

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: January 11, 2016

TO: Mr. Erich Florence
138 Defense Highway
Annapolis, Maryland 21401

FROM: Mike Lenhart

RE: West Street Library (16APAA036XX)

Erich:

I have attached a point-by-point response (below) to the State Highway Administration comments dated January 6, 2017. Please distribute for review and comment.

Comment #1: Please explain why MD 450 @ Admiral Dr. and MD 450 @ Chinquapin Road Rd. were not included in the critical area. The trip assignment allocates 55% of new site trips to and from these intersections.

Response: The scope was established by the City of Annapolis. The redevelopment of the library will generate only 8 AM trips inbound and 3 AM trips outbound to and from MD 450 at Chinquapin Round Rd. and Admiral Dr. During the PM peak hour, the site will generate 29 inbound trips and 32 outbound trips to or from this intersection. Both of these intersections were studied in the Fall of 2016 for the proposed Monarch Academy school and both intersections were projected to operate at a "B" in the AM and "C" in the PM peak hours. These intersections were considered by the City at the time the project was scoped, however based upon the findings of the Monarch Academy TIS and the relatively small impact, it was determined that these intersections were not needed for the West Street Library TIS.

Comment #2: Please explain how "the proposed site will add a minimal amount of traffic to the study area and as a result crash activity should not increase at any of the study intersections" while generating 796 net new daily trips to the subject development.

Response: The increase in trips during the morning peak hour are very low. While there is an increase of 50 inbound and 53 outbound trips in the evening

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peak hour, these trips are distributed in numerous directions from the site and the result is that there is a relatively minimal traffic impact. The study intersections did not show any significant crash patterns and there is sufficient sight distance and other design characteristics. The proposed redevelopment would not be expected to increase the crash rate at any of the study intersections.

Comment #3: A feasibility study should be developed in an effort to consolidate the two existing unsignalized crosswalks located across MD 450 & Cherry Grove Ave. and S. Southwood Ave. Additionally, since this is in an urban area, bicycle and pedestrian access should be studied for improvements.

Response: The crosswalks at MD 450 & Cherry Grove Ave. and MD 450 & S. Southwood Ave. are off-site locations and are not at the site driveway or impacted by the site driveway at its current or proposed location. Southwood Ave. was not a study intersection and we do not have traffic or pedestrian counts. There are a limited number of pedestrians crossings MD 450 at Cherry Grove Ave. with only 1 AM and 4 PM pedestrian crossings. It is likely that the pedestrian crossings at S. Southwood Ave. are similarly very low volume. This would be SHA's decision on whether to retain or consolidate either of these crossings.

Comment #4: SHA requests any modifications to the MD 450 access points include ADA compliant ramps, crosswalk, and sidewalk patching to connect to existing sidewalks.

Response: It is understood that the driveway modifications to the library would include ADA compliant ramps and crosswalks.

Comment #5: SHA requests that Maintenance of Traffic (MOT) plans maintain pedestrian access along West Street during construction of the new facility.

Response: SHA is requesting MOT plans to maintain pedestrian access along West Street during construction of a new facility. It is suggested these be incorporated into the library construction documents in the SHA access permit process.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike