

**Town of University Park  
Council Committee on Police, Traffic and Public Safety**

Wednesday, April 17, 2019

Meeting notes

Committee Members present: David Brosch, Council Member, Ward 1; Joe Schultz, Council Member, Ward 2 and Committee Chair; Linda Verrill, Council Member, Ward 4; Martha Wells, Council Member, Ward 6; Roland Stephen, Council Member, Ward 7

Guests: Chief Harvey Baker, UPPD

The meeting was called to order at 7:30 p.m.

Agenda

1. Underwood/40th Ave. area

Martha Wells noted that confusing PG County signage at the intersection of Adelphi and Underwood, which features an arrow pointing toward Underwood which seems to invite drivers to turn there, is exacerbating problems with wrong-way entries off Adelphi. Town staff will contact county to rectify. Some residents attending the meeting asked the committee to look into the parking situation. It's routine to have numerous vehicles parked on both sides of Underwood, which is narrow enough at that point that it can become impassable for delivery trucks or school buses, and difficult for residents to pull into and out of their driveways. Martha Wells, Roland Stephen, and Chief Baker agreed to look further into the situation and report back to the committee.

2. Town wide 20 mph speed limit

The town attorney, Suellen Ferguson, has investigated. The town is in an urban district, and therefore could lower the speed limit, provided an engineering and traffic study found that the maximum speed is greater than reasonable for the entire Town — which is an unlikely finding. Alternatively, under a different section of the State of Maryland Transportation Article the town could establish a speed limit within one-half mile of UPES by declaring and defining a school zone. In the discussion that followed, it was noted that alternatives to speed limits exist and could receive greater emphasis in town: signage, street geometry, enforcement.

UPPD has been doing targeted enforcement for the past month. Chief Baker will bring some numbers concerning that to the next meeting.

3. Baltimore Ave. / Sheridan St. intersection

The committee's concern is the height of certain plantings on the northwest corner that obstruct drivers' line of sight, which may exceed limits specified in the county zoning ordinance. No update at this time.

4. Speed camera, Rte. 1

Chief Baker met with the vendor, and they did some investigation on site, including measuring traffic speeds with a hand-held device (average speed was 30 mph, max 67 mph). This is the same vendor as for the red light camera at East-West Hwy. Chief Baker will continue to look into details re. cost, possible placement, etc.

5. UP CERT team traffic speed survey

The UP CERT team has completed the first two (of three) phases of a traffic speed survey in town using a hand-held radar device belonging to UPPD. The CERT team phase 1 and phase 2 summaries are attached.

6. Clagett-Pineway striping

Several committee members expressed concern that this open issue remains unresolved, and noted others — in particular, the committee and town have not yet met with the State Highway Administration concerning Baltimore Ave. near East-West Hwy., as the town council directed last June. The committee asked the chair to report its concerns at the next council meeting.

The meeting was adjourned at 8:55 p.m.

Submitted by Joe Schultz, Chair

**THE TOWN OF UNIVERSITY PARK, MARYLAND  
CERT Traffic Survey Summary Report April 1, 2019**

UP CERT utilized UPPD radar equipment to collect a sampling of two hundred and fifty recordings of vehicular rate of speed between March 10 and March 30, 2019 during morning, noon or evening rush hours. Four roadways were targeted for the survey based on length of unimpeded access, width of road and related to cut thru traffic: Clagett Road, Wells eastbound, 40th Ave and College Heights Drive.

Observations were made on additional streets but were not included in this survey based on road width, parking on both sides of street, short distance between stop signs, etc.

This survey was intended to assess the percentage of speeders thru areas of the town and to act as a prelude for future assessments.

