

Town of University Park

Council Committee on Police, Traffic and Public Safety

Wednesday, December 11, 2013
University Park Elementary School
4315 Underwood Street

Meeting Notes

The meeting was called to order at 7:39 PM.

Attendance

Committee Members: Michael Cron, Council Member Ward 6; James Gekas, Council Member, Ward 2; Roy Alvarez, Council Member Ward 7, Committee Chair

Guests: Edward Papazian of Kimley-Horn and Associates, Inc., Michael Wynnyk, University Park Chief of Police, John Tabori, Mayor of University Park

Residents: Linda Verrill, Rob Bourque

Presentation of Town-Wide Traffic Study completed August 20, 2013, by Edward Papazian of Kimley-Horn and Associates, Inc.

Ed Papazian reviewed the Town-Wide Traffic Study. (Please see attached copy of the traffic study).

Discussion of Town-Wide Traffic Study and the need for any possible traffic interventions

Ed Papazian answered questions related to the Town-Wide Traffic Study.

The Committee discussed the previous requests for interventions at Van Buren Street and Route #1, and on 40th Avenue near Tennyson Street. Rob Bourque reported that he and several of his neighbors on 40th Avenue do not want any changes made on that section of the street at this time. Any traffic intervention in this area at this time is likely to cause more problems than it would solve.

The Committee also decided that no traffic interventions should be made in the area of Van Buren Street and Route #1 at this time because this intersection will be radically different if the Cafritz property across Route #1 is developed. This intersection will be discussed again next year after it is clear what the State Highways Administration plans for the area.

Michael Cron asked if it would be helpful to have a right turn lane painted on Underwood Street at the Adelphi Road intersection. After discussion with the Police Chief and the Mayor, it was decided that a right turn lane on that area of Underwood Street would not be feasible.

Discussion of Committee activities for 2014

The Committee members suggested that the Committee focus on safety in University Park during 2014. The Committee will discuss the possibility of establishing a neighborhood watch, incentives for Town Residents installing security cameras, signs at the entrances to the community and reminders to Town Residents about informing the police if they see any suspicious activity.

The Committee members decided to meet again in February 2014.

Adjournment

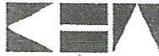
The meeting was adjourned at 9:23 PM.

Submitted by:

Roy Alvarez, Council Member, Ward 7

Chair of the Police, Traffic and Public Safety Committee

Attachment



Kimley-Horn
and Associates, Inc.

Memorandum

To: Town of University Park

From: Edward Y. Papazian, P.E. *EYP*

Date: August 20, 2013

Subject: Town-Wide Traffic Study
"Before" Cafritz Property Development

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11400 Commerce Park Dr.
Suite 400
Reston, VA

This memorandum presents the results of the Town-wide traffic study conducted before the development of the Cafritz Property. This study is the first part of the "before" and "after" study to evaluate the traffic impact of the Cafritz Phase I development. The initial Phase of Cafritz consists of the Whole Foods grocery store and other commercial development.

The evaluation of the impact of the Cafritz Phase I on the Town of University Park is based on the amount of traffic generated by the development that would travel through the Town. A series of traffic counts were conducted at selected area intersections. These intersections include the major portals to the Town and intersections within the Town.

The following sections describe the study area, the steps in obtaining existing traffic counts, and the results of the counts.

DESCRIPTION OF STUDY AREA

Figure 1 is the street map of the Town of University Park. This map shows the 15 intersections that were part of the traffic count program.

The Cafritz Property is located along the east side of US Route 1 across from the Town. Vehicle access along Route 1 will be provided at three locations. One will be located opposite Van Buren Street (Intersection 15). This entrance is to be signalized with channelization installed that would prevent through traffic from traveling between Van Buren Street and the Property. The other two entrances will be limited to right turns in and right turns out. One will be located opposite Underwood Street and the other will be located opposite where Woodberry Street would intersect with Route 1 if it were extended east of Queens Chapel Road. In addition, an east-west roadway will be built that crosses

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over the CSX railroad tracks and extends east to Riverdale Court. Also, a southern access driveway connection to Maryland Avenue will be provided. The CSX railroad crossing and the connection to Maryland Avenue are intended to provide relief to Route 1.

TRAFFIC VOLUMES

The traffic counts were conducted at the major entrances to the Town along Adelphi Road and along Route 1 (Intersections 1 to 3 and 13 to 15). The intersections within the Town (Intersections 4 to 12) were chosen since they represent key junctions and include locations at which drivers entering and exiting the Town can be identified.

