

Town of University Park

Council Committee on Police, Traffic and Public Safety

Tuesday, March 13, 2018

7:00 - 9:00 p.m.

University Park Elementary School

Media Center

Committee Members Present:

Roy Alvarez, Council Member, Ward 7, Chair

Joe Schultz, Council Member, Ward 2

Linda Verrill, Council Member, Ward 4

Joe Thompson, Council Member, Ward 1

Martha Wells, Council Member, Ward 6

Agenda was approved as modified.

1. Joe Schultz, Ward 2 - Speed Sign

Mr. Schultz gave a presentation on the speed sign data from 2016-2017. After reviewing the information he said that the sign does make a difference and suggested putting the speed sign back up. There does not appear to be a lot of evidence of a lot of speeding around town. It does show that there is speeding at the 7000 block of Wells Parkway and a couple of other streets that should be addressed.

Chief Wynnyk gave a brief history of the speed sign. He said that the speed sign purchased by University Park can be moved around and it has the option of turning off the flashing light and only be used to collect data. At the current time, the sign is broken and a public works employee is repairing them. Due to the design of the sign, it is difficult to find places to hang the signs, but Chief Wynnyk and Mickey Beall are coming up with ideas to solve this issue.

The data collected from the speed sign is stored with the company that serves it and the information is available.

2. Discussion of Clagett-Pineway, plus Clagett Road and Pineway

a. Definition of the Problem

- Clagett-Pineway is the main road that is used for those wanting to go East-West and there are no sidewalks with lots of pedestrians. Many cars run the stop sign at Holly Hill and increase their speed along Pineway.
- The increase of traffic is a concern.
- The parked cars on the one block of Clagett-Pineway combined with the pedestrians and bicyclists are a safety concern.
- There are a lot of cars speeding and rolling stops at the intersection of Clagett Road and Clagett-Pineway.

- Cars rarely stop at the intersection of Clagett Road and College Heights.
- People ignore the stop signs and a lot of these cars have UP stickers on them.
- The corner of Pineway between Beechwood and Rt. 1 is a concern.
- The curve along Pineway is a real problem.
- Wells Parkway is a nice, big road that is very easy to go fast on.

b. Possible Solutions

- Add a third stop sign at Beechwood and Pineway.
- Stop bars seem to help some.
- Mayor Carey has been looking into the possibility of building sidewalks, which is extremely expensive.
- Slowing traffic by narrowing roads with objects.
- Painted sidewalks with street parking will help narrow the road.
- Add crosswalks.
- Pedestrian logo and signs with an explanation of the painted sidewalks.
- When narrowing streets, consider large trucks and emergency vehicle clearance.
- Add reflectors to the painted sidewalks/parking spaces.
- Mayor Carey reported that Public Works is working on a proposal to put a sidewalk along the west side of Clagett-Pineway. The sidewalk would cover the road rather than the grass/trees area and this would narrow the road. The idea is to build sidewalks that connect to other sidewalks throughout the town.
- Add two speed bumps on Pineway, one at 6814 and one at 6807. The Town has temporary speed bumps that can be used to see if they help.
- Add a traffic circle on Wells Parkway near the Veteran's Memorial to slow traffic down.
- A traffic circle could be an issue with the residents who live around the circle.
- Appeal to the residents of University Park that if something is not done about slowing down and stopping at signs, action will be taken by installing speed bumps, one way streets, etc.
- Add a speed bump on Beechwood and one on Pineway.
- Rumble strips can be used to slow traffic down.

Five specific solutions:

1. Three way stop at Beechwood and Pineway.
2. Speed bumps on Pineway near the curve.
3. Speed bump on Beechwood.
4. A traffic circle at Eversfield on Wells Parkway and Clagett Road.
5. Some efforts to narrow Wells Parkway and Clagett-Pineway.

Mayor Carey said that adding sidewalks where needed will be part of the next budget discussion.