**Results:**

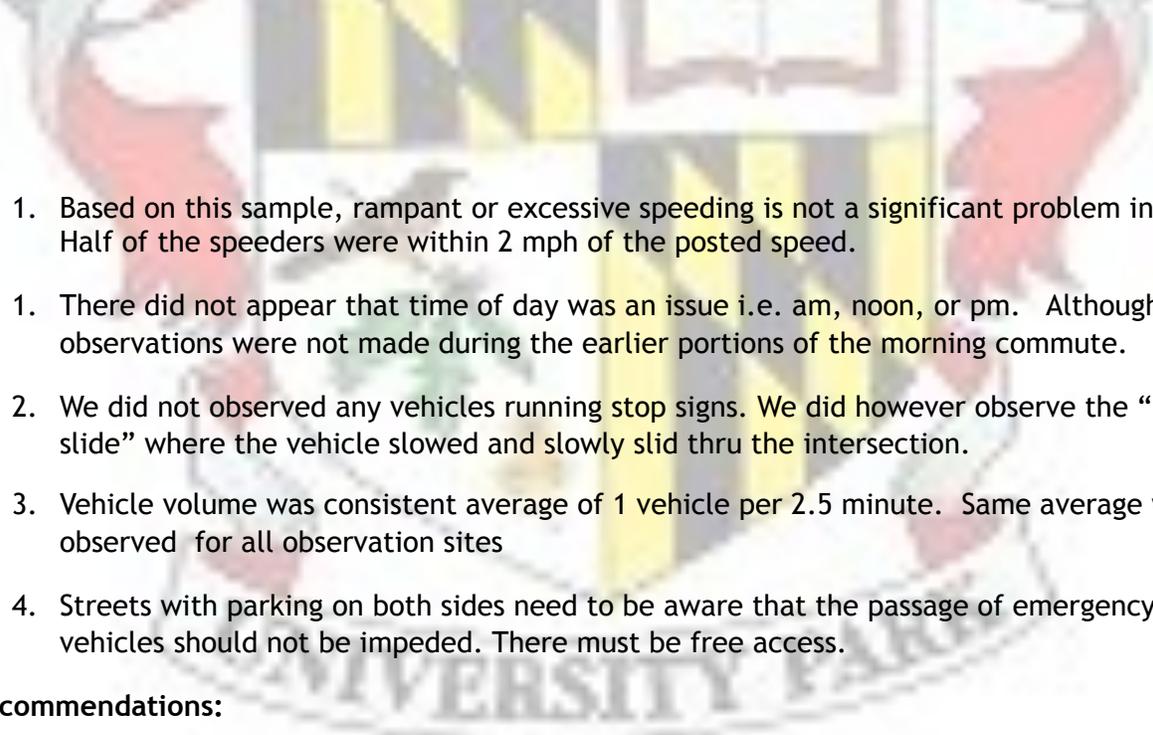
Road	Vehicle count	Vehicles above limit	Speeds	Percentage
Clagett Road	75	2	26, 27	4%
40 <sup>th</sup> Avenue	75	9	27, 29, 30, 26, 29, 28, 26, 28, 28	12%
College Heights Drive	50	5	34, 27, 26, 27, 26	10%
Wells	50	1	29	2%

During the observations, 40<sup>th</sup>Avenue was the most prone to speeders several residents approached the team to register concerns. This situation may have been exasperated due to increased traffic associated with vehicles bypassing the Adelphi Road repaving between Toledo Road and Wells Parkway that was in process at the time of these observations. Clearly the long free run downhill and a wide open street seems to invite speed. College Heights drive eastbound approaching Wells offers the same dynamic but to a lesser degree.

Traffic on Clagett Road seems to have decreased in speed due to the presence of the speed bump that reduces the distance to accelerate. Vehicles coming over the top of the hill remain a problem as drivers ignore a suggested slowdown to 10 mph before approaching the curve at the crest often utilizing the center or much of the opposite traffic lane. This was particularly the case during the early the morning when drivers tended to take the center of the road when travelling towards Queen's Chapel Road.

Wells is just long enough to suggest acceleration but not quite so. Drivers seem to visually recognize the second stop sign at the intersection at Chansory Lane.

