

From: **Fitzgerald, John M.** <John.Fitzgerald2@montgomerycountymd.gov>
Date: Mon, Jan 30, 2017 at 2:04 PM
Subject: RE: Speed hump on Grafton near Wisconsin
To: Gary Crockett <gbcrockett@gmail.com>, Porter Wheeler <porterwheeler@gmail.com>
Cc: Caroline Cooper <caroline.n.cooper@gmail.com>, "Davis-Cook, Shana" <Shana.Davis-Cook@montgomerycountymd.gov>

All:

I double-checked our records, and the most recent speed study that we did on the western-most block of Grafton was in **September, 2014** (not quite 2 ½ years ago). We measured both directions from 9/3/14-9/12/14; then we did it again from 9/12/14-9/19/14. I don't think that traffic patterns have changed much on that block, but the survey is a bit dated. We can easily refresh that study with a new one if we are directed to do so.

Mr. Crockett may be thinking about a survey that we conducted on Grafton more recently—May, 2015—but that was not a speed study; that was focused on the number of cars illegally exiting onto Wisconsin, and we were tracking the number of westbound cars only (along with dates and times) that violated the 'Do Not Enter' signs. The survey ignored all eastbound traffic (which represents 90% of all traffic), and we were not evaluating speeds then.

Mr. Crockett is correct that while the volume of traffic on that block far exceeds the minimum requirements in the Village's Speed Hump Policy of more than 300 vehicles/day (there were about 730/day), the speed threshold was not met. The Village's Speed Hump Policy's minimum speed threshold is an 85th percentile speed that is 5mph above the posted limit; the posted limit there is 25mph, so to meet the threshold, the 85th percentile speed must be 30mph. The 2014 speed study showed that the 85th percentile speed with both directions combined was 22.5mph (85% of all traffic was going at 22.5mph or less) and the 95th percentile speed was right at 25mph. By the way, the overall *average* westbound speed was 15mph and eastbound it was 19mph.

The data shows that speeding *per se* is not the problem, but from talking with some of the residents on that block, it is clear that some folks feel that cars are going too fast—certainly faster than they would like even if the cars are not in fact speeding. I am sympathetic to the concerns surrounding traffic and young children, but if a car ever hits a child, there is no speed that is going to be OK. Even if all cars were going 15mph all the time, a child could be severely injured if he/she ran out into the street in the path of a car. That brings me to my next point: I think the problem is more accurately a volume problem than a speed problem. And high traffic volumes absolutely impact quality of life; I'm sympathetic to that.

Here are my concerns/questions:

- Is the goal slowing speeds, reducing volume, or both?
- Based on the answer to the above, will one or two speed humps even solve the problem? If slowing speeds is the goal, then the answer may be 'yes'; if the goal is reducing volume, the answer is not so clear.
- If traffic slows from the current average of 19mph to 12mph, but volumes remain the same, will this be satisfactory without lower volumes?
- Will volumes decrease at all (many drivers come from Dorset and Oliver is not a realistic option for them)? If volumes decrease, where will it go? Will we have a new volume problem on Oliver Street?

On a related topic, we continue to press Conduent (formerly Xerox, our contractor) for a video camera solution for the wrong-way drivers who exit onto Wisconsin. We have a meeting later this week with Xerox to hear from them on their progress.

John

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