Note

- The following is a presentation given by Ward 5 Councilmember David McGaughey in a November 2024 Public Safety Subcommittee meeting
- It does not necessarily represent the position of the committee or the town of University Park

UP Cut Through Reduction Proposal

2024-11-13

David McGaughey

University Park, MD
Councilmember
Ward 5

October 17th 2024. Traffic gridlocked in both directions at North Pineway off Baltimore.

The goal

Reduce cut through traffic across University Park

What is cut through traffic?

Trips that both begin and end outside of University Park and College Heights Estates

A common sight on Pineway

11am,
Monday
October
28th

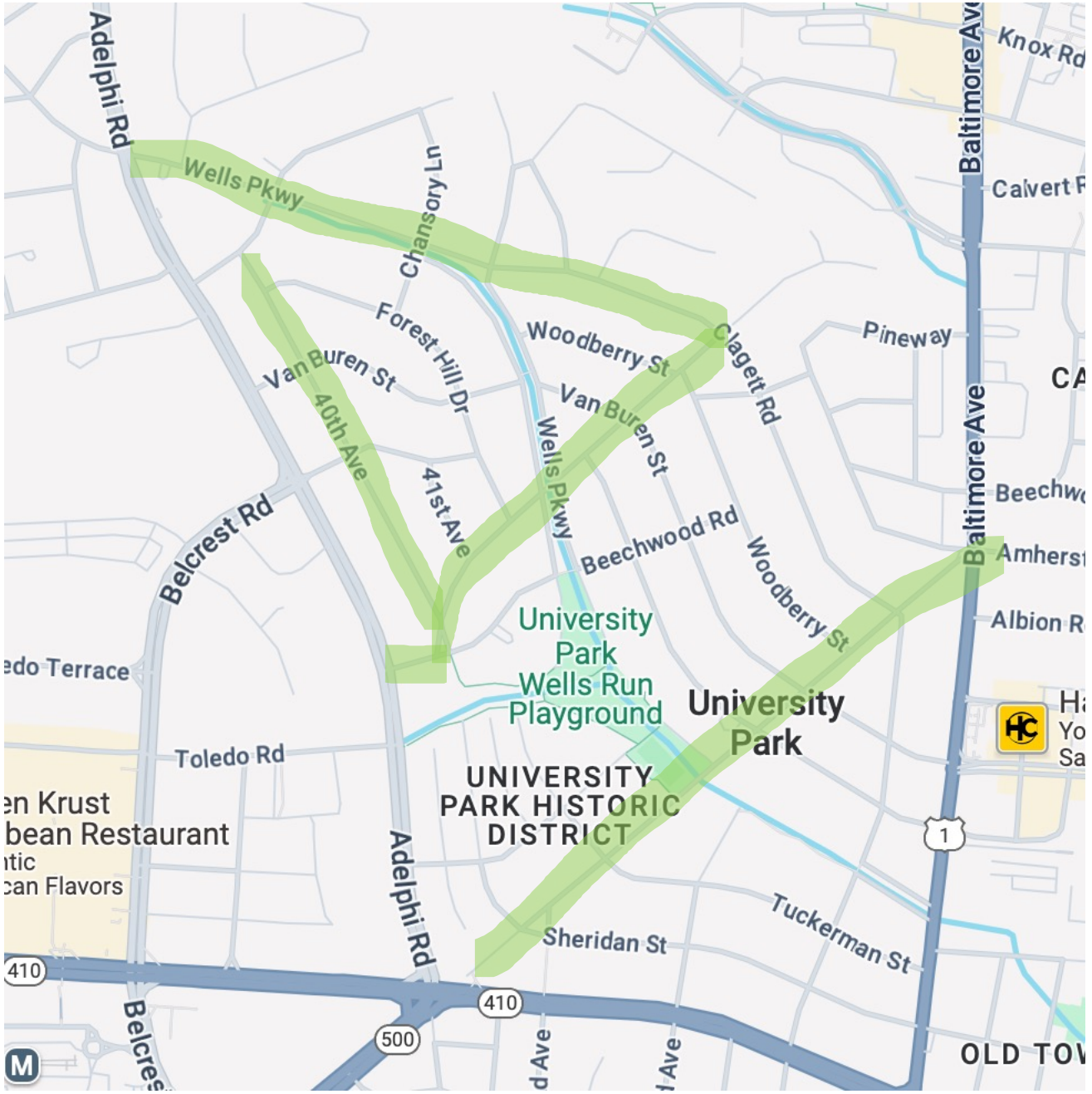
5 cars in 12
seconds

What percentage of vehicles in UP are cutting through?

Currently unknown. Residents have pointed out an increase in DC/Virginia plates. The town has not increased in population, yet traffic increase steadily…

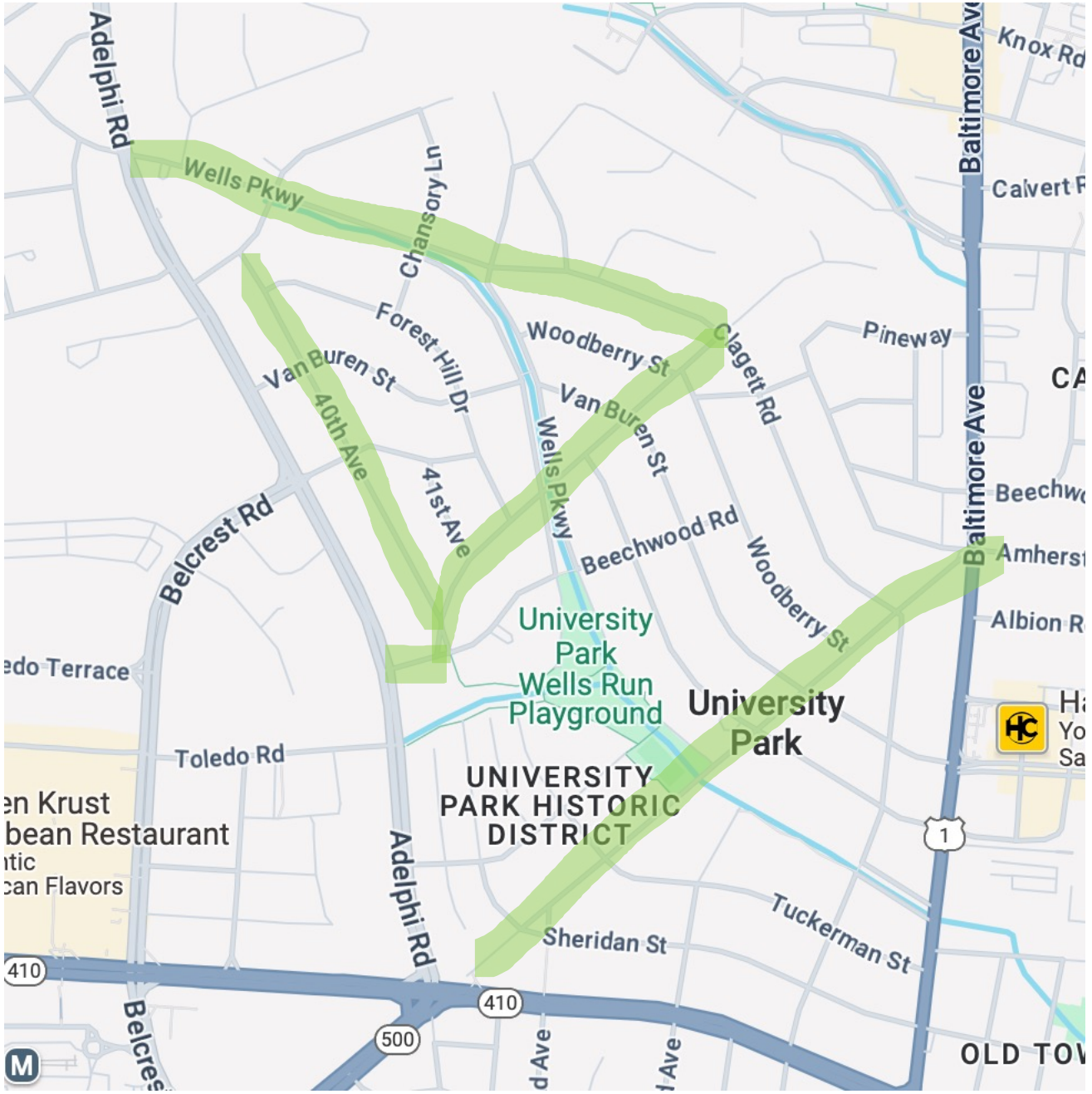
(most of) Our roads are not designed carry large volumes of through traffic

With one major exception


Adelphi Rd
Wells Pkwy
Chansory Ln
Forest Hill Dr
Van Buren St
40th Ave
41st Ave
Woodberry St
Wells Pkwy
Van Buren St
Clagett Rd
Pineway
Baltimore Ave
Knox Rd
Calvert R
Beechwood Rd
Woodberry St
Belcrest Rd
University Park Wells Run Playground
University Park
UNIVERSITY PARK HISTORIC DISTRICT
Toledo Terrace
Toledo Rd
Albion R
Amherst
Beechwo
en Krust
bean Restaurant
tic
can Flavors
Adelphi Rd
Sheridan St
Tuckerman St
410
500
1
OLD TOW

We have several relatively wide and straight roads

But none of them extend across town.

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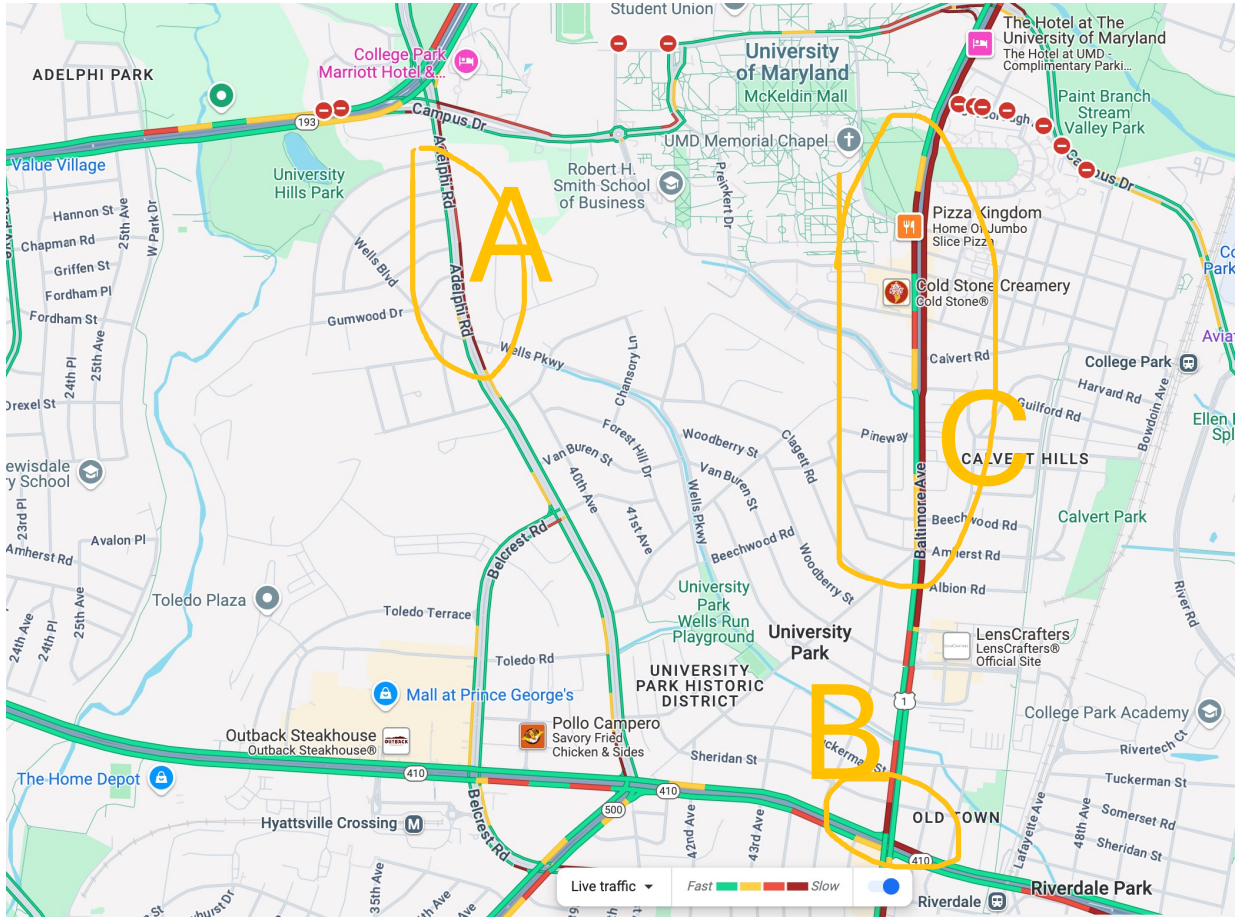
University Park Wells Run Playground
University Park
UNIVERSITY PARK HISTORIC DISTRICT
Toledo Rd
Adelphi Rd
Sheridan St
Tuckerman St
410
500
1
OLD TOW

Queen's Chapel was the exception – and we closed it.

