

TOWN OF OCEAN CITY OCEAN CITY, MARYLAND

POLICY AND PROCEDURE MANUAL

PPM 600-25

SECTION: Operations
SUBJECT: Traffic Calming

GENERAL: The Traffic Calming Policy for residential streets represents a commitment by the Ocean City Mayor and City Council to promote and maintain the safety and livability of the City's residential neighborhoods. The Policy provides a process for identifying, analyzing, prioritizing, and addressing undesirable traffic conditions related to excessive speed or traffic volume in residential neighborhoods. By conducting the appropriate traffic engineering studies and by encouraging the involvement of the affected residents, the Office of the City Engineer can determine the type of traffic problems occurring on a particular street. Using the scoring system detailed in the Policy and resident feedback, streets will be categorized for the appropriate action and projects can be prioritized for funding based on the severity of the problem.

This policy does not apply to temporary traffic control measures used for construction maintenance of traffic, emergency traffic control, or for traffic control during Special Events.

This policy applies to Town of Ocean City roadways only. The policy does not apply to any State Highway.

This policy is not intended to prohibit the installation of any non-physical or passive physical measures on any City roadway residential or otherwise.

GOALS: The goals of the Traffic Calming Policy are:

1. Improve neighborhood livability by reducing vehicle speeds and traffic volume to appropriate limits.
2. Maintain the safe and efficient movement of vehicles, pedestrians, and bicycles.
3. Preserve the safety and fast response times of emergency vehicles
4. Encourage and promote citizen involvement in traffic safety
5. Make efficient use of city resources by accurately identifying streets with traffic safety issues and prioritizing corrective actions based on the severity of problem.

MEASURES: The following traffic calming and safety measures are classified into three categories each progressively more restrictive to motorists and emergency vehicles using the street.

Non-Physical Measures: are education, enforcement, special signage and special pavement markings. They have no impact on emergency response times. These measures can be

implemented quickly with little to no budget impacts. Non-physical measures do not require a traffic engineering study or any minimum points score. Resident input and consensus is encouraged prior to implementation but is not required and a public hearing is not required.

Typical non physical measures include:

- Targeted enforcement
- Speed display signs
- Additional speed limit signs
- Additional marked crosswalks
- Restriping intersections
- Re-Striping streets to create narrower travel lanes
- Appropriate warning signs for pedestrians, playgrounds, bicycles, curves, etc.
- Parking changes to improve sight lines

Passive Physical Measures are permanent physical changes to the roadway which encourage vehicles to reduce speeds by altering the driver's perception of the appropriate safe speed of travel. Passive Physical measures do not force a vehicle to slow down or re-route and therefore do not increase emergency response times. Streets should score a minimum of **21 points** for passive physical measures to be considered. A public hearing in front of the Mayor and City Council is required prior to the installation of passive physical measures. Typical passive physical measures include:

- Rumble strips
- Bump-outs/Chokers
- Raised intersections
- Intersection re-alignments
- Entrance treatments
- Wider sidewalks
- Medians

Active Physical Measures are permanent physical changes to the roadway which either require a vehicle to significantly reduce speed to safely traverse the measure, change the existing established traffic pattern of the street, or re-route vehicles off the street. These measures will increase emergency response times. Streets shall score a minimum of 41 points for active physical measures to be considered.

A public hearing in front of the Mayor and City Council and the approval of the Community Association Board of Directors (where applicable), are required for implementation of active physical measures. The written approval from at least 65% of the residents bordering the street segment should be obtained prior to installation of any active physical measure, the Mayor and City Council may waive this requirement after the Public Hearing.

If the street segment is located on a primary response route (see attachment), active physical

measures will only be considered after the implementation of non-physical and passive physical measures has been completed AND post implementation traffic studies continue to reflect a score of more than 41 points. An 85th percentile speed greater than 10 mph above posted is also required for installation of speed tables on a primary response route. Any proposed active measure (s) located on a primary response route must be reviewed by the Ocean City Fire Chief.

