PUBLIC HEARING NOTICE

TO: Residents of the 9200 Block of St. Andrews Place
(St. Andrews Place between Wofford Lane and Marlbrough Way)

FROM: Janeen S. Miller, City Clerk

DATE: June 21, 2010

RE: Public Hearing on the Traffic Calming Recommendation for the 9200 Block of St. Andrews Place

The Mayor and Council of the City of College Park will hold a Public Hearing on Tuesday, August 10, 2010 at 7:00 p.m. to take public comment on the traffic calming recommendation for the 9200 Block of St. Andrews Place. 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.

In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 (or if hearing impaired 711), and describe the assistance that is necessary.

If you have any questions, please feel free to contact our office at 240-487-3501.

cc: West College Park Citizens Association
Councilmember Denise Mitchell
Councilmember Marcus Afzali

MEMORANDUM

To: Joe Nagro, City Manager

From: Steven E. Halpern, P.E.

Date: February 18, 2010

Subject: Traffic Calming Recommendation – 9200 Block St Andrews Place between Wofford Lane and Marlbrough Way

Location
St Andrews Place is located north of Metzerott Road in the College Park Woods subdivision of the City. It is classified as a local residential collector street. Location map attached.

Traffic Concern
At the request of Council member Karen Hampton and the consent of the Mayor and Council staff performed a traffic investigation at 9227 St. Andrews Place. The request was initiated from residents residing along this block of St. Andrews Place.

Traffic Investigation
A traffic counter was placed at 9227 St Andrews Place for one full week, from October 27th to November 2nd. A 48-hour traffic analysis was performed on the data collected from October 29th to October 30th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 1,616 and 10.15% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

2	Vehicles were recorded traveling in excess of 40 mph
31	Vehicles were recorded traveling between 35and <40 mph
295	Vehicles were recorded traveling between 30 and <35 mph
1030	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	1,616	Met
15% of total volume exceeding speed limit by 5 mph	10.15%	Not Met

It was also observed that there is a raised crosswalk on St. Andrews Place at Marlbrough Way.

Recommendation
Staff found that the traffic volume warrant was met and the speed warrant was not met; therefore, this investigation was not conclusive with respect for the implementing of traffic calming devices at this time.

Attachments
Location Map
Traffic Data

TECHNICAL REPORT

DATE: February 18, 2010

SUBJECT: Summary Report for Proposed Traffic Calming Devices on St. Andrews Place between Wofford Lane and Marlbrough Way

Prepared by: Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 9200 block of St. Andrews Place between Wofford Lane and Marlbrough Way to control vehicular speeding.

ROAD DESCRIPTION

The 9200 block of St. Andrews Place is located in the College Park Woods subdivision of the City. It is oriented east and west and is classified as a local residential collector street.

The portion of St. Andrews Place under investigation is the 9200 block between Wofford Lane and Marlbrough Way. The horizontal alignment curves southerly from Wofford Lane to Marlbrough Way, and the vertical alignment is sloping downward from Wofford Lane to Marlbrough Way; these alignments are not severe.

The road segment is 500 feet long and 36 feet wide, and fronts twelve (12) homes. St. Andrews Place provides for two-way traffic. No parking prohibitions were observed. Stop signs were observed on Wofford Lane and at Marlbrough Way. A raised crosswalk was observed on St. Andrews Place just east of Marlbrogh Way. Street lighting was observed to be sufficient.

DATA COLLECTION

Traffic data was collected from October 27, 2009 to November 2, 2009. A 48-hour traffic analysis was conducted using the data collected on October 29th and 30th. Data was collected using an electro-mechanical traffic counter. The counter was connected to roadway tubes spaced 12 feet apart allowing for the collection of bi-directional speed and volume data.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation 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 that cannot be alleviated in 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 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.

A. **Resident complaints** - Yes, requested through Council Member Hampton.

B. **Police radar surveillance** - yes, no speeding violations issued.

C. **Accident statistic** - SHA District 3 (Prince George's County) online Crash Listings were reviewed for the years 2003 to 2008 The records show the following:

2003- 2 accidents - two parked vehicles were hit
2004- 0 accidents reported
2005- 0 accidents reported
2006- 0 accidents reported
2007- 0 accidents reported
2008- 2 accidents - one pole and one parked vehicle were hit

D. **History of previous efforts to control speeding** - in 1994 a speed hump (raised crosswalk) was installed on St. Andrews at Marlbrough Way.