Arterial Roads Consistently Overcrowded



- Google Maps Live Traffic
  - 5:30pm, October 23 2024

A. Northbound Adelphi Gridlock
B. Traffic in all directions at US1/EW Highway intersection
   - routinely takes 2 or more light cycles to make left turn onto US1 from EW Highway
C. Heavy traffic in both directions of US1 alongside UP

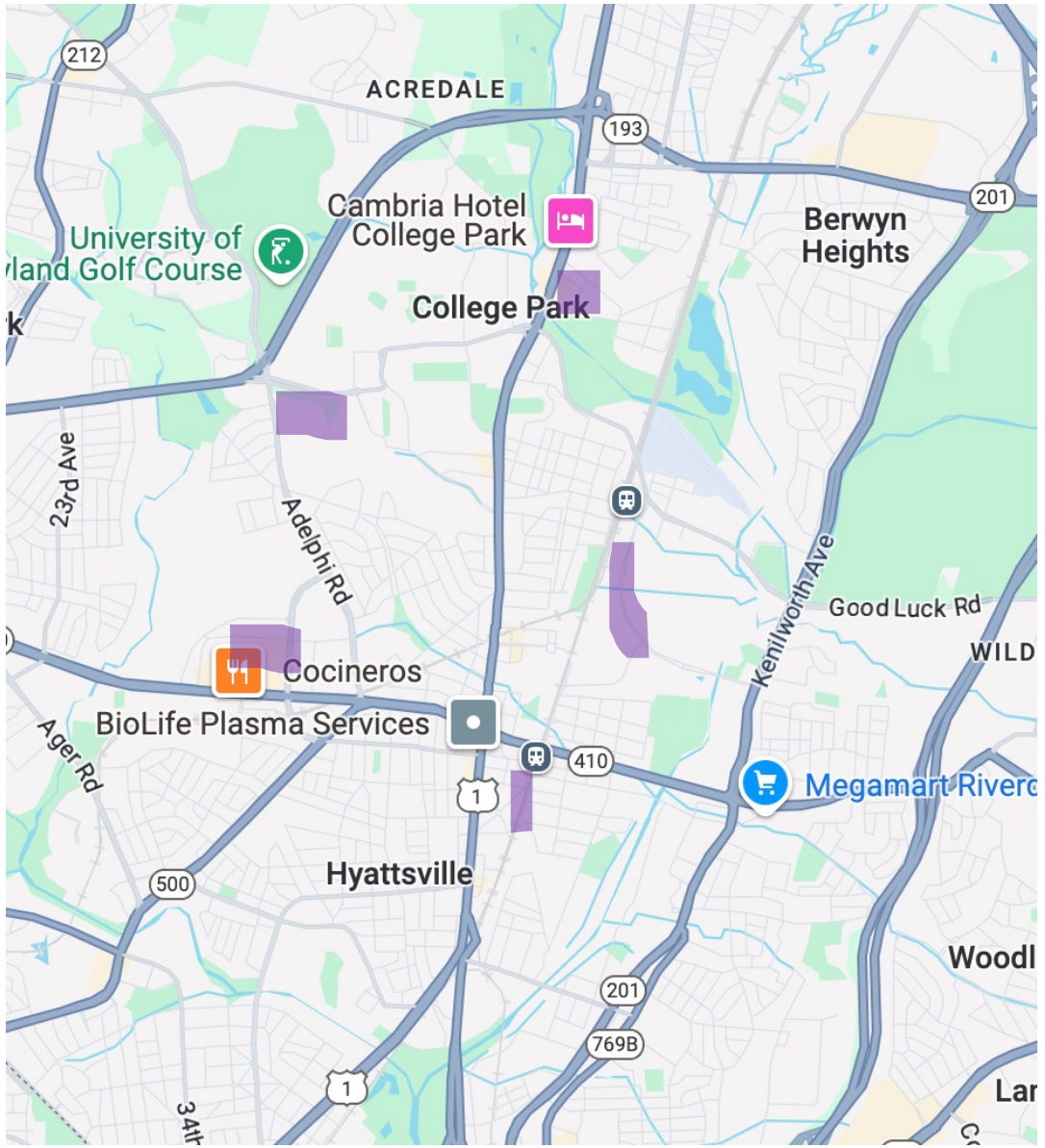
Thousands of housing units and three grocery stores added around UP in the past decade.

A. Townhouses
B. Mall at Prince George's, Target
C. Townhouses
D. Upcoming apartments
E. Safeway, Apartments (including recent conversions of commercial to housing
F. Whole Foods, Townhouses, Apartments
G. Trader Joes (College Park), Apartments
H. University of Maryland

More are coming

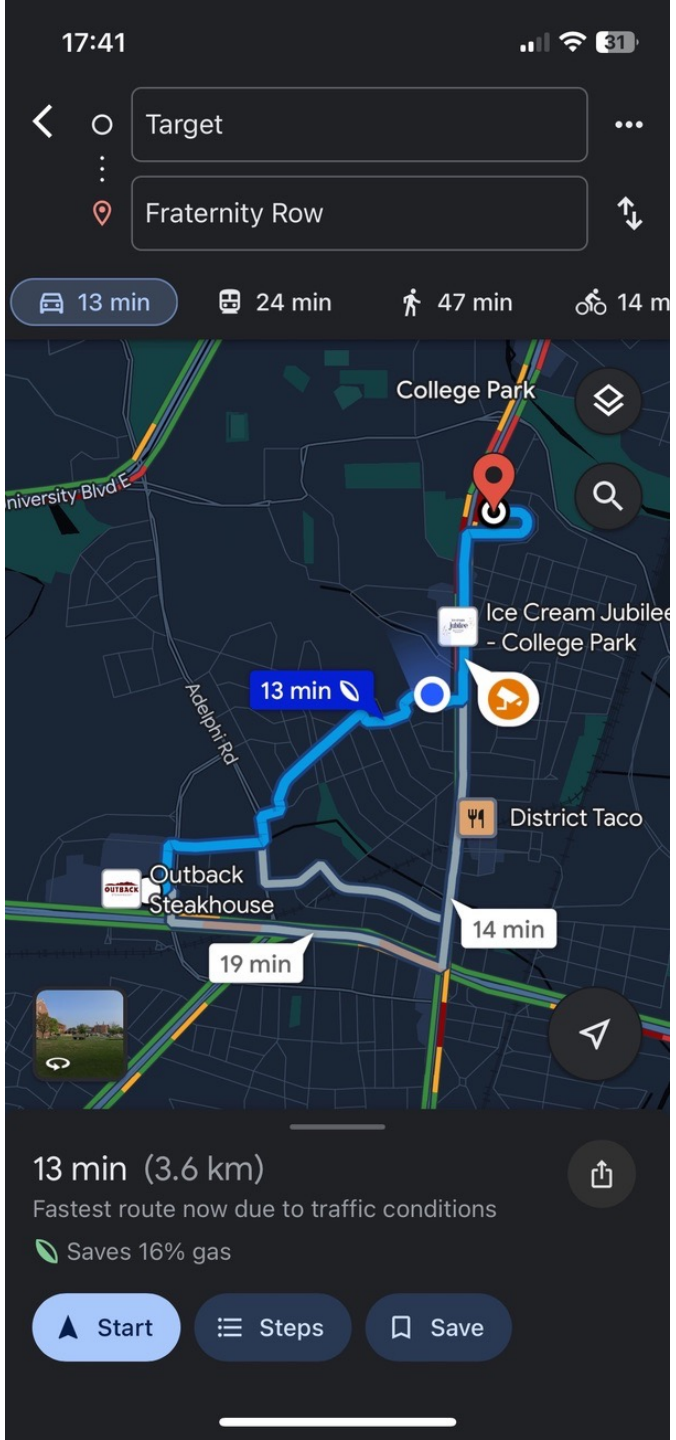
A. Townhouses
B. Mall at Prince George's, Target
C. Townhouses
D. Upcoming apartments
E. Safeway, Apartments (including recent conversions of commercial to housing
F. Whole Foods, Townhouses, Apartments
G. Trader Joes (College Park), Apartments
H. University of Maryland

There are still underdeveloped sites within a mile of UP



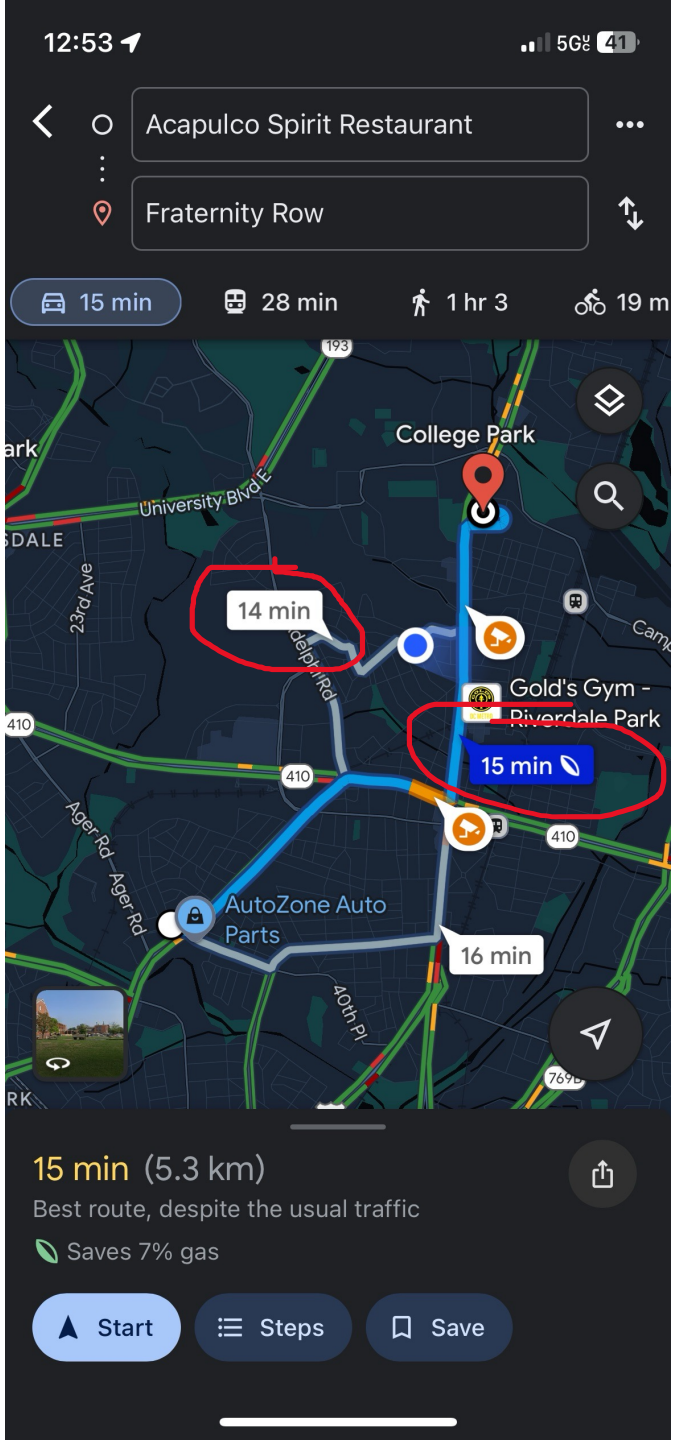
It is *logical* to cut through town

Thursday, 5:41PM



It is *logical* to cut through town

Sunday, 12:53



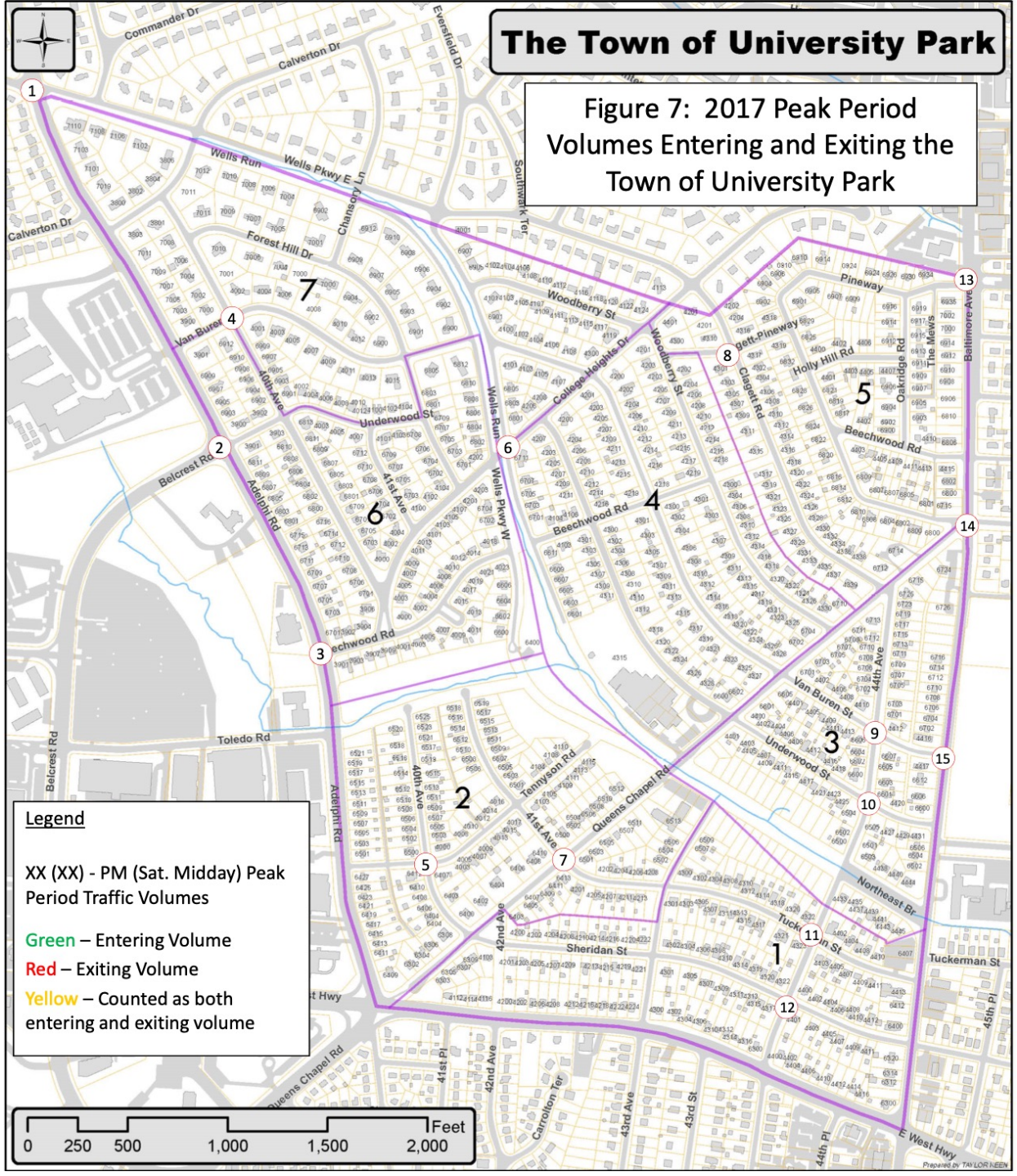
Our most recent data (2013 and 2017)