**Observations:**

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1. Based on this sample, rampant or excessive speeding is not a significant problem in UP. Half of the speeders were within 2 mph of the posted speed.
  1. There did not appear that time of day was an issue i.e. am, noon, or pm. Although, observations were not made during the earlier portions of the morning commute.
  2. We did not observed any vehicles running stop signs. We did however observe the “UP slide” where the vehicle slowed and slowly slid thru the intersection.
  3. Vehicle volume was consistent average of 1 vehicle per 2.5 minute. Same average was observed for all observation sites
  4. Streets with parking on both sides need to be aware that the passage of emergency vehicles should not be impeded. There must be free access.

**Recommendations:**

1. Continue to periodically monitor rates of speed thru town. Enlarge the survey to include “hot spots” based on resident concerns and additional observations.
1. Review signage to clarify intent. A curved arrow with a small 10 may not convey to the vehicle what is intended.
2. Consider a speed bump on 40th Avenue

**THE TOWN OF UNIVERSITY PARK, MARYLAND**  
**CERT Traffic Survey – Phase 2**  
**Summary Report April 17, 2019**

UP CERT utilized UPPD radar equipment to collect an additional sampling of one hundred and fifty additional recordings of vehicular rate of speed between April 13 and April 16, 2019 during morning, noon or evening rush hour. Five areas were targeted for the survey: 40<sup>th</sup> Ave, the area near the intersection of Wells Parkway/Clagett Road, 44<sup>th</sup> Ave and the intersections at Clagett Road /College Heights Drive and Clagett Road/Pineway.

40th Ave was selected as a repeat as after the completion of the road construction on Adelphi Road by Northwestern High– hence a potential decrease in cut through traffic which we thought might have skewed the data from phase 1. 44<sup>th</sup> Ave was selected because of the long unimpeded stretch of roadway and its proximity to the Cafritz development. Wells Parkway/Clagett Road was selected in response to a nonresident’s appeal to the UPPD for help in addressing her perception of consistent high rates of speed. The intersections at College Heights Drive/Clagett Road /Well Parkway and the adjacent intersection at Clagett Road/Pineway are often mentioned as sites where cut thru traffic ignores the stop signs.

The data sets do not support rampant speeding at any of these sites. Less than 3% exceed the posted speed. Approximately 81% average 22 mph; 0.45% exceed 30 mph; leaving 18% traveling between 26-29 mph. These data are consistent with the data collected in phase 1.

We did not target school buses or FedEx or other delivery vehicles. These vehicles will be targets for phase 3. The difficulty in measuring them is sample size – sufficient observations. To date, we consider a data set as 25 vehicles over a period of time. We have identifies only 3 buses in the study areas. Even including UPES buses it will requires a different data collection sample size. This issue also applies to delivery trucks and large construction vehicles as well.

Observations:

1. There is little data to support “rampant speeding”
2. The distance between impediments seems to be the prime reason for speeding.
3. 40<sup>th</sup> Ave appears to be one of the most active speed zones in the town.
4. Speed bumps work. In fact, several residents of 40<sup>th</sup> Ave were quick to point out their frustration with not having one like that installed on Clagett Road.
5. Parking on both sides of road slows traffic. However, parking on both sides of road impedes emergency vehicles response. This is a public safety issue.
6. Traffic volume remained a consistently average of one vehicle per 2.5 minutes.
7. The wider the road – the faster they go.

8. The University Park “slide” thru the stop signs is a reality as observed repeatedly at the intersections of Clagett Road/ Pineway and College Heights Drive /Clagett Road. Blatant disregard for stop signs was not apparent. Only 3 vehicles were observed ignoring the stop sign.
9. Travelling southeast on Clagett Road the stop sign at College Heights Drive is not readily visible coming over the rise – it is somewhat obstructed. This may be why the “slide” is so prevalent there.

Tom Stickles/Ned Goldberg

April 17, 2019

