PUBLIC HEARING NOTICE

TO: Residents of the 7300 Block of Radcliffe Drive (between Edmonston Road and Knoxville Drive)

FROM: Janeen S. Miller, City Clerk

DATE: October 15, 2014

RE: Public Hearing on the Petition Request to Remove Traffic Calming in the 7300 Block of Radcliffe Drive

The Mayor and Council of the City of College Park will hold a Public Hearing on **Wednesday, November 12, 2014 at 7:00 p.m.** to take public comment on the petition request to remove traffic calming (by not re-installing the roadway striping) in the 7300 Block of Radcliffe Drive. The Public Hearing will be held in the 2nd floor Council Chambers at City Hall, 4500 Knox Road, College Park. All persons interested shall have an opportunity to be heard.

Please see the reverse for more information about the process pertaining to this petition request. The full Staff report is posted on the City's web site at www.collegeparkmd.gov. Click on "Public Hearing Notice." The report is also available from the City Clerk's office.

You may park for free in the City Hall parking lot while attending this hearing by displaying a parking pass in your windshield. Passes are available at the window inside the lobby of City Hall. In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: Yarrow Civic Association President
Councilmember Robert Day
Councilmember Stephanie Stullich

MEMORANDUM

TO: Mayor and Council

THROUGH: Joseph L. Nagro, City Manager

FROM: Janeen S. Miller, City Clerk

COPY: Steve Halpern, City Engineer

DATE: September 24, 2014

RE: Petition Request to remove traffic-calming striping in the 7300 block of Radcliffe Road

ISSUE

Residents of the 7300 block of Radcliffe Drive submitted the following petition, which was validated per City Code standards by Jim Miller, Parking Enforcement Manager:

> We the undersigned are asking the City of College Park to no longer stripe Radcliffe Drive with wide white lines, which original purpose was to deter speeding by seeking to visually narrow the road. We appreciate the intent behind this striping, but we believe it has not provided an effective deterrent to speeders, because most of the speeders are regular drivers through the neighborhood and they have long ago adjusted to the presence of the white lines. Additionally, it confuses drivers unfamiliar with the neighborhood into thinking Radcliffe is a one-way street, posing some hazard. We believe the striping is unattractive and detracts from the appearance of our neighborhood, as well as being ineffective. Since the street has just been resurfaced as part of the WSSC pipe replacement project, we ask that the City request that the WSSC contractor not "restore" these particular stripes. Instead, we believe that asking our contract police officers to conduct periodic speed enforcement on Radcliffe (which has helped in the past) would be a more effective way to deter speeding and improve safety for families living on Radcliffe. Thank you.

The City Engineer has now completed his report, which is attached. Traffic Calming is regulated in City Code Chapter 184 Vehicles and Traffic, Article VI Traffic Calming Devices.

RECOMMENDATION

Per §184-41 of the City Code, a Public Hearing on this matter should now be scheduled.

Attachments:

City Engineer's Recommendation and Traffic Study
August 13, 2013 Memo to Council
City Code §184-41

MEMORANDUM

To: Joe Nagro, City Manager

From: Steven E. Halpern, P.E.

Date: September 23, 2014

Subject: Recommendation to Remove Existing Traffic Calming Practice from Radcliffe Drive between Edmonston Road and Knoxville Drive

Location

Radcliffe Drive is located between Edmonston Road and Knoxville Drive in the Yarrow subdivision of the City. It is oriented northwest-southeast and is classified as a local residential street. Area map attached.

Traffic Concern

The residents along the 7300 block of Radcliffe Drive have petitioned the City not to reinstall the traffic calming technique –Edge Striping – that was previously in place. The edge striping was removed last year when the street was resurfaced.

Traffic Investigation

The traffic count was performed approximately one year after the edge striping was removed. A traffic counter was placed at 7308 Radcliffe drive for one full week, from August 14th to August 21st. A 48-hour traffic analysis was performed on the data collected from August 15th to August 16th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 252 and 26.5% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was identified as being a problem.

3 Vehicles were recorded traveling in excess of 40 mph
25 Vehicles were recorded traveling between 35and <40 mph
135 Vehicles were recorded traveling between 30 and <35 mph
321 Vehicles were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	252	Not Met
15% of total volume exceeding speed limit by 5 mph	26.5%	Met

Comparison of current traffic data with the data collected in August 2005:

	August 2005	August 2014	Percent Change
Average Day Traffic	324	252	-22%
% of vehicles exceeding speed limit by 5 mph	47	26.5	-44%
Vehicles were recorded traveling in excess of 40 mph	53	3	-94%
Vehicles were recorded traveling between 35and <40 mph	66	25	-62%
Vehicles were recorded traveling between 30 and <35 mph	186	135	-27%
Vehicles were recorded traveling between 25 and <30 mph	221	321	45%

The data indicates that the Average Daily Traffic has decreased 22% and the percent of vehicles exceeding speed limit by 15 mph decreased by 44%.