Table 3: Three-hour Peak Period Volumes Entering and Exiting the Town of University Park

Study Intersection #	Intersection Name	2013 Volumes		2017 Volumes		Difference (2017-2013)		Percent Change	
		In	Out	In	Out	In	Out	In	Out
		PM	PM	PM	PM	PM	PM	PM	PM
1	Adelphi & Wells	228	139	301	213	73	74	32%	53%
2	Adelphi & Belcrest	0	59	0	61	0	2	-	3%
3	Adelphi & Beechwood	188	95	244	74	56	-21	30%	-22%
4	40th & Van Buren	35	23	34	26	-1	3	-3%	13%
5	40th & Tennyson	221	92	212	122	-9	30	-4%	33%
10	44th & Underwood	54	43	101	69	47	26	87%	60%
11	44th & Tuckerman	57	73	59	81	2	8	4%	11%
12	44th & Sheridan	100	84	131	83	31	-1	31%	-1%
13	Baltimore & Pineway	228	107	212	170	-16	63	-7%	59%
14	Baltimore & Amherst	21	85	73	153	52	68	248%	80%
15	Baltimore & Van Buren	132	45	78	46	-54	1	-41%	2%
	TOTAL	*1264*	*845*	*1445*	*1098*	181	253	14%	30%

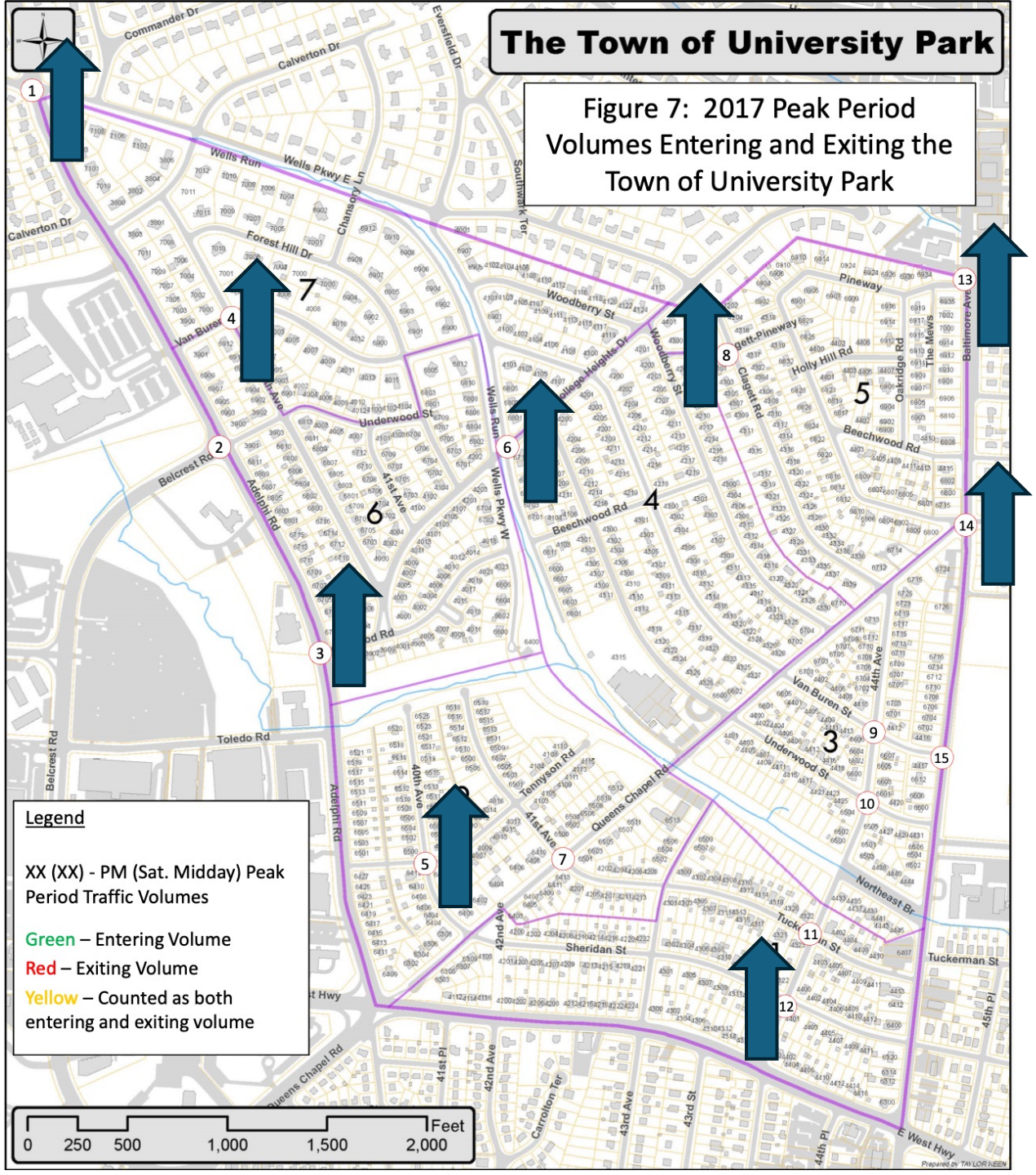
4-7PM, Tuesday or Thursday in September

Our most recent data



Our most recent data

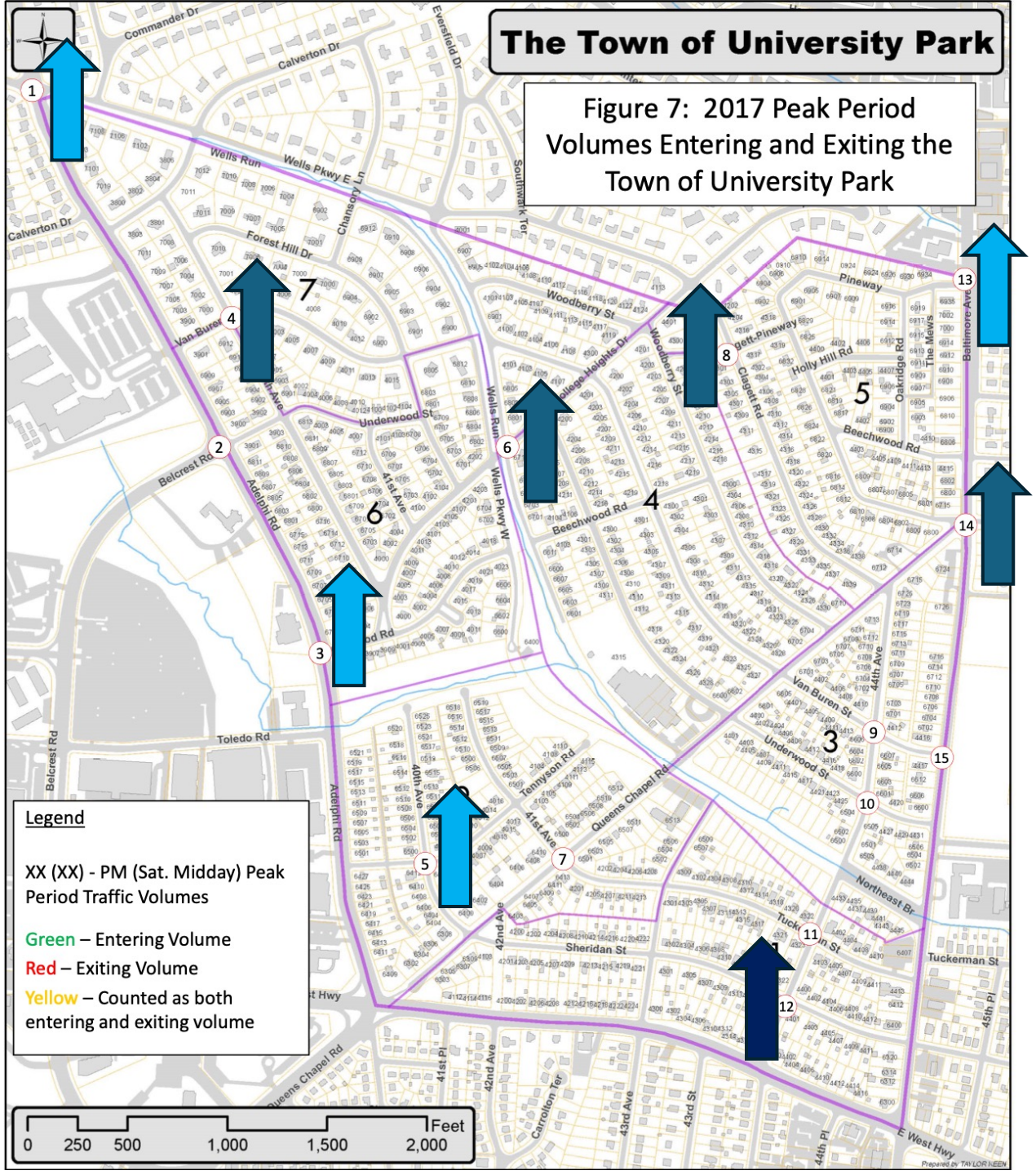
> 30% increase 2013 -> 2017



Our most recent data

>400 in/out counts

weekday PM 3 hour window



A common request from residents:

“why not ask Google / Waze / etc to not route traffic through town?!”

A common request from residents:

Mayor Morrisey contacted Waze in the Summer of 2024.

Their answer: no

Remember that video clip?

I watched hours of them to collect metrics over 24 hours at North Pineway

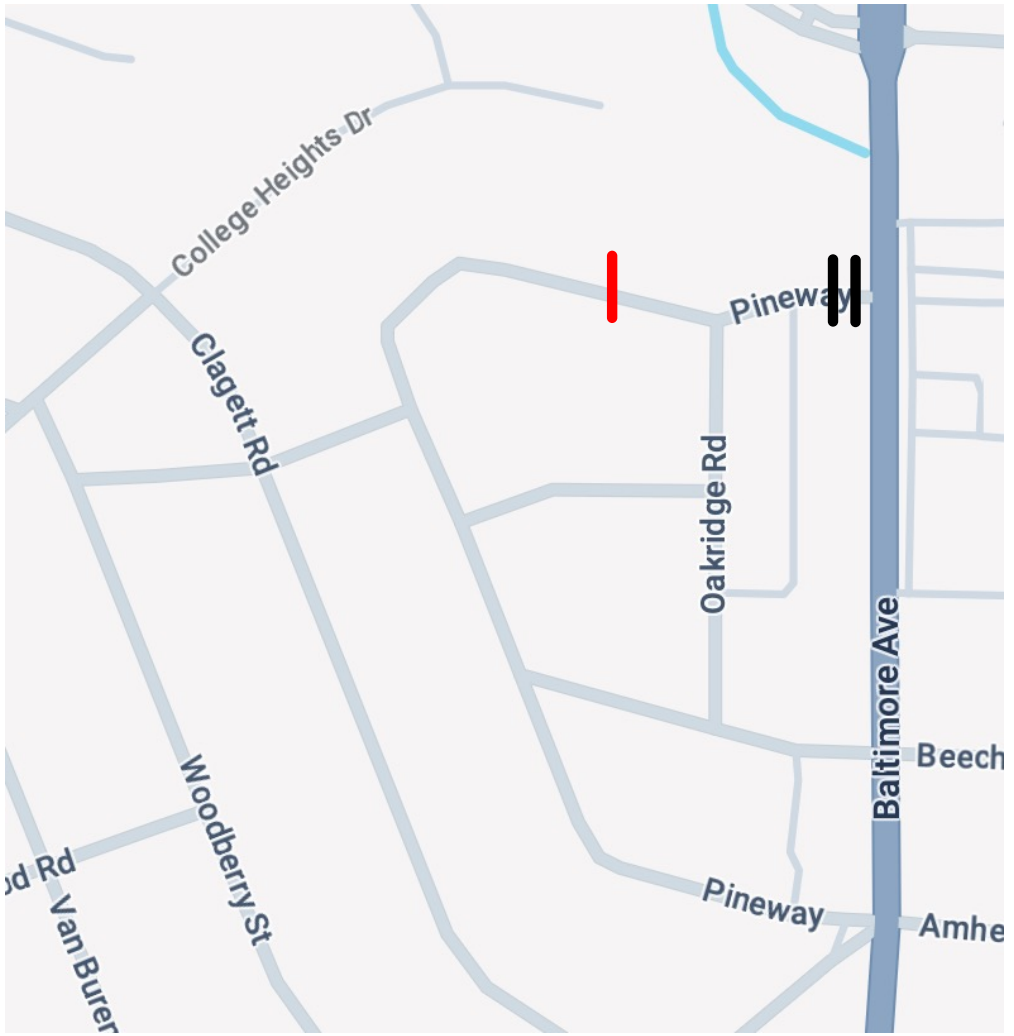
2013, 2017, 2024 (North Pineway at Baltimore)