Typical active physical measures are:

- Roundabouts
- Speed tables (min 22' long and max 4" high see drawing)
- Speed humps (min 12' long max 4" high see drawing– alleys only)
- Raised crosswalks
- Turn prohibitions
- One way street conversions
- Street closures
- Street diverters

Measures not approved for traffic calming: Some often requested traffic calming measures can pose safety hazards, increase collisions, create legal liabilities, can actually increase vehicle speeds or have simply been shown to be not effective. Therefore these measures shall not be considered for installation on any City street or alley:

- Stop signs used for speed control
- Multi- way stop signs not meeting the warrants established in the Maryland Manual on Uniform Traffic Control Devices (MUTCD)
- Speed bumps or any similar vertical obstructions not conforming to the attached design standard
- Unwarranted warning signs including "Slow Children at Play"
- Warning or regulatory signs not recognized in the MUTCD
- Any proprietary device not approved by the Maryland State Highway Administration for use in the roadway.

SCORING SYSTEM: Streets will be scored based on the following five criteria with a total possible score of 100; 85th percentile speed, average daily traffic, 5 year accident history, estimated non-local traffic, and the proximity of heavy pedestrian generation features.

In order to be considered for scoring evaluation, a street or street segment must be at least 1,000 feet long, have a posted speed limit of 35 mph or less, and must be fronted by residential properties only.

Requests for a traffic calming evaluation must be submitted in writing to the Office of the City Engineer. Requests may be made by individual citizens with a residence on the street in question, the neighborhood or community association, or an elected official. Upon receipt of the request, the City Engineer will evaluate the street segment and, if appropriate based on the

above minimum requirements, will schedule a traffic speed and volume study to be conducted in season (between Memorial Day and Labor Day). The City Engineer will also contact the Ocean City Police Department to review the street and discuss additional traffic enforcement. Upon completion of the study, the City Engineer will award points based on the criteria set forth below and make recommendations for the appropriate solution based on the street score, sound engineering judgement, input from residents and other City Departments. The results will be reported back to the applicant and public hearings and possible implementation of traffic calming measures may proceed as outlined above and depending on funding availability and priority ranking by score.

85th percentile speed: The 85th percentile speed will be determined based on data collected for a full in season week along the street segment. Points will be awarded based on the value of the 85th percentile speed compared to the posted speed limit as follows:

- <5mph above posted – 0 points
- 5-10 mph above posted – 10 points
- 11-15 mph above posted – 15 points
- >15mph above posted – 25 points

Average Daily Traffic Volume: The average daily traffic volume for the street segment will be determined based on data collected for a minimum of one full in season week. Points will be awarded as follows:

- <1,000 vehicles per day (VPD) – 0 Points
- 1,000 – 2,500 VPD – 5 points
- 2,501 – 3,500 VPD – 10 points
- 3,501-5,000 VPD – 15 points
- >5,000 VPD – 25 points

Accident History: Accident data along the street segment for the previous 5 years will be obtained from the Police Dept and analyzed. The average number of accidents per will year will be calculated excluding non preventable accidents such as minor “fender benders” occurring during parking, backing into un moving cars or objects etc . Points will be awarded as follows:

- <1 avg accident per year (AAY) – 0 points
- 1-3.5 AAY – 5 points
- 3.5-5 AAY – 15 points
- >5 AAY or any fatality in previous 5 years – 25 points

Non-local Traffic: will be estimated based on the street connections. Points will be awarded as follows:

- Street provides access within the neighborhood only – 0 Points
- Street terminates at a signalized intersection with a State Highway – 10 points

- Street provides direct access to commercial properties through a residential segment – 15 points
- Street connects 2 or more State Highways – 20 points

Major Pedestrian Generator: 5 points will be scored if there is a playground, park, bus stop or similar facility fronting the street segment in question.