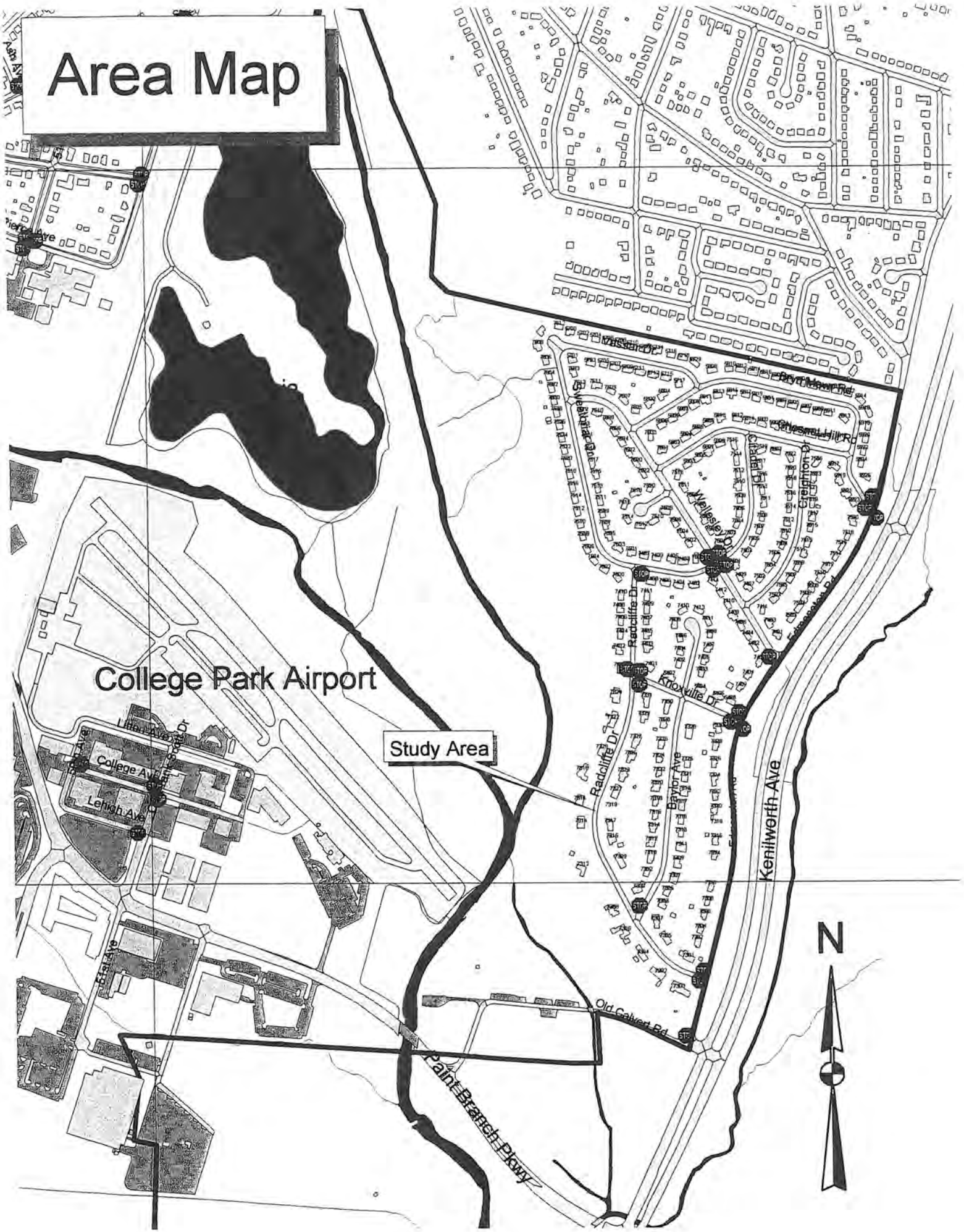
In 2005 the community petitioned for traffic calming on Radcliffe Drive but did not want Speed Humps. They wanted something less intrusive so we recommended edge striping.

Since the original traffic study in 2005, traffic on Radcliffe Drive has become tamer, for lack of better word.

