



Memorandum

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To: Sara Imhulse
Town of Riverdale Park

From: Edward Y. Papazian, P.E. *EYP*

Date: January 10, 2013

Subject: Review of Traffic Planning Study
Cafritz – Town of Riverdale Park

This memorandum presents review comments by Kimley-Horn and Associates, Inc. (KHA) to the traffic planning study prepared by Wells & Associates for the extension of Maryland Avenue as part of the Cafritz Property development.

INTRODUCTION

The Cafritz Property at Riverdale Park development, as required by covenants with the Town of Riverdale Park, prepared a traffic study that evaluates impacts on roads and intersections in the Riverdale Park Town Center and on roads that feed into and out of the Town Center. The roads and intersections included in the traffic study, as required by the Town of Riverdale Park, include Maryland Avenue extended from the Property to the Town Center, Rhode Island Avenue, the 4300 through 4800 blocks of Queensbury Road, Natoli Place, Lafayette Avenue, and Rivertech Road.

The intersections that were studied are:

- Queensbury Road and Rhode Island Avenue/Maryland Avenue
- Queensbury Road and Lafayette Avenue
- Queensbury Road and Natoli Place
- Queensbury Road and Route 1
- Lafayette Avenue and Tuckerman Street

DESCRIPTION OF STUDY

Traffic counts at the study intersections were conducted during the weekday AM and PM commuter peak hours, the weekday mid-day peak period, and Saturday mid-day period. While the text of the report states that certain intersections were

not counted during the mid-day peak period, the graphics show mid-day counts at all intersections.

Trips generated by the Cafritz Property were obtained from the July 2012 traffic report and added to existing traffic to obtain total future traffic volumes. The amount of Cafritz traffic that is forecast to use Maryland Avenue to enter and exit the property is shown below.

	Weekday		Saturday	Weekday
	AM Peak	PM Peak	Mid-Day	Mid-Day
Northbound Maryland Avenue (Entering)	5	18	22	19
Southbound Maryland Avenue (Exiting)	8	15	22	14

These volumes are low and represent approximately 2 to 3 percent of site generated traffic.

Intersection capacity analyses were conducted at the area intersections. These analyses show that during the weekday commuter peak hours, the intersections will operate at level of service (LOS) C or better. During the weekday mid-day and Saturday peak hours, the intersections will operate at LOS B or better. No changes to street alignment within the Town Center area were proposed. The current off-set between existing Rhode Island Avenue and Maryland Avenue at Queensbury Road will continue. The changes that are suggested involve placement of new stop signs on the minor street approaches to Queensbury Road (Rhode Island Avenue, Maryland Avenue, and Lafayette Avenue) and remove the stop signs along Queensbury Road. The purpose of this action would be to discourage cut-through traffic between Rhode Island Avenue and Rivertech Court and River Road. If it is the Town's desire to discourage cut-through traffic, this is a reasonable recommendation.

It is also suggested that on-street parking be restricted along the west side of Rhode Island Avenue just south of Queensbury Road. This would provide increased width for two-way traffic along this section of Rhode Island Avenue and would accommodate turning traffic from Queensbury Road.



Another recommendation is to install advance railroad crossing warnings, either as signs or pavement markings, along Queensbury Road approaching the CSX tracks.

COMMENTS TO TRAFFIC STUDY

The following represent our comments to the traffic study.

1. Given the low volume of Cafritz development traffic that is forecast to use Maryland Avenue, the capacity analysis results appear reasonable.
2. The analyses that were performed at the intersections are static techniques based on the Highway Capacity Manual (HCM) that examine individual intersections.
3. Analysis techniques are available that evaluate a small network. These are microsimulation techniques, with the most appropriate tool being VISSIM. In this analysis, the traffic volumes, the network of streets, their geometry including the off-set intersection and the operation of the at-grade railroad crossing would be considered. The output includes analysis results and animation that shows how traffic would operate.
4. We suggest that traffic conditions be monitored as the Cafritz development builds out. This monitoring would confirm whether the forecast of the amount of Cafritz traffic on Maryland Avenue extended was accurate.
5. We understand that the existing industrial area along Maryland Avenue between the Town Center and the Cafritz Property is master planned for redevelopment. The increase in traffic along Maryland Avenue from the redevelopment would likely be higher than the current estimate of Cafritz traffic.

CONCLUSIONS AND RECOMMENDATIONS

It is concluded that the traffic planning study provided a satisfactory analysis of traffic conditions associated with the extension of Maryland Avenue. The forecast volume of Cafritz traveling through the area streets will not have a significant effect on traffic conditions.

We recommend the following actions be taken.

1. At the time of DSP for each phase of the development, after the initial phase, Cafritz should perform an updated traffic study for the area. These updated analyses will verify the actual usage of the area streets by Cafritz



development traffic and will provide the basis for revisions to assumptions for these updated studies.

2. The scope of the updated analyses including identification of appropriate analysis techniques should be agreed to between Cafritz and the Town of Riverdale Park.

3. At the time specific proposals are made for redevelopment of the industrial area north of the Town Center, the Town should have the applicant or applicants of the redevelopment to perform a similar study of the area. Once again, the scope and analysis techniques are to be agreed to between the applicant and the Town. The updated analyses will help the Town determine if and when changes to the area streets should be considered.