Two directions of travel:

- Into town (Baltimore into Pineway)
  - virtually all right turns
- Exiting town (Pineway onto Baltimore)
  - virtually all left turns

Hypotheses

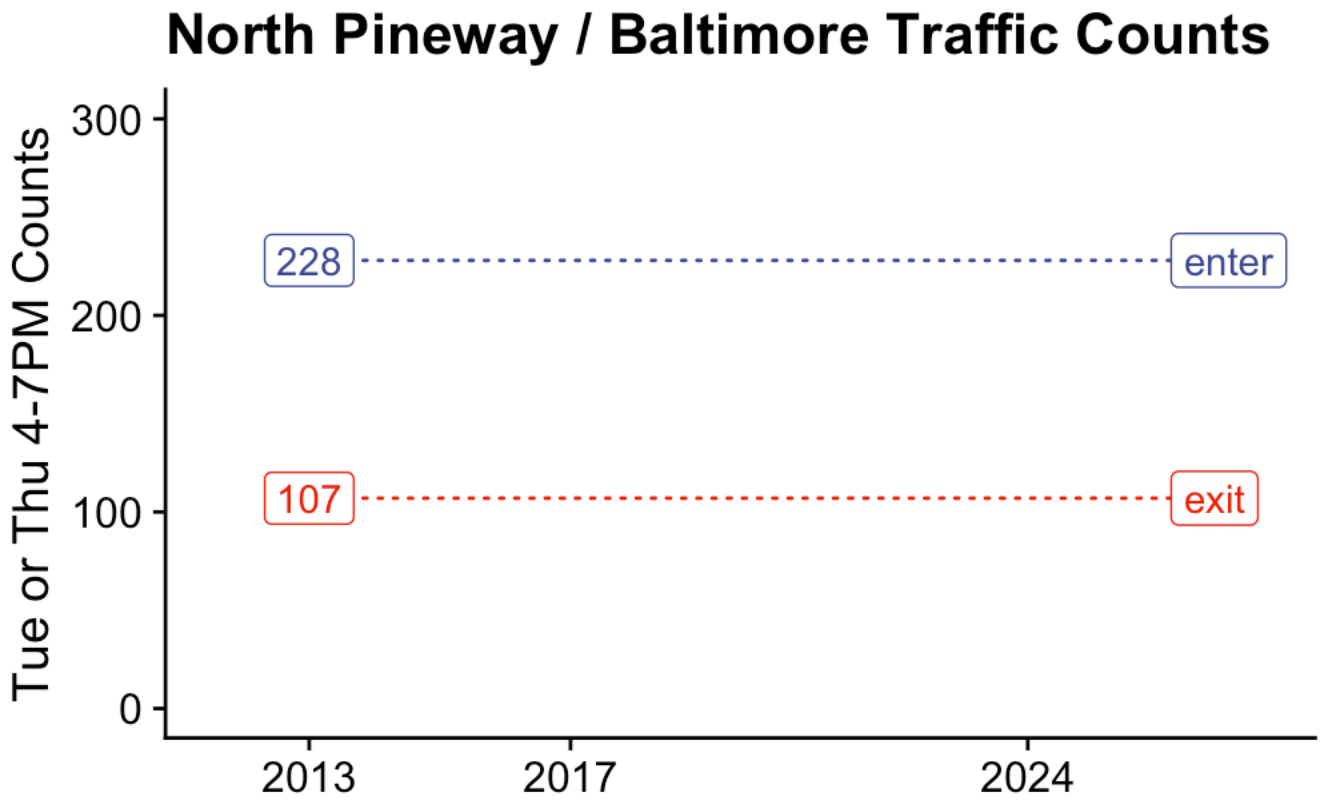
- Traffic is getting worse in both directions
- In the **evening** traffic should be **higher entering** town (as people *tend* to be going home)



Measurement methods

- 4-7 PM window
- 2013, 2017 Kimley Horn did Tuesday and Thursday and used the highest counts. Both years were in September.
- 2024, David McGaughey reviewed 24 hours of video clips from Tuesday October 29th and hand counted motorized vehicles.
- Pedestrians/bikes/scooters/dogs/foxes not counted

2013



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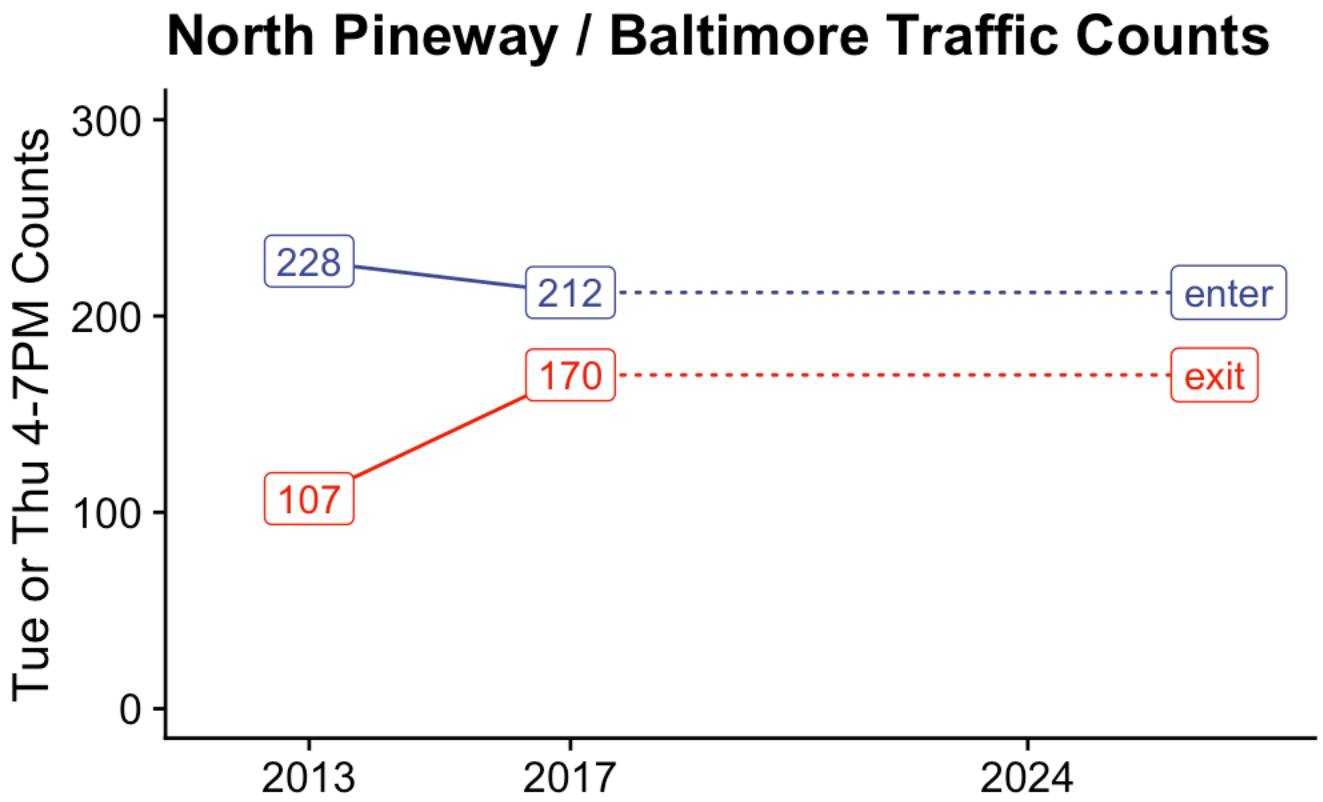
2013 and 2017



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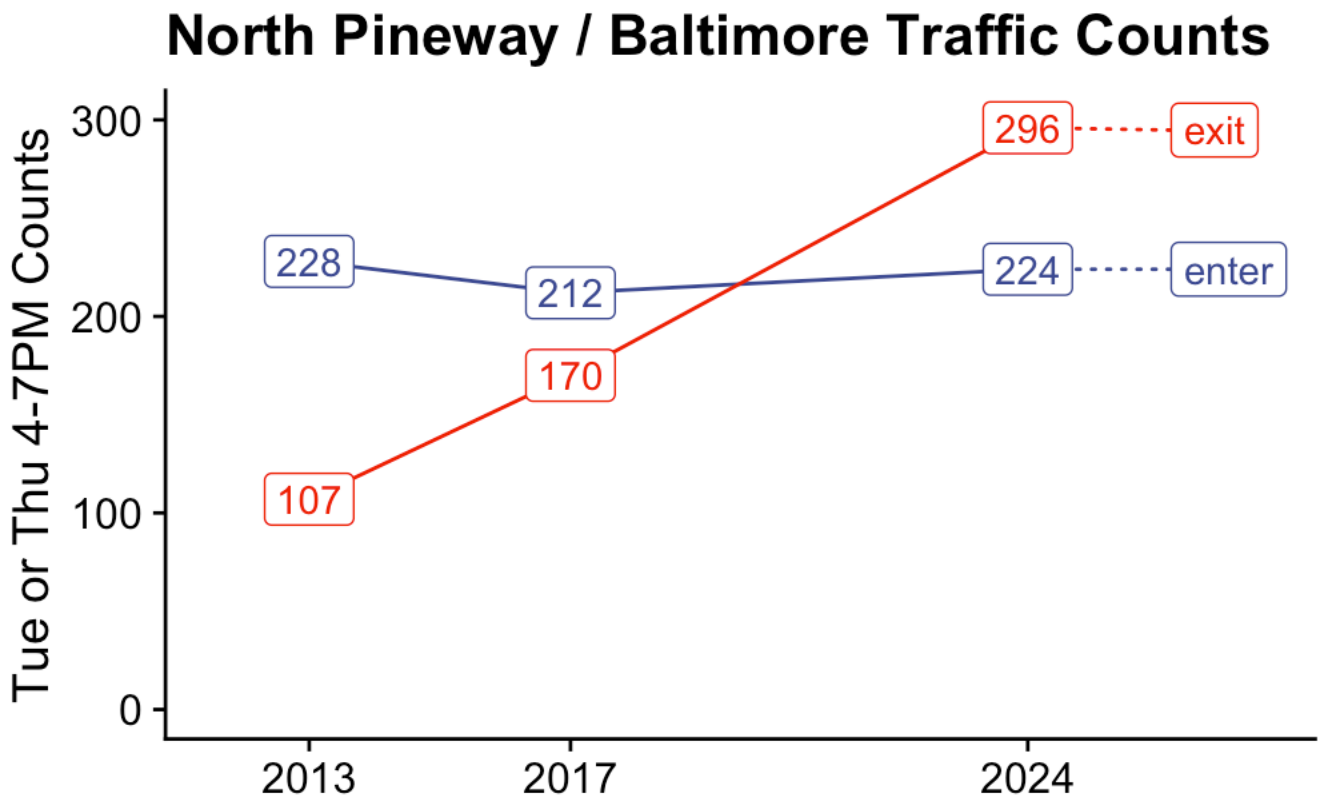
2013, 2017, and 2024



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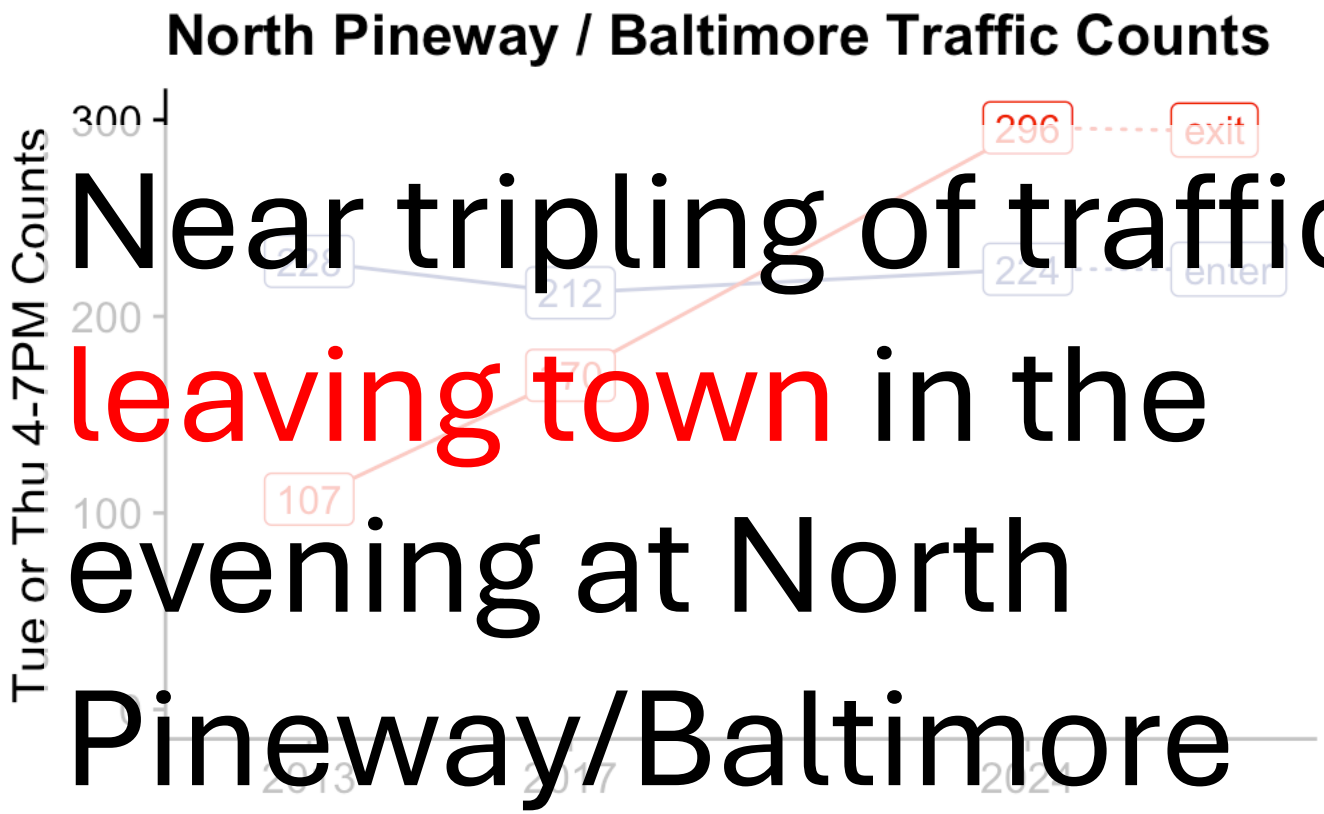


