly. Speed humps need to be every 500' to be effective. Speed awareness education strategies can help reduce speeds for some time. Speed cameras are not an option. They are legally required to be within ½ mile of a school and there is pending legislation in Annapolis that they would need to be within 500' of school property.

Strategies

Types of Roads that will be Eligible

A traffic calming program would only apply to public roads. Private road owners can already install traffic calming devices on their roads.

Community Support Necessary for Implementation

We discussed the need for community support and the idea that 100% acceptance would be necessary by property owners with a speed hump in front of their house.

Funding (Installation & Maintenance)

Installation and maintenance options are: full funding by the HOA, full funding by the County, or shared funding by the County and the HOA.

Mr. Tross lives in Autumn Hills but used to live in Fairfax County, and he is familiar with their program. Fairfax County installs the speed humps, and the HOAs maintain them. He was aware that the county maintained humps for some HOAs and then billed them. Mr. Tross stated that if a neighborhood applies for traffic calming, the maintenance should be the neighborhood's responsibility.

Mr. Sondheimer stated that Strawberry Hills does not have a HOA, but a Civic Association. They do not have the funds to cover the expense of installation or maintenance.

Another option for installation and maintenance of traffic calming devices is to assess a fee to each homeowner's tax bill. The homeowners would have to agree to this.

There was general agreement that if a HOA decides they want traffic calming devices removed, it should be at their cost.

Mr. Staples noted that ten (10) years ago the county looked into traffic calming and found that the cost was \$4,000 per speed hump, plus maintenance. Maintenance is done about every other year to replace the striping. From time to time, there is also plow damage to repair.

Warrants for Implementation (points)

Step-by-step Procedure

After an application is submitted, data would be collected on the neighborhood to verify the need for speed humps.

Implementation Strategy

New Roads – Proactive Approach

Next Meeting

In preparation for the next meeting, Mrs. Daugherty will e-mail the members a copy of Prince Georges County's Neighborhood Traffic Management Program. She will also provide some other helpful links. The next meeting will be 3/21/13, and we will each prepare as follows:

1. Each member will research other jurisdictions and other options.
2. We will discuss the Prince Georges County model and modify it to fit our needs

Sgt. Donley motioned to adjourn, 2nd by Mr. Tross, adjourned at 4:50 PM.



Theresa L. Green, Clerk



Donna Daugherty, Interim Chair