3. Discussion of Sheridan Street and Tuckerman Street

(The basis for this discussion is the conclusion of the Kimley-Horn Study)

a. Definition of the Problem

- Joe Thompson read the conclusions of the Kimley-Horn Sheridan Street study available at <https://www.upmd.org/DocumentCenter/View/885>.

The eastbound approach of Sheridan Street at Baltimore Avenue has safety concerns including sight distance deficiency and crash history at the location. Three crashes may potentially be attributed to the configuration of the intersection and the conflict between eastbound and southbound vehicles. As evidenced by the existing crash trends at the other study intersections along Baltimore Avenue, there do not appear to be significant safety issues that have led to angle crashes at Wells Parkway or at Tuckerman Lane. The impact of closing the west side of the intersection will have minimal effect on the surrounding roadway network. This is demonstrated by the minimal changes in critical lane volumes at the surrounding study intersections. The closure of Sheridan Street at Baltimore Avenue has the potential to further reduce cut-through traffic in the Town of University Park by limiting entrances to the local street network and encouraging use of area arterial roadways. Based on the above information and analysis, the closure of the intersection of Sheridan Street with Baltimore Avenue will improve safety and will have a minimal impact on the existing traffic conditions.

- The intersection of Sheridan Street and Baltimore Avenue is a safety issue due to the sight distance.
- To turn southbound safely onto Rt. 1 from Sheridan Street you need 290' of sight distance, currently there is 108' sight distance.
- Closing an entrance/exit road is going to push cut through traffic to other roads.
- There is a three block stretch that children/parents walk every morning on 43rd and 44th with no sidewalk and there is cut through traffic and this is a dangerous combination.
- Why pay for a traffic study and now say the study is not good enough.
- Take the advice from the experts who did the study (close Sheridan Street).
- Concerns about other streets along Rt. 1 that have a sight distance problem.
- The "No Left Turn" on Sheridan Street onto Rt. 1 does not work. Many cars ignore the sign and continue to turn left.
- There is not enough police enforcement.
- More of the problem with UP residents speeding and disobeying signs than outsiders.

b. Possible Solutions

- Joe Thompson introduced three options; labeled A, B, and C.
- Option A is to close Sheridan Street. This option was studied by Kimley-Horn.
- Options B and C are possibilities that do not fully close the street but address some of the sight line safety issue (See Attachment).
- Residents expressed various opinions about options A, B, and C, with some preferring no action.
- Temporarily close down Sheridan Street to see what the result would be.

- Place some sort of planter or round about in the center of the intersection at 44th Street to make this alternative route more difficult.
- Make Tuckerman Street one way out and Sheridan Street one way in. (When the chair of the committee asked, few expressed support for the suggestion of making Sheridan Street one-way in and Tuckerman Street one-way out.)
- The high congestion on Rt. 1 makes it safer because everyone is stopped.
- More police enforcement is needed.
- Hire a crossing guard for the elementary school in order to free up the police officers.
- A resident would like to see Tuckerman Street closed as well.

Mayor Carey said that the money received from the Cafritz project will be used for additional police enforcement. The current officers have committed to working overtime to provide additional enforcement. Mayor Carey said that it is important to look after the well being of the children at University Park Elementary School and the police are doing the best job they can with the resources that they have.

Chief Wynnyk added that when the officers see a violation, they write it, yet people are reluctant to commit a violation when they see a police car. A lot of what appears to be cut through traffic is people driving their children to school. Chief Wynnyk said that even when there was a crossing guard at the school, his priority was to be at the school for the safety of the children.

Mr. Thompson said that he would like to hear which Option (A, B, or C) is preferred and asked everyone to send an e-mail to a Committee member with their preference.

Mr. Alvarez said that the Committee plans to make a decision on traffic solutions at the next Police, Traffic and Public Safety Committee meeting scheduled for April 10, 2018.