Near tripling of traffic leaving town in the evening at North Pineway/Baltimore

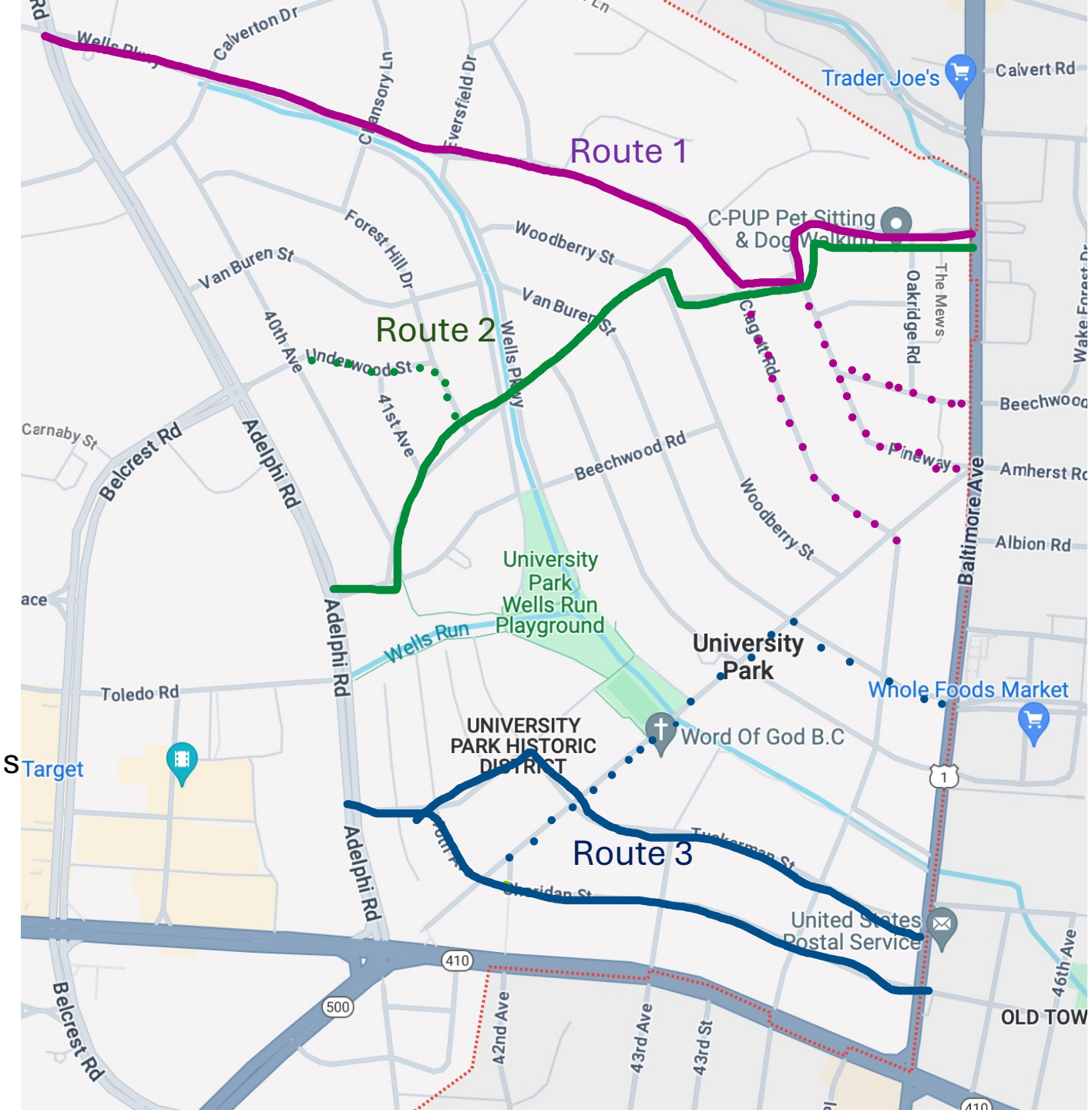
Cut Through Traffic Flow

Based on observation, conversation and existing traffic counts (2013, 2017)

- https://www.upmd.org/DocumentCenter/View/851/2018-01-05-University-Park-After-Traffic-Study-Review-Draft?bidId=

(I am ignoring school traffic)

(Cut through traffic is happening on many roads in town, this is a high level summary of the more heavily used routes)



Cut Through Traffic Flow

Based on observation and existing traffic counts (2018 Kimley Horn)

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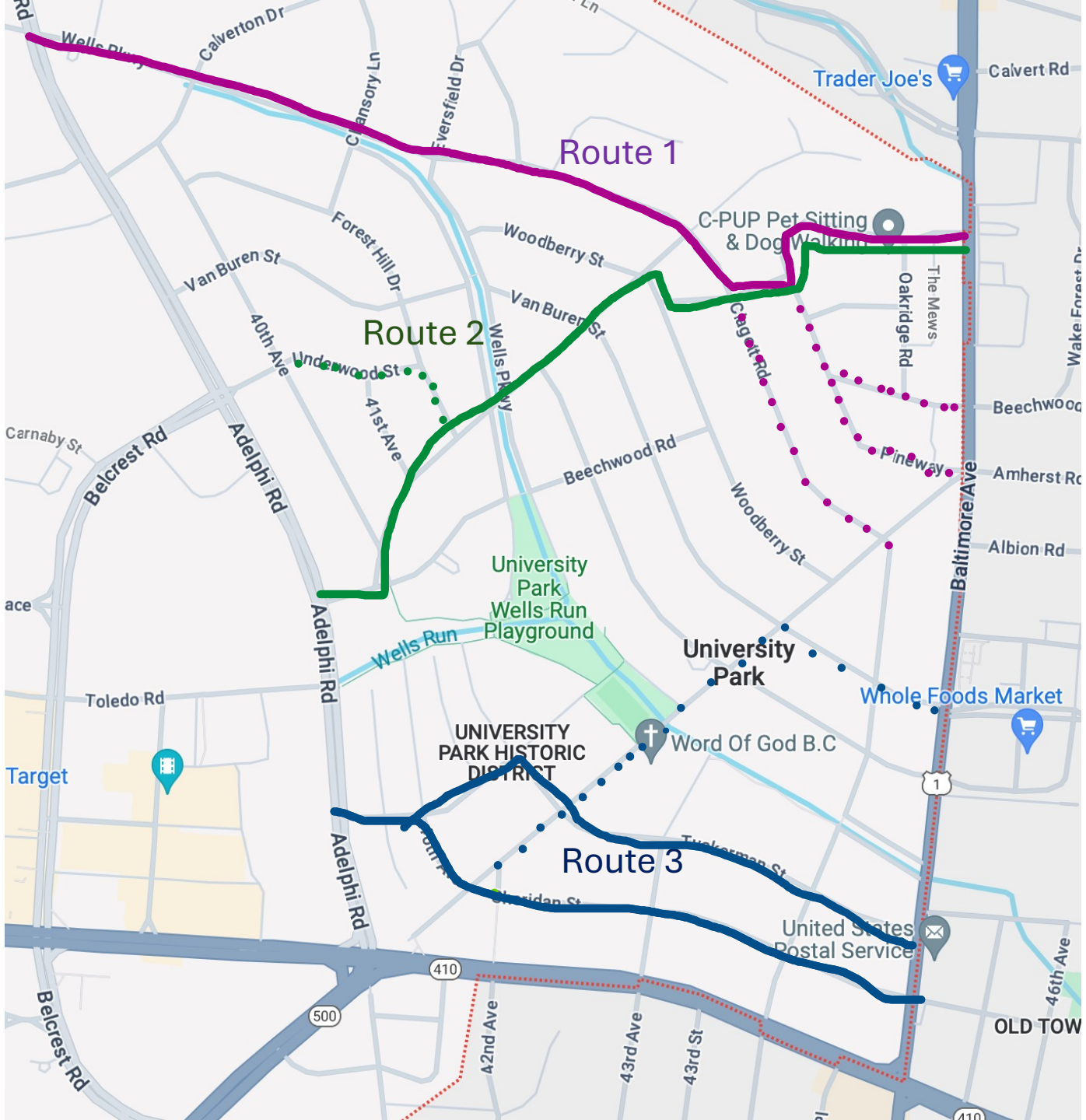
- Counts along routes 1,2, and 3 are the highest in town in 2018 Kimley Horn study

- Routes 1 and 2 overlap at Clagett-Pineway / Pineway. High level of traffic recorded and resident complaints.
- Route 1 serves:
  - Adelphi <-> Whole Foods
  - Adelphi <-> College Park/UMD
- Route 2 serves:
  - PG Plaza <-> College Park/UMD
  - Also high counts recorded
- Route 3 is used to avoid EW Highway congestion



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Suggest Councilmembers begin taking input from their residents on what their traffic impressions are

Existing Calming/Control Methods

Town wide limit

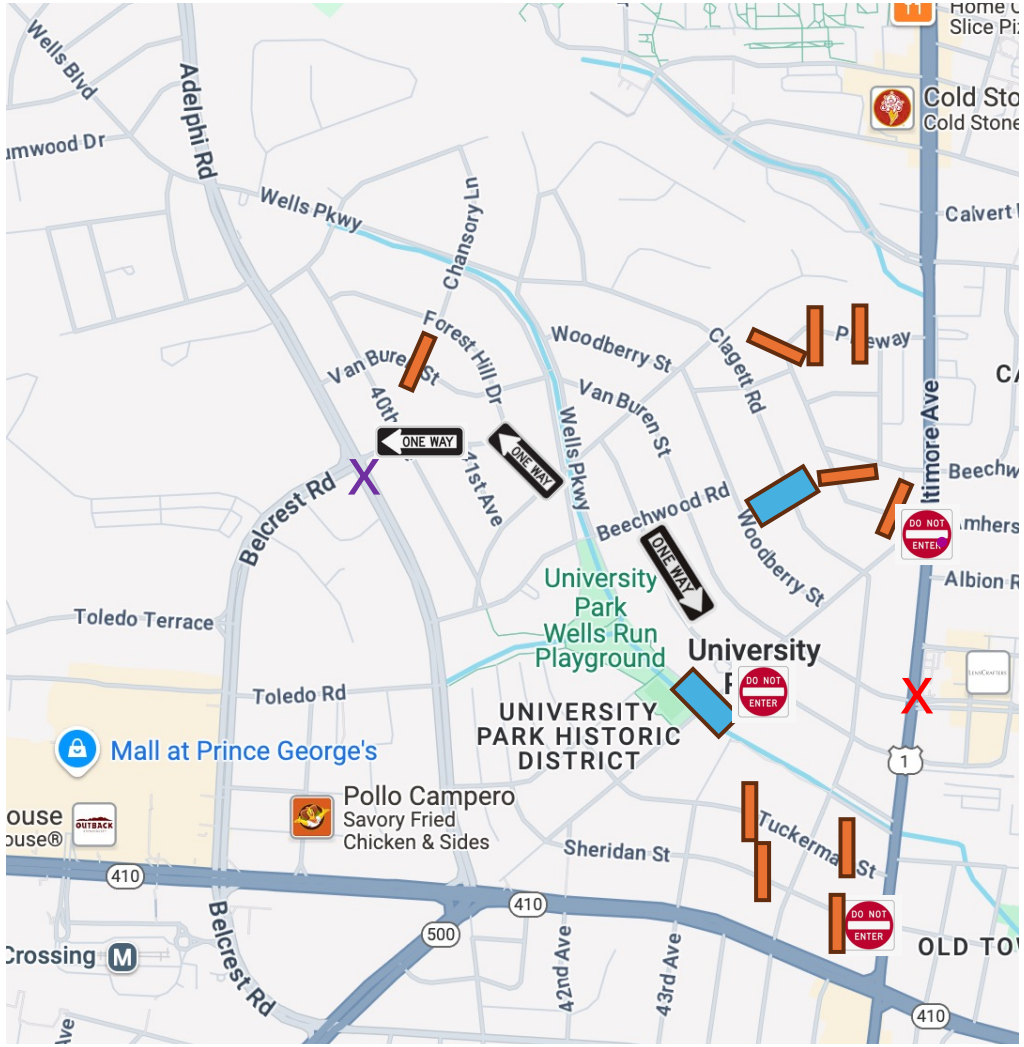
Speed Hump

Raised Crosswalk

X Island (to prevent direct entry from Whole Foods <-> UP)