Recommendation
Staff recommends that the edge striping not be installed at this time.

Attachments:
Area Map
Traffic Count Data

Area Map



College Park Airport
Study Area
Kenilworth Ave
Paint Branch Pkwy
Old Calvert Rd
Radcliffe Dr
Knoxville Dr
Baylor Ave
Wellesley Dr
Creighton Dr
Citadel Dr
Chesnut Hill Rd
Bryn Mawr Rd
Vassar Dr
Sweetbriar Dr
Pierce Ave
Lehigh Ave
College Ave
Litton Ave
51st Ave
N

Description 1: 7308 Radcliffe Dr
Description 2: Counter No 1
Description 3: Speed and Volume Study

Site: Yarrow
Date: 8/15/2014
Friday

24 Hour Speed
Combined Channels

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4	0	0	1	0	3	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
3:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	1	1	5	3	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	1	1	0	1	0	0	0	0	0	0	0
7:00 AM	12	0	1	1	2	7	1	0	0	0	0	0	0	0
8:00 AM	12	2	1	3	4	2	0	0	0	0	0	0	0	0
9:00 AM	11	0	0	3	6	2	0	0	0	0	0	0	0	0
10:00 AM	13	0	2	5	1	3	2	0	0	0	0	0	0	0
11:00 AM	21	0	3	4	8	5	1	0	0	0	0	0	0	0
12:00 PM	14	0	1	4	5	3	1	0	0	0	0	0	0	0
1:00 PM	15	0	0	3	5	7	0	0	0	0	0	0	0	0
2:00 PM	28	0	3	7	9	5	4	0	0	0	0	0	0	0
3:00 PM	12	0	0	0	11	1	0	0	0	0	0	0	0	0
4:00 PM	14	0	2	4	4	2	2	0	0	0	0	0	0	0
5:00 PM	19	0	2	4	8	3	2	0	0	0	0	0	0	0
6:00 PM	19	0	1	10	2	4	2	0	0	0	0	0	0	0
7:00 PM	17	0	0	6	9	2	0	0	0	0	0	0	0	0
8:00 PM	12	3	1	2	6	0	0	0	0	0	0	0	0	0
9:00 PM	13	0	0	4	5	4	0	0	0	0	0	0	0	0
10:00 PM	10	2	1	2	1	4	0	0	0	0	0	0	0	0
11:00 PM	7	0	1	1	4	1	0	0	0	0	0	0	0	0
Total	271	8	20	66	99	62	16	0	0	0	0	0	0	0
%		3.0	7.4	24.4	36.5	22.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)

10 %	15 %	50 %	85 %	90 %
19.8	20.9	27.4	32.1	33.2

10 mph Pace Speed 22.2 - 32.2
Number in Pace 187 (69.0 %)

Average 26.7 mph
Minimum 5.6 mph
Maximum 39.6 mph

Speeds Exceeded

	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph
	65.3 %	28.8 %	5.9 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %
Count	177	78	16	0	0	0	0	0

Description 1: 7308 Radcliffe Dr
Description 2: Counter No 1
Description 3: Speed and Volume Study

Site: Yarrow
Date: 8/16/2014
Saturday

24 Hour Speed
Combined Channels

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	6	0	1	2	2	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	0	0	2	1	1	0	0	0	0	0	0	0
7:00 AM	6	1	2	0	1	2	0	0	0	0	0	0	0	0
8:00 AM	4	0	1	0	2	1	0	0	0	0	0	0	0	0
9:00 AM	10	0	0	2	5	3	0	0	0	0	0	0	0	0
10:00 AM	18	0	3	4	8	1	1	1	0	0	0	0	0	0
11:00 AM	17	0	3	4	3	5	2	0	0	0	0	0	0	0
12:00 PM	18	0	2	2	5	9	0	0	0	0	0	0	0	0
1:00 PM	16	4	2	3	5	2	0	0	0	0	0	0	0	0
2:00 PM	19	0	3	3	10	3	0	0	0	0	0	0	0	0
3:00 PM	19	1	0	4	9	4	1	0	0	0	0	0	0	0
4:00 PM	15	1	4	3	4	3	0	0	0	0	0	0	0	0
5:00 PM	10	0	1	3	5	1	0	0	0	0	0	0	0	0
6:00 PM	14	1	1	5	4	2	1	0	0	0	0	0	0	0
7:00 PM	19	0	2	6	10	1	0	0	0	0	0	0	0	0
8:00 PM	11	0	2	3	2	4	0	0	0	0	0	0	0	0
9:00 PM	7	0	2	1	2	1	1	0	0	0	0	0	0	0
10:00 PM	9	0	0	3	4	2	0	0	0	0	0	0	0	0
11:00 PM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
Total	233	8	30	51	87	48	7	1	1	0	0	0	0	0
%		3.4	12.9	21.9	37.3	20.6	3.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)

