



Diane Nichols Tradd
Assistant City Manager/DPD Director

Craig Thomas
Deputy Director

MEMORANDUM

TO: Eileen M. Donoghue, City Manager *EMD*

FROM: Diane N. Tradd, Assistant City Manager/DPD Director

DATE: March 5, 2019

SUBJECT: TRANSPORTATION SUBCOMMITTEE MOTIONS
02/05/19 BY COUNCILOR CIRILLO
TO EXCLUDE COMMERCIAL TRAFFIC ON MARYL DRIVE BY WAY OF
ESTABLISHING TRAFFIC ORDINANCE
TO HAVE THE TRANSPORTATION ENGINEER REVIEW THE
APPROPRIATE SPEED LIMIT FOR MARYL DRIVE AND INCORPORATE
THAT SPEED INTO A TRAFFIC ORDINANCE TO BE STRICTLY
ENFORCED

The Transportation Engineer initiated a 60-day trial for No Commercial Vehicles on Maryl Drive on July 24, 2019. No complaints or issues arose from that 60-day trial and the traffic ordinance was included on the quarterly memo dated February 12, 2019. City Council voted to approve the traffic ordinance on February 26, 2019. Signs will be replaced by the City's Sign Department as soon as they are able, pending weather and ground conditions.

The Transportation Engineer calculated that the grade of Maryl Drive is approximately 16%, which is very steep for an urban residential street. Per the American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, commonly known as The Green Book, which is a manual used to design roadways, local residential streets should be as level as practical, consistent with surrounding terrain and ideally less than 15%. AASHTO Green Book states that design speed is not a major factor for local urban roads because in the typical street grid, the closely spaced intersections usually limit vehicle speeds. It goes on to recommend that design elements (lane width, shoulders, parking lanes) should be consistent with the character and activity on the street and should encourage speeds below 30 mph. Maryl Drive is a narrow, steep road that shares more similarities with a local rural road (residential, no shoulders, steep slope) than an urban local road. The AASHTO Green book indicates that for local, rural road with a maximum grade of 17%, the speed limit should be 15 mph. The Average Daily Traffic (ADT) for Maryl Drive is approximately 250 vehicles per day which is designated as a Very Low-Volume Road by AASHTO. AASHTO's Guidelines for Geometric Design for Very Low Volume Roads indicate for a minor access road with a width of 18 feet, the design speed is 15mph. The Transportation Engineer recommends enacting a 60-day trial for a special speed regulation of 15 mph for Maryl Drive.

NV/ns

cc: Natasha Vance, Transportation Engineer