Queens Chapel is closed to entry, Sheridan, Underwood is closed during certain hours

X Flex posts to discourage illegal turns



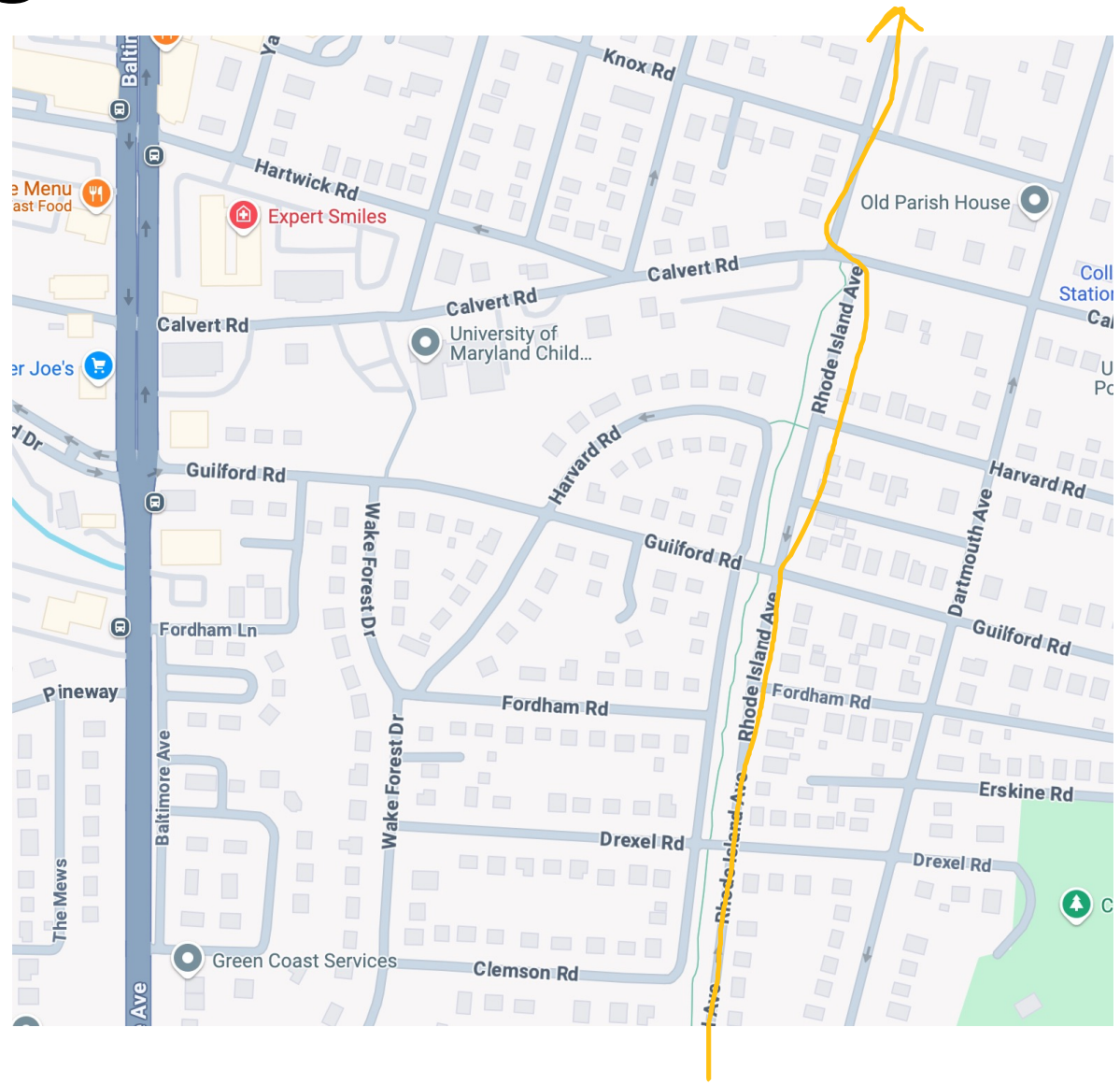
Not shown:

1. Road narrowing (e.g. Queens Chapel
2. Curb radius reduction (e.g. College Heights and Woodberry)
3. Painted crosswalks
4. Road curve warning signs

What do neighboring towns do?

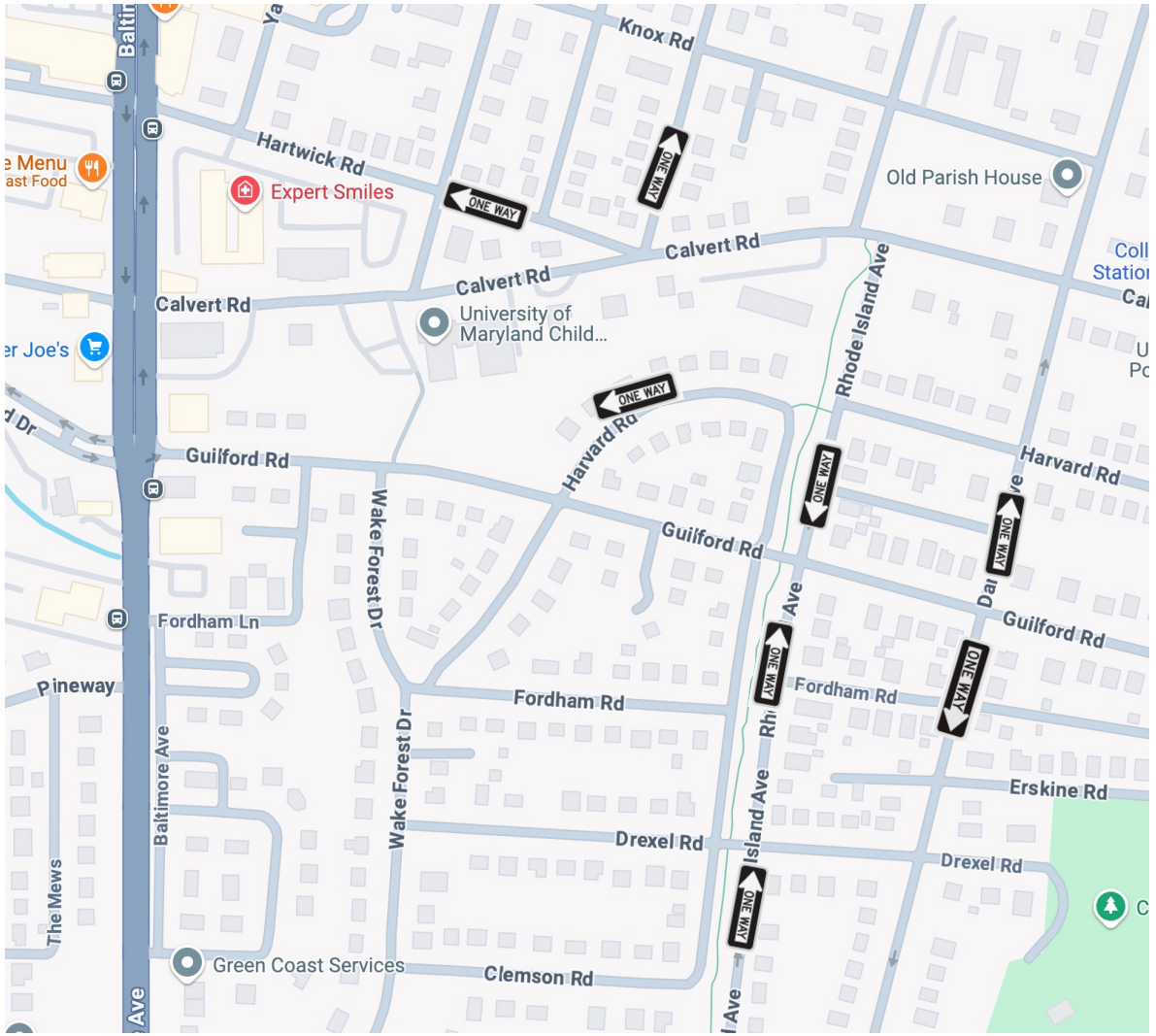
Nothing is not the answer

College Park



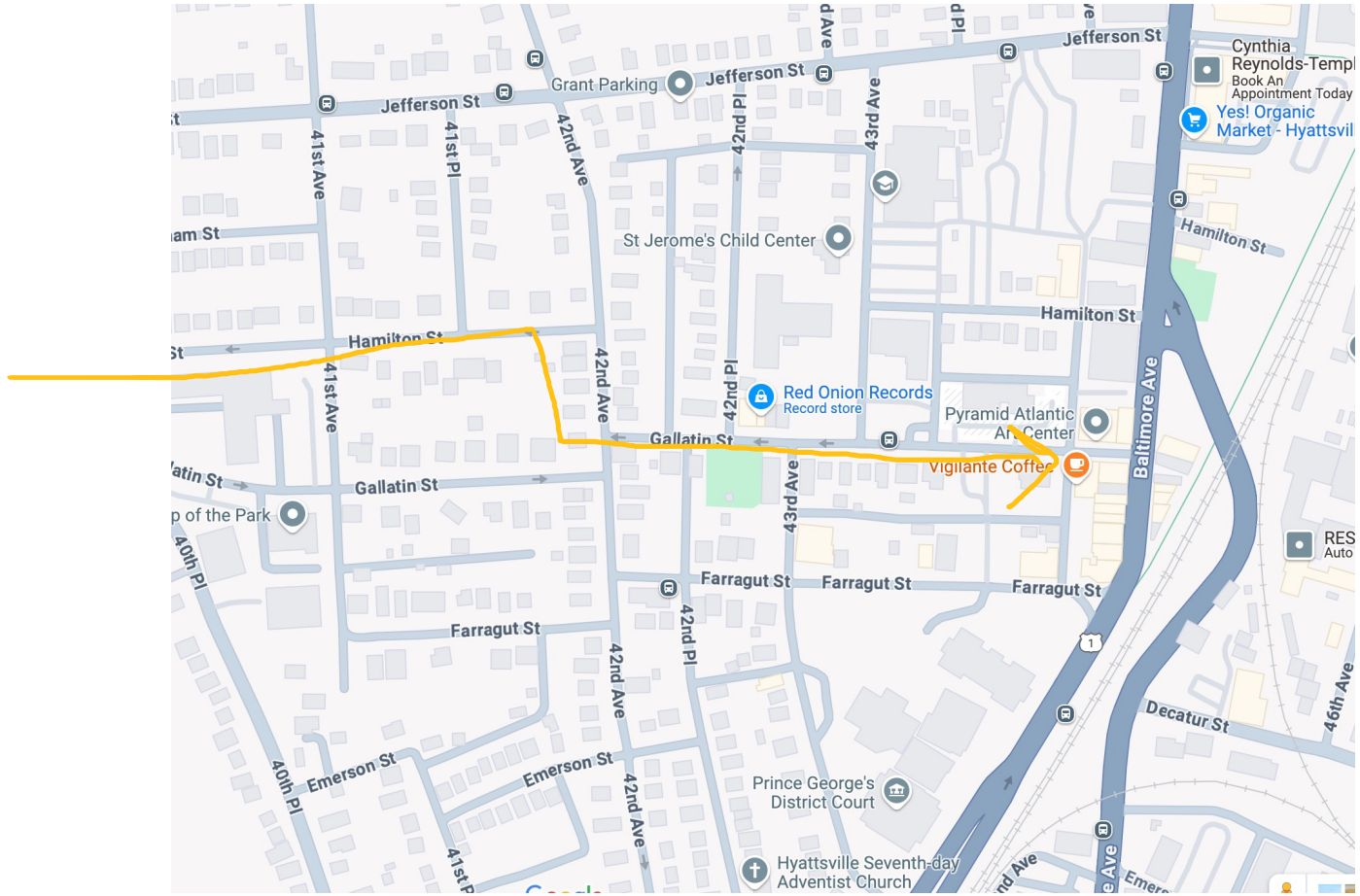
Maybe I can just turn onto Rhode Island and zip past this congestion on Baltimore!