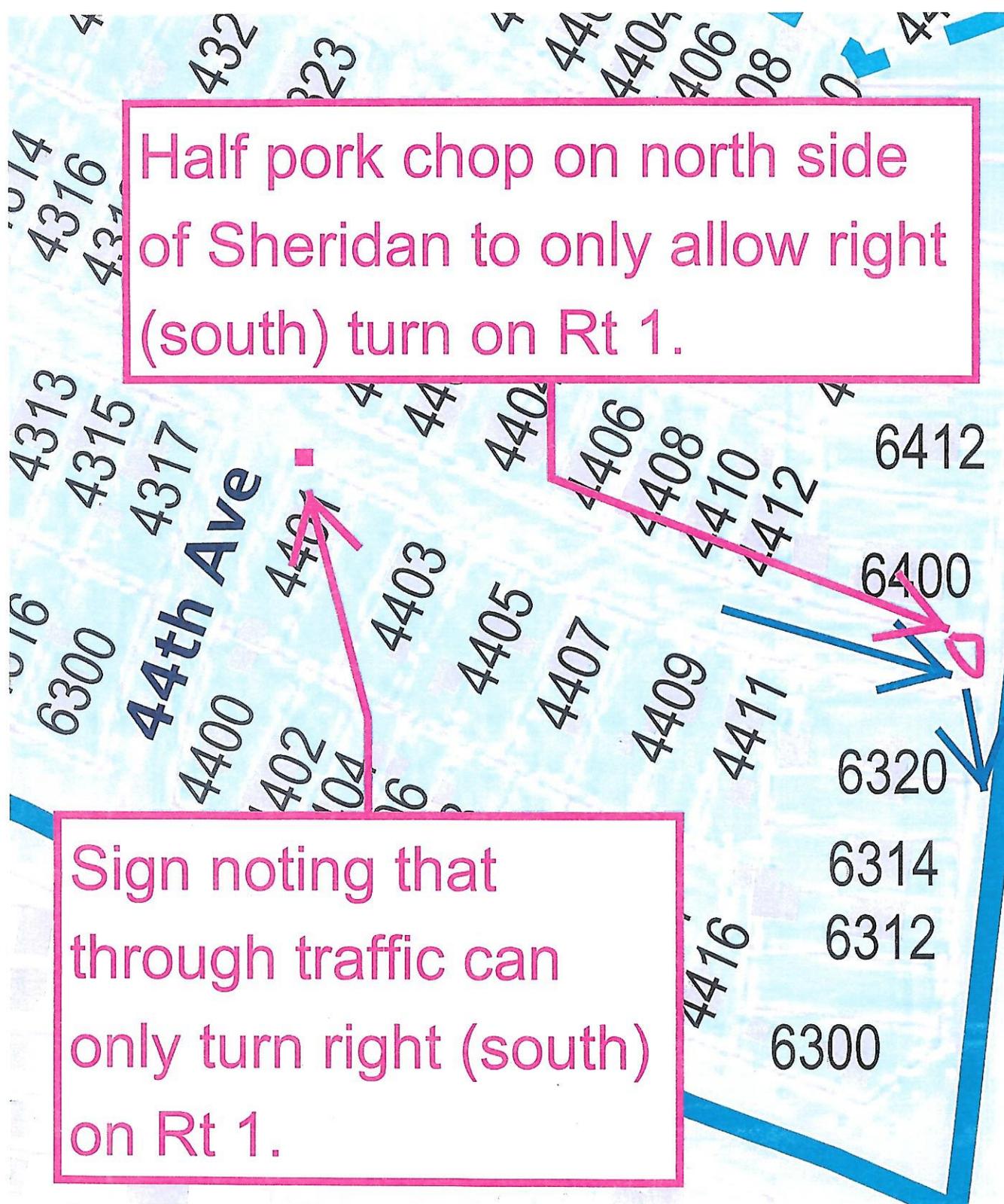
Meeting adjourned: 9:00 p.m.

Option B

Half pork chop on north side of Sheridan to only allow right (south) turn on Rt 1.

No ingress westbound on Sheridan. Remove hour restrictions on do not enter signs.

Sign noting that through traffic can only turn right (south) on Rt 1.



Option C

Allows ingress westbound on Sheridan

"no outlet" sign

Planter on south side of Sheridan at Baltimore ave to permanently restrict egress.