10 %	15 %	50 %	85 %	90 %
18.4	19.8	26.6	31.6	32.7

10 mph Pace Speed 22.7 - 32.7
Number in Pace 154 (66.1 %)

Average 26.1 mph
Minimum 6.5 mph
Maximum 49.0 mph

Speeds Exceeded

	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph
	61.8 %	24.5 %	3.9 %	0.9 %	0.4 %	0.0 %	0.0 %	0.0 %
Count	144	57	9	2	1	0	0	0

MEMORANDUM

TO: Mayor and Council

THROUGH: Joe Nagro, City Manager

FROM: Janeen S. Miller, City Clerk

DATE: August 13, 2013

RE: Petition Request for the removal of traffic calming striping in the 7300 block of Radcliffe Drive (between Edmonston and Knoxville Roads)

ISSUE:
On August 6, 2013 we received a resident petition requesting the removal of traffic calming striping in the 7300 block of Radcliffe Drive, between Edmonston and Knoxville Roads. The street has recently been repaved, and the existing traffic calming striping has not yet been restored. This request is that the prior traffic calming striping not be replaced.

The petition has been validated by Parking Enforcement as containing signatures from 68% of the residents (Attachment 1). Pursuant to the procedures set out in Article VI of Chapter 184 of the Code, the next steps would be to request a traffic study by the City Engineer, then schedule a public hearing on the request, after which the City Council would take action.

BACKGROUND:
The request to install traffic calming was initiated in 2005 by resident petition. A traffic study was completed in September 2005; the City Engineer recommended three flat-top type speed humps be installed in the 7300 block of Radcliffe (Attachment 2). A public hearing on the recommendation was held on September 27, 2005 (Attachment 3). The City Council pulled the action item off the agenda that same night, and requested that the City Engineer meet with the community to come to an agreement as to the next steps. As a result of those discussions, traffic calming striping was installed instead of the recommended speed humps.

RECOMMENDATION:
Staff recommends that another traffic study be conducted to assess the current situation on the block. Once completed, the findings will be presented to Council and a public hearing will be scheduled on the request not to reinstall traffic calming striping on the street.

Attachments:
1 – Petition validation memo from Jim Miller dated August 8, 2013
2 –Traffic Study dated September 20, 2005
3 – Minutes from September 27, 2005 Public Hearing

cc: Steve Halpern, City Engineer
Robert Ryan, Director of Public Services
Robert Stumpff, Director of Public Works

Chapter 184. VEHICLES AND TRAFFIC

Article VI. Traffic Calming Devices

§ 184-41. Public hearing; criteria for evaluating requests.

A. Conduct of public hearing.

(1) After having been notified by the City Clerk that a report from the Department of Public Works pertaining to a petition for the installation of a traffic calming device has been received, the Mayor and Council shall 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 for which a traffic calming device is requested, to the local neighborhood citizen association and to the adjoining neighborhood citizen associations. The public hearing shall be advertised in a paper of general circulation in the city.

(3) After conducting the public hearing and declaring the hearing record closed, the Mayor and Council shall announce its decision within 45 days of the close of the hearing record. This time may be extended by majority vote of the Council.

(4) The Mayor and Council may approve, approve with modifications or deny the request for the installation of a traffic calming device.

(5) The City Clerk shall notify the petitioners and their neighborhood or civic association of the Mayor and Council's decision, which shall also be published in a newspaper of general circulation in the city.

B. Guidelines for evaluating a request for the installation of a traffic calming device. Petitions requesting the installation of a traffic calming device shall be evaluated in accordance with the standards established by the State Highway Administration and the Institute of Traffic Engineering Guidelines. The following criteria are intended to further guide the Mayor and Council in determining whether a request for a traffic calming device is reasonable and justified. These shall not be considered exclusive criteria:

(1) The street proposed for a traffic calming device has an identified speeding problem which cannot be alleviated any other way than by a traffic calming device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of the previous

efforts to control speeding on the street. Traffic calming devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other traffic calming measures depending upon area conditions and characteristics.

(2) The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

(3) The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

(4) The potential impact of traffic calming devices on adjacent neighborhoods shall be assessed.

(5) If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the particular street and develop a plan for the type and location of traffic calming devices.