College Park



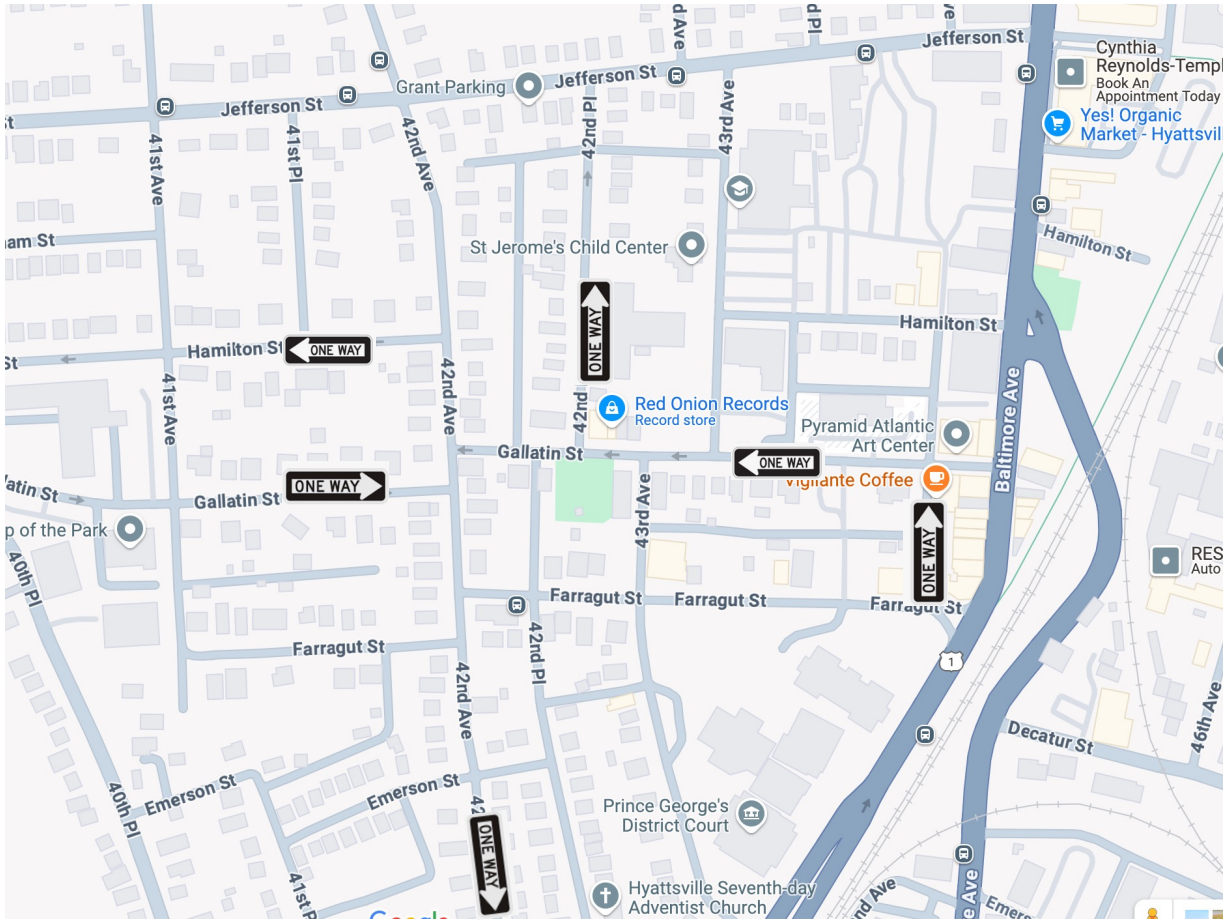
Nope

Hyattsville



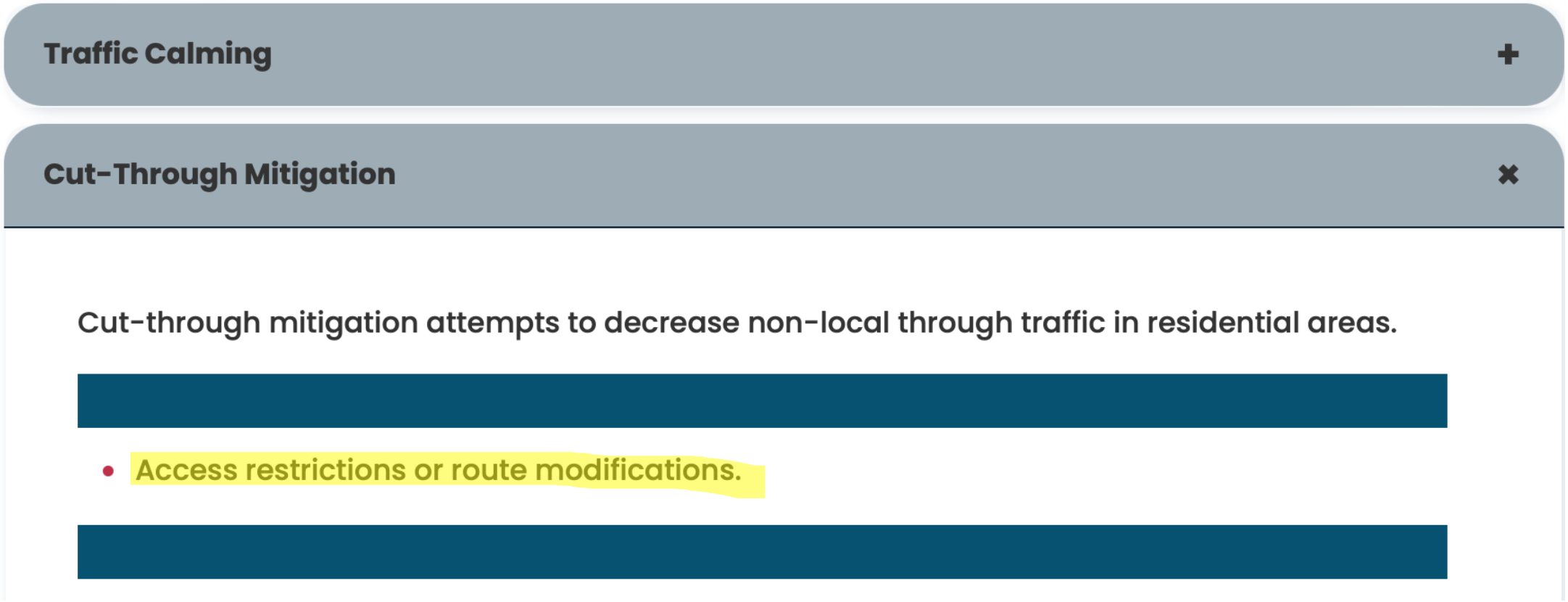
I just need to get to Vigilante and Jefferson/Baltimore has all these lights…maybe I'll just weave through here…

Hyattsville



Nope

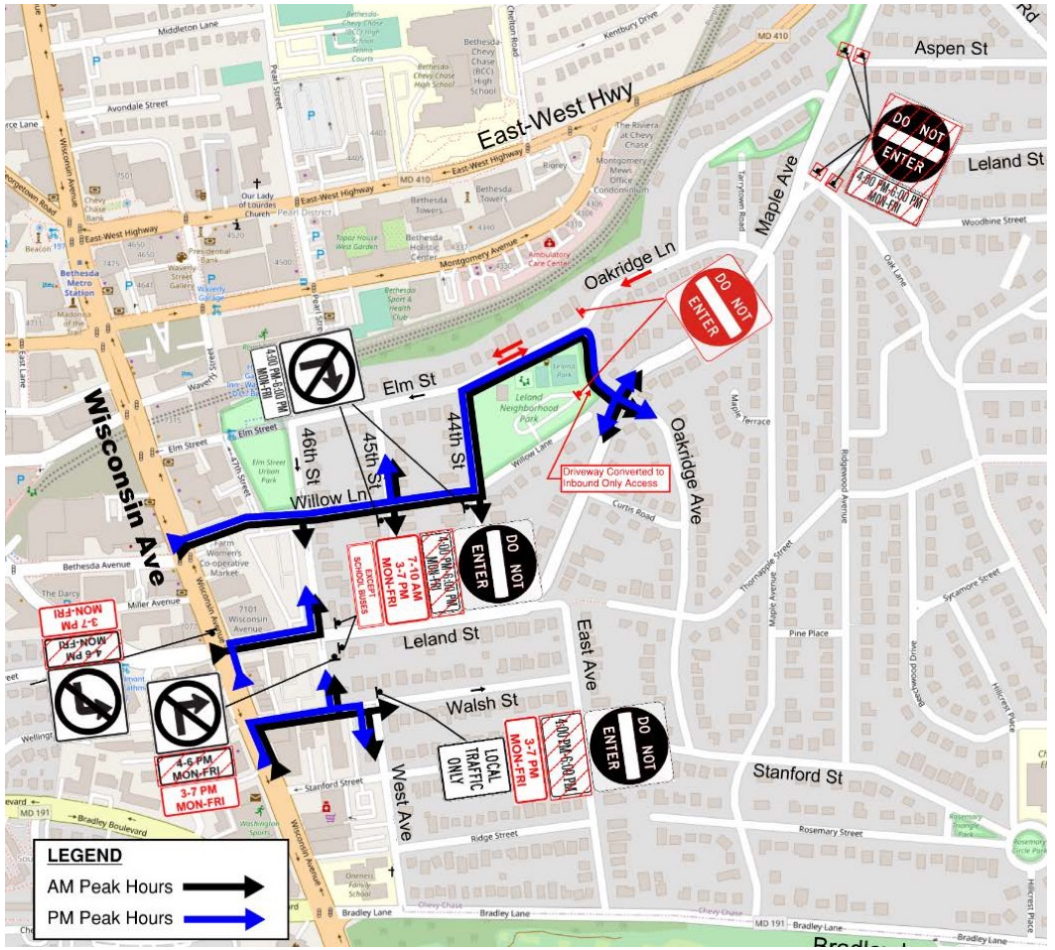
Fairfax Virginia



https://www.fairfaxcounty.gov/transportation/residential-traffic-administration

Chevy Chase Cut Through Traffic Study

"Specific mitigation measures, including modifying/adjusting entry restrictions, entry restriction hours, and directional designations, were chosen because they are relatively inexpensive, easy to implement, and easy to adjust, unlike geometric roadway reconfigurations, which are expensive, take time to implement, and are difficult and expensive to reverse."



https://www.townofchevychase.org/DocumentCenter/View/3196/Cut-Through-and-Traffic-Calming-Study-?bidId=

Limiting access to certain roads *entering and within* University Park could mitigate cut through traffic

Implementation town-wide will require engineering

Traffic Mitigation Cost Matrix

	Study	Implementation
Calming	$10k-100k	$1k-1M
Access Restriction	$10k-100k	$1k

Engineers can estimate impact of cut through mitigation

Table C: Impacts of Proposed Sign Restrictions

Intersection	Total (6AM-7PM) Entering Volume	Total (6AM-7PM) Cut-Thru Volume	*Percent Cut-Thru vs. Total Volume*	Current Weekday Restrictions	*Proposed Weekday Restrictions*	Cut-Thru Volumes Captured During Expanded Hours		Resident Volumes During Expanded Hours		% Reduction to Cut-Thru Traffic at Entry Point
Leland Street EB @ 46th Street	923	614	*67%*	4-6 PM	*7-10 AM 3-7 PM*	7-10 AM	118	7-10 AM	94	**49%**
						3-4 PM 6-7 PM:	185	3-4 PM 6-7 PM:	75	
East Avenue NB @ Bradley Lane	876	372	*42%*	7-9 AM	*7-10 AM 3-7 PM*	9-10 AM:	44	9-10 AM:	1	**81%**
						3-7 PM:	259	3-7 PM:	326	
Chatham Road SB @ East-West Hwy	179	48	*27%*	7-9 AM 4-6 PM	*6-10 AM 3-7 PM*	6-7 AM: 9-10 AM:	14	6-7 AM: 9-10 AM:	3	**29%**
						3-4 PM: 6-7 PM:	5	3-4 PM: 6-7 PM:	30	
Stanford Street WB @ Hillcrest Place	353	159	*45%*	7-9 AM (at Hillcrest Pl)	*7-10 AM (at Hillcrest Pl) 3-7 PM (at Oakridge Ave)*	9-10 AM:	24	9-10 AM:	33	**15%**
						3-7 PM:	67	3-7 PM:	66	
Meadow Lane NB @ Rosemary Street	425	98	*23%*	N/A	*4-7 PM*	N/A	N/A	N/A	N/A	**65%**
						4-7 PM:	64	4-7 PM:	52	
								Total Cut-Thru Reduction %		**60%**

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Proposed Cut Through Traffic Mitigation Workflow

- Subcommittee -> Full Council -> request that staff write RFP requesting engineering solutions to reduce cut through traffic
- Council/Mayor allocates money in 2025 budget and selects firm
- Staff, council, and residents give input to the contracted firm
- Design measures to discourage cut through and minimize resident/UPES disruption
- Confirm (measure) cut through traffic (and times of use)
- Implement, wait 1-3 months, confirm efficacy

Pros and cons

- Substantially fewer cars driving in town
- Pedestrian/cyclist access fully retained
- Signs are cheap and can be reversed if necessary
- May make *some* resident car travel more challenging
  - Everyone will still be able to access their street, but *some* may have altered routes
  - Signage can give *certain* exceptions:
    - e.g. Trash Trucks, emergency vehicles

Multiple points to pause and reflect

- Requesting an RFP does not require you to select/fund a study
  - We may not like the proposals we get

Multiple points to pause and reflect

- Requesting an RFP does not require you to select/fund a study
  - We may not like the proposals we get
- Receiving a design does not require you to implement them
  - The calculated % reduction may not be worth the decreased mobility

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- Requesting an RFP does not require you to select/fund a study
  - We may not like the proposals we get
- Receiving a design does not require you to implement them
  - The calculated % reduction may not be worth the decreased mobility
- Unexpected outcomes of street changes can be undone
  - Likely mitigations will be signs

We should act

- Traffic is guaranteed to get worse
- Neighboring towns already modified their grids

- We have a beautiful town
  - People walk and run on our sidewalks and roads
  - Children bike and scooter across town

- Every extra vehicle:
  - is an opportunity for a bad outcome
  - increases local pollution (air, sound, visual)
  - strains and degrades our road system
  - makes it more challenging for our residents
  - reduces our quality of life

