

COUNCIL OF THE TOWN OF RIVERDALE PARK

RESOLUTION 2013-R-13

Introduced by: CM Jonathan Ebbeler

Date Introduced: April 24, 2013

Date Adopted: April 24, 2013

Date Effective: April 24, 2013

A Resolution to Reject SHA Requirements along Route 1 for the Cafritz Project PPS 4-13002 and DSP-13009

WHEREAS the Town of Riverdale Park promotes smart growth and urban design principles that create and potentiate vibrant multi-modal land use along our commercial corridors to support our current business infrastructure and encourage future economic development; and

WHEREAS the SHA has requested the following in their review of PPS 4-13002 and DSP-13009:

- Increase lanes to 12'-0" from the current 10'-0"
- Add approximately 5'-7" bike lanes on each side of the street
- Premised on potential conflicts in traffic, provide acceleration/deceleration lanes at each street turning into the development. This equals 17'-0" (includes the bike lane). This will run 150' south of Van Buren with an additional amount of space for the tapering of the lane. Additionally it has been requested that Underwood Street (to the south) only be a right turn into the development street (1-way east only) and Woodbury Street only be a right turn out of the development (1-way west only between US-1 and 45th Street).
- Add approximately 10'-0" of ROW for curb, drain, drain pipe and telephone poles.
- Maintain current speed limit

WHEREAS the impacted municipalities that share this segment of US-1 have overwhelmingly rejected SHA's mandates for more suburban-based design; and

WHEREAS the impacted municipalities have the following goals for US-1:

- Maintain the current speed limit of 30mph. To do this, proper street design is paramount. Narrower street lane widths and the presence of many obvious potential conflict points on streets tend to inhibit speeding. Traffic control devices such as signs and signals also slow traffic within the immediate vicinity of controlled intersections.
- Street planning should relate to overall community planning, including pedestrian and bicycle activity.

- Properly scaled and designed streets create more attractive communities and help to contribute to a clearly defined sense of place.
- The overdesign of streets should be avoided. Excessive widths or an undue concern with geometry more appropriate for highways encourages greater vehicle speeds
- Create a street network that supports community and places.
- Create a street network that attracts and sustains economic activity.
- Emphasize walking as the fundamental unit of the street network.
- The amount and variety of streets determine a community's character, and whether it functions as a coherent whole or as disconnected islands separated by a few big streets; and

WHEREAS the SHA proffered requirements for the Cafritz project are in clear conflict with the stated goals of the 1994 Master Plan for Area 68 and the 2004 Mixed-Use Town Center Development plan; and

WHEREAS the 2004 M-U-TC Development Plan states that streetscape standards replace existing suburban standards and recommends a revised US-1 configuration of 4-lanes to encourage slower vehicular traffic to encourage multi-modal transportation emphasizing of pedestrian-orientation; and

WHEREAS the implementation of acceleration and deceleration lanes is incongruent with road configurations of US-1 south of the Beltway which encourages higher than posted vehicular speeds and do not follow traffic lights essentially removing the possibility of implementing safe pedestrian crosswalks. Such lanes have been suggested due to perceived conflicts in traffic, yet it is precisely these conflicts that the impacted municipalities support as part of maintaining the character of a slower Main Street road within the respective communities that preserve the pedestrian right-of-way; the proposed lanes if implemented do the opposite; and

WHEREAS many traffic accident studies that model car-bike and car-pedestrian incidents demonstrate that fatality rates soar from 45% to 85% with even a 10MPH difference of 30MPH to 40MPH; and

WHEREAS the SHA's own guiding internal policy document "When Main Street is a State Highway" stipulates that their "Thinking Beyond the Pavement" initiative and strategy aligns transportation planning with land use decisions; and

WHEREAS a core tenet of the SHA's "Thinking Beyond the Pavement" strategy is community engagement and "moving away from a standards-driven process to a flexible, community-friendly approach...the new goal is to use this approach in all Main Street projects;" and

WHEREAS mandating a wider ROW and lanes that violate land-use decisions made twenty years ago and continue to be upheld in 2004 and 2012 MUTC development plan as adopted by the District Council "to make this segment of US-1 a slower-speed, pedestrian friendly roadway" is not only in clear conflict with the prevailing Area 68 Master Plan and Mixed-Use Town Center Development Plan, but also with SHA's own internal Main Street project approach.

THEREFORE, be it resolved that:

The Town Council and Mayor of Riverdale Park reject in the strongest possible terms the proposed SHA requirements of US-1 due to the Cafritz Project and request SHA's adherence to its own stated Main Street approach rather than forcing unwanted suburban road design.

ATTEST:

COUNCIL OF THE TOWN OF
RIVERDALE PARK



Sara Imhulse, Town Administrator



Vernon Archer, Mayor