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.

The traffic volume (1,161 ADT - Average daily traffic) is **normal** for this local residential street.

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

This street **is not** a part of a public transportation route. This street **is** considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there would be **no impact** to the adjacent neighborhood streets.

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. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 9227 St. Andrews Place. The study shows the following:

9227 St. Andrews Place-

(a) 85% percentile data (that speed which should approximate the speed limit) - **29 mph**
(b) 10.15% of all vehicles, were recorded in excess of 30 mph
(c) Average Speed - 24.1 mph
(d) Average Daily Traffic - **139**
(e) AM Peak Hour volume - **7:00 am October 29th - 101 vehicles**
(f) PM Peak Hour volume - **4:15 pm October 30th - 148 vehicles**

Summary of findings from the data above.

A speeding problem **was not** indicated. At least 15% of the total traffic volume must exceed 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector **YES**

Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: 26 +/- no more than two travel lanes **YES**

Typically the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: 4% (less than 7%) **YES**

The street grade will limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: Not severe **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: Adequate **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: **NO**

St. Andrews Place:

10.15% of the total traffic volume exceeded 30mph

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: **YES**

St. Andrews Place: **1,616 vehicles per day**

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: No evidence of Accident history **NO**

When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: No sidewalks **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There **are no** sidewalks along either side of the street. People were observed walking in street during time period of study.

Vehicle Mix: 1.4% 24 Trucks recorded **YES**

Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: Is a primary Emergency route **NO**

Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: Not a transit route **YES**

Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: Study was requested by Council Member **YES**

Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: Likely not to divert traffic **YES**

Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: Adequate **YES**

To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES	12
NO	3

Paving History According to PMP:

9200 St. Andrews Place

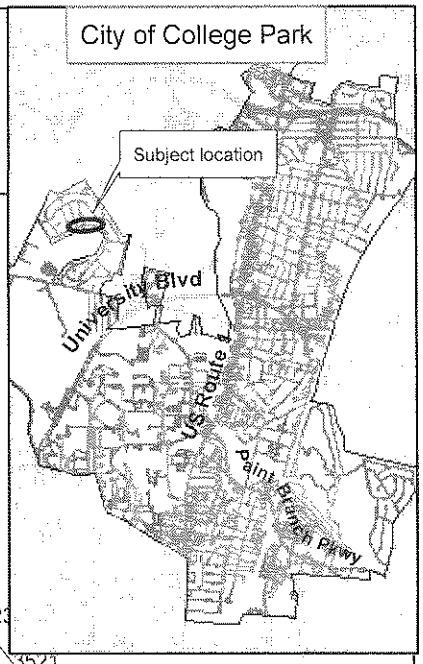
Last Year Paved	1991
Current Rating	4.0

CONCLUSION

Speeding was not identified as being a problem. Staff did not identify any other problems that warrant the installation of any other traffic calming devices.

Based on established traffic warrants and criteria recommended by ITE for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures are not warranted on the 9200 block of St. Andrews Place. Staff recommends that no devices be installed at this time.

Location Map
9200 Block St Andrews Place



Limestone Pl
Marlborough Way
Davidson St
Wofford Ln
St Andrews Pl
De Pauw Pl

Legend

- stopsign
- Raised Crosswalks

Location of Traffic Study

By: Engineering
City of College Park
Date :2-1-10
Source: M-NCPPC & Collee Park GIS

N

0 125 250 500 Feet

Location: 9227 St. Andrews Place
Counter No: 1
Study Type: Speed and Volume

Site: College Park Woods
Date: 10/29/2009
Thursday

Combined Daily Summary

Volume

(Near lane flow, Far lane flow)

Day Total		Peak Hour	Volume	Factor
1562	12:00 AM - 12:00 PM	7:00 AM	101	0.84
	12:00 PM - 12:00 AM	5:30 PM	145	0.95

Speed

(Near lane flow, Far lane flow)

mph	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
Count	57	192	649	516	129	19	0	0	0	0	0	0	0
%	3.6	12.3	41.5	33.0	8.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	1562												