Traffic counts were conducted on a typical weekday during the PM commuter peak hours and on a Saturday during the peak mid-day hours. These are periods of high traffic volumes and high levels of retail activity. The specific dates and times of the traffic counts were Tuesday, May 7, 2013 between 4:00 PM and 7:00 PM and on Saturday, May 4, 2013 between 11:30 AM and 2:30 PM. The counts were conducted while schools, including public and private K through 12 schools and the University of Maryland, were fully in session.

The peak hour traffic counts at the area intersections for both the weekday and Saturday periods were determined in two ways. One was to identify the peak hour in the overall study area, also referred to as the network peak hour. This involves adding up the traffic volumes at all of the intersections and determining the overall peak 60 minute period. In the case of these traffic counts, the intersections along Route 1 and along Adelphi Road have the greatest impact on identifying the peak traffic hour. As a result, the network peak hour may not be the same as the peak hour of traffic at the intersections within the Town of University Park. The other method of expressing peak hour traffic volumes was to identify the individual peak hours of traffic at each intersection. In this manner, the peak 60 minutes of traffic at adjacent intersections may not be the same. The benefit of identifying the individual peak hours of traffic was that the peak hours of traffic at the intersections within the Town were identified.

Figures 2 and 3 show the network peak hour traffic and the individual peak hour traffic volumes respectively at the area intersections. Each small box shows the traffic volumes at the individual intersections. The volumes are shown for the turning movements at the intersection and the total volumes through the intersection. The numbers without the parentheses are the weekday peak hour volumes and the numbers with the parentheses are the Saturday peak hour volumes. The network peak hours shown on Figure 2 are 5:00 to 6:00 PM on the weekday and 11:30 AM to 12:30 PM on the Saturday. The individual peak hours for each intersection are identified on Figure 3.

TOTAL VOLUMES ENTERING AND EXITING TOWN OF UNIVERSITY PARK

Table 1 shows the total peak hour traffic volumes entering and exiting the Town. These volumes are based on the network peak hour traffic shown on Figure 2. The traffic volumes entering and exiting are based on the individual traffic movements at the intersections along Adelphi Road and along Route 1 and the individual traffic movements at intersections within the Town located near Adelphi Road, Route 1, and East-West Highway. Figure 4 shows the traffic movements at the intersections that are included in the tabulation.

FINDINGS OF TRAFFIC COUNTS

The following summarizes our observations of these traffic counts.

1. The intersections with the highest volumes are those located along Adelphi Road and Route 1. These overall hourly volumes range from approximately 1700 to 2800 vehicles.
2. The traffic volumes traveling through the intersections within the Town are much lower with the highest volume being 265.
3. The intersections along Adelphi Road and along Route 1 have higher volumes on the weekday peak hour than on the Saturday peak hour. This is a result of the high volumes of commuter traffic on these roadways.
4. The intersections within the Town of University Park all have higher peak hour volumes on Saturday than on the weekday.
5. The amount of traffic entering and exiting the Town is higher on Saturday than on the weekday as shown in Table 1.

Table 1: Peak Hour Volumes Entering and Exiting the Town of University Park

Intersection Study #	Intersection Name	In		Out	
		PM	SAT	PM	SAT
1	Adelphi & Wells	86	79	56	96
2	Adelphi & Belcrest	0	0	17	33
3	Adelphi & Beachwood	55	88	33	37
4	40th & Van Buren	8	41	3	12
5	40th & Tennyson	97	58	43	67
10	44th & Underwood	20	30	13	32
11	44th & Tuckerman	18	30	23	23
12	44th & Sheridan	44	53	28	36
13	Baltimore & Pineway	80	81	35	51
14	Baltimore & Amherst	18	13	47	86
15	Baltimore & Van Buren	44	51	17	21
<i>TOTAL</i>		<i>470</i>	<i>524</i>	<i>315</i>	<i>494</i>

NEXT STEPS FOR TOWN-WIDE TRAFFIC STUDY

This study is the before portion of the before and after study to evaluate the traffic impact of the Cafritz Property development. A series of similar weekday PM and Saturday mid-day peak period traffic counts will be conducted following the opening of Phase 1 of the Cafritz development and the opening of the bridge over the CSX tracks. Similar to the before counts, the after counts will be conducted while schools, including the University of Maryland, and are on full schedule. If the scheduled opening of the Phase 1 of Cafritz and of the CSX crossing is compatible, the after counts will be attempted to be performed at a similar time of the year as the before counts.

The comparison of the before and after traffic counts will focus on the traffic volumes entering and exiting the Town. In addition, traffic counts at internal intersections will be compared. These comparisons will identify whether the Cafritz development causes an increase in cut-through traffic through the Town. If this were to occur, possible mitigation measures will be identified and reviewed with the Town for possible implementation.