North Pineway, October

Sunday at Noon

Doing this does not preclude other actions

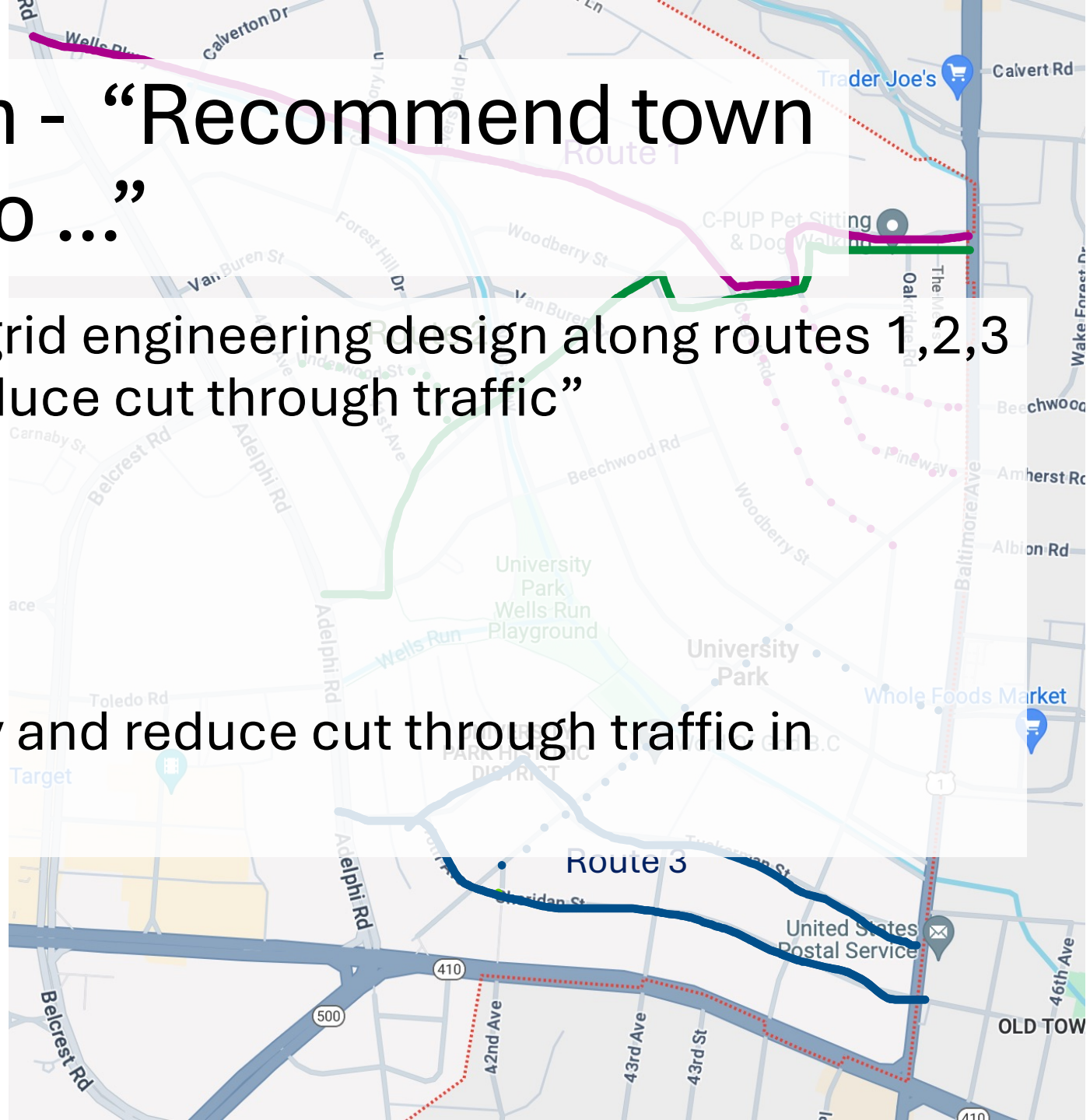
The town should continue with calming focused approaches

Requested Motion - “Recommend town council ask staff to …”

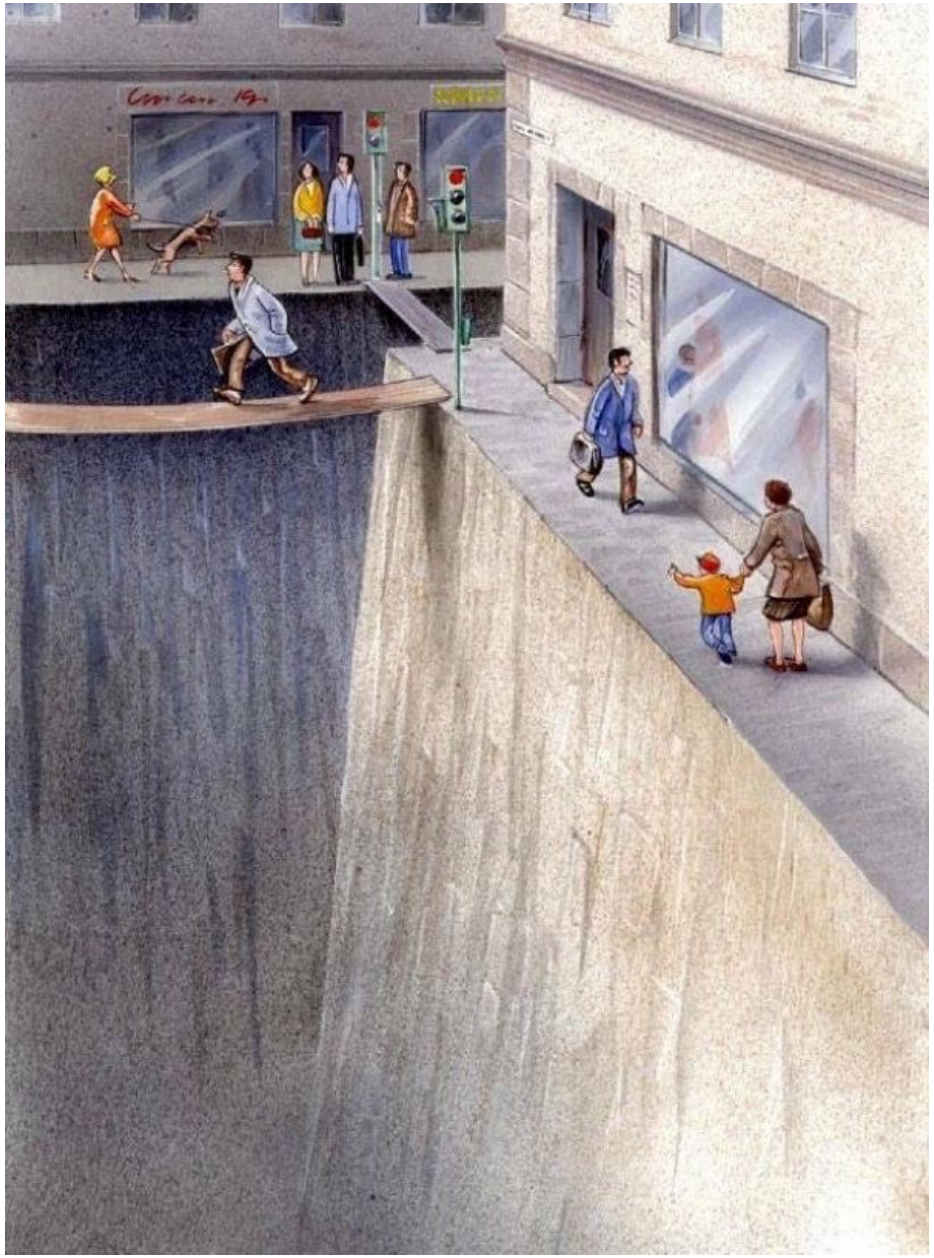
…”write an RFP for road / grid engineering design along routes 1,2,3 in town to quantify and reduce cut through traffic”

or

…”write an RFP to quantify and reduce cut through traffic in University Park”

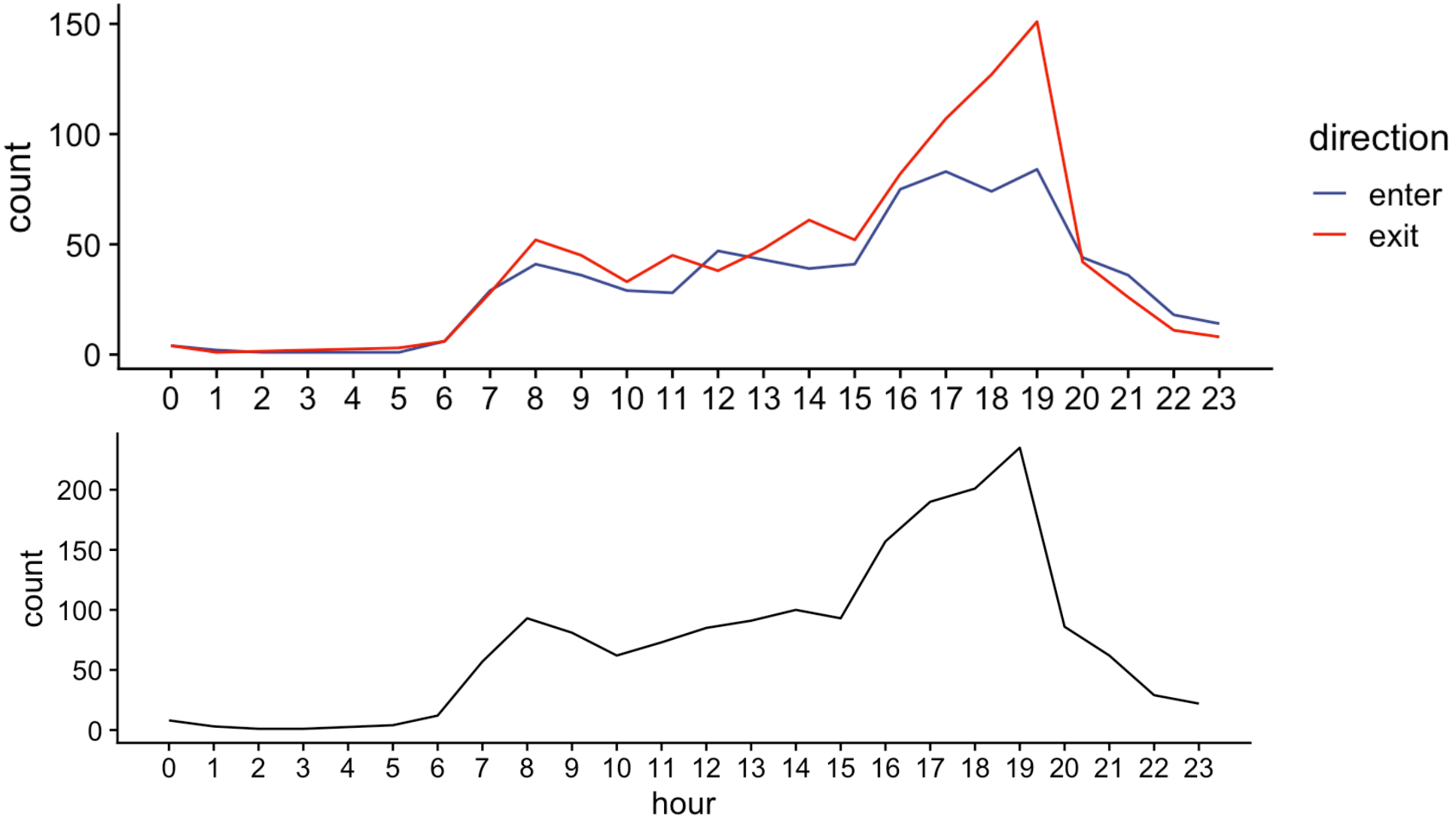


Thanks

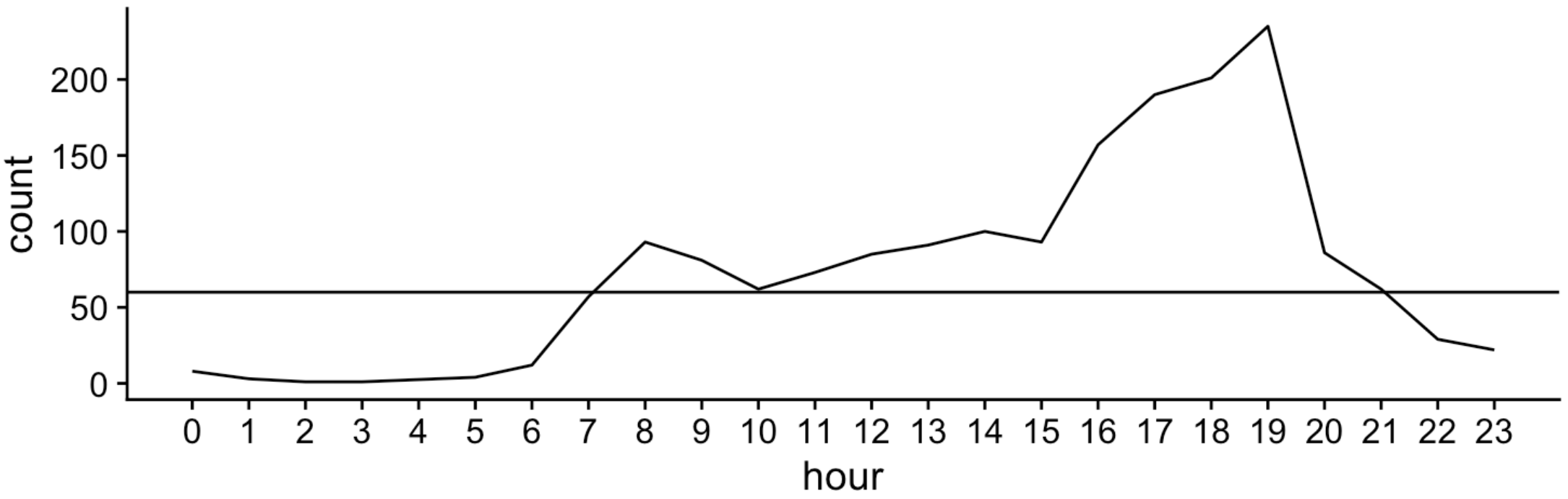


Karl Jilg, Swedish Road Administration

24 Hours at North Pineway



Averaging one car / minute from 7am to 9pm



24 Hours at North Pineway

1,746 vehicles in 24 hours