Avg. Speed 24.1 mph

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	18.5	19.8	24.3	29.0	29.8

Pace	Range (mph)	# in Pace	% in Pace
	19.4 - 29.4	1187	76.0

Speed Exceeded (mph)	25	30	35	40	45	50	55	65
Count	664	148	19	0	0	0	0	0
%	42.5	9.5	1.2	0.0	0.0	0.0	0.0	0.0

Axle Statistics

Sensor	A	B
Total Hits	3246	3251
% Used	96.9	96.7

Avg. Axles Per Vehicle: 2.01
Avg. Two-Axle Wheelbase: 9.4 ft.

Location: 9227 St. Andrews Place
Counter No: 1
Study Type: Speed and Volume

Site: College Park Woods
Date: 10/30/2009
Friday

Combined Daily Summary

Volume

(Near lane flow, Far lane flow)

Day Total		Peak Hour	Volume	Factor
1670	12:00 AM - 12:00 PM	7:45 AM	93	0.89
	12:00 PM - 12:00 AM	4:15 PM	148	0.97

Speed

(Near lane flow, Far lane flow)

mph	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
Count	50	223	703	514	166	12	2	0	0	0	0	0	0
%	3.0	13.4	42.1	30.8	9.9	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total	1670												

Avg. Speed 24.2 mph

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	18.6	19.9	24.3	29.0	30.2

Pace	Range (mph)	# in Pace	% in Pace
	19.1 - 29.1	1259	75.4

Speed Exceeded (mph)	25	30	35	40	45	50	55	65
Count	694	180	14	2	0	0	0	0
%	41.6	10.8	0.8	0.1	0.0	0.0	0.0	0.0

Axle Statistics

Sensor	A	B
Total Hits	3570	3565
% Used	94.9	95.1

Avg. Axles Per Vehicle: 2.01
Avg. Two-Axle Wheelbase: 9.3 ft.

Location: 9227 St. Andrews Place
Counter No: 1
Study Type: Speed and Volume

Site: College Park Woods

Speed Statistics Per Day
Combined Channels

mph	Tue 10/27/2009	Wed 10/28/2009	Thu 10/29/2009	Fri 10/30/2009	Sat 10/31/2009	Sun 11/1/2009	Mon 11/2/2009
Count	1452	1520	1562	1670	1821	1461	1470
Minimum	7.2	6.9	5.2	6.7	5.1	5.3	5.7
Maximum	39.2	39.9	39.2	41.4	42.2	44.7	39.2
Average	23.8	23.9	24.1	24.2	22.7	23.6	24.2
Median	23.8	23.8	24.3	24.3	23.0	23.5	24.3
Pace							
Range	19.1 - 29.1	19.1 - 29.1	19.4 - 29.4	19.1 - 29.1	18.3 - 28.3	18.3 - 28.3	19.4 - 29.4
Count	1148	1144	1187	1259	1322	1107	1097
	79 %	75 %	76 %	75 %	73 %	76 %	75 %
Percentiles							
10 %	18.8	18.5	18.5	18.6	16.1	18.2	18.5
15 %	19.8	19.6	19.8	19.9	17.9	19.3	19.8
50 %	23.8	23.8	24.3	24.3	23.0	23.5	24.3
85 %	28.3	28.6	29.0	29.0	27.6	28.3	29.0
90 %	29.0	29.8	29.8	30.2	28.6	29.4	30.2
Exceeded							
20	1209	1245	1313	1397	1330	1185	1231
	83 %	82 %	84 %	84 %	73 %	81 %	84 %
25	557	596	664	694	605	550	651
	38 %	39 %	43 %	42 %	33 %	38 %	44 %
30	102	146	148	180	121	109	150
	7.0 %	9.6 %	9.5 %	11 %	6.6 %	7.5 %	10 %
35	9	20	19	14	10	7	15
	0.6 %	1.3 %	1.2 %	0.8 %	0.5 %	0.5 %	1.0 %
40	0	0	0	2	1	1	0
	0 %	0 %	0 %	0.1 %	0.1 %	0.1 %	0 %
45	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %
55	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %