

Public CDA Meeting

January 26, 2009

Slide Show Presentation

The preliminary survey results, which were presented at CDA meeting on 1/26/09, will be updated and included in the February 2009 Report.

The CDA report and survey are available on-line. Please review and submit your survey and comments by Friday, January 30, 2009. Thank you.

www.smcm.edu/cda

Process

Step 1: Needs & Alternatives

- Needs & Alternatives Report – 1/20/09
- Community Open House – 01/21/09
- College & City Open House – 01/22/09
- **Public CDA Meeting – 01/26/09**

Process

Step 2: Preferred Alternatives

- Report on Preferred Alternatives – Early February
- Public CDA Meeting – Mid February
- HSMC Commission Review & Approval – February
- SMC Trustee Review & Approval – 2/20/09

Process

Step 3: Anne Arundel Hall Replacement / Maryland Heritage Interpretive Center (AAH/MHIC)

- Public CDA Meeting (Program & Setting) – Mid Feb.
(concurrent with CDA meeting in Step 2)
- Begin AAH/MHIC Design – March 2009
- CDA Meeting (Conceptual Design) – Spring 2009

Purpose & Need Statement

Safety :

SMCM and HSMC are concerned for the safety of pedestrians & bicyclists crossing MD Route 5.

- Excessive vehicle speeds on MD Route 5
- High volume of pedestrians & bicyclists
- Ad hoc pedestrian circulation
- Inadequate lighting

Constraints and Challenges:

MD Route 5 serves multiple purposes for the community:

- Maintaining a convenient thoroughfare
- Providing and accommodating safe passage between the north and south campuses
- Providing access to Trinity Church and Post Office
- Contributing / detracting to a "Sense of Place"
- Serving as an emergency route
- Farm equipment

Traffic Safety Information

Speed on MD 5:

- Number # 1 contributor of traffic accidents is: Excessive speed
- Stopping distance is 200 feet at 30 mph
- Stopping distance increases to 305 feet at 40 mph
- The survival rate for pedestrian being struck at 30 mph is 60%
- The survival rate for pedestrian being struck at 40 mph is 10%

Traffic Safety Information

Design Speed of MD 5:

- The design speed for MD 5 is 60 mph
- Road designed in 1930's when College & City existed on the South side of MD 5

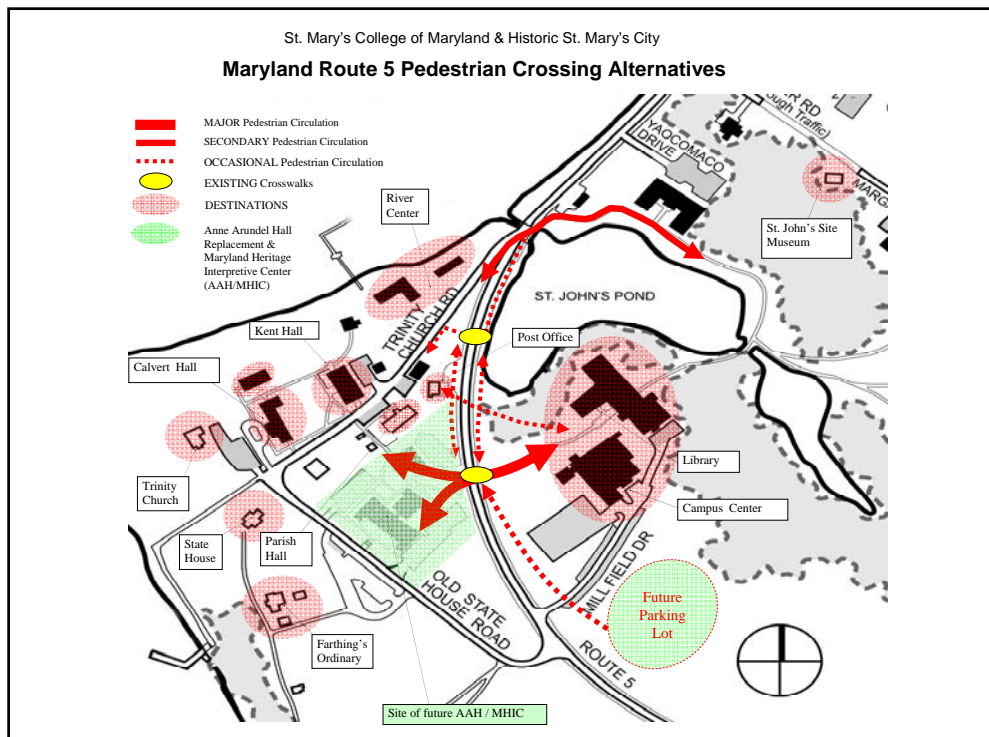
Pedestrian Count:

- Over 550 pedestrians cross MD 5 within 2 hours
- Over 250 pedestrians cross MD 5 within 15 minutes at noon
- There were 32 times in an 8 hour pedestrian count that motorists failed to stop for persons in the crosswalk

Criteria

For Selecting Preferred Alternatives

- Safety
- Accessibility
- Functionality
- Viewshed
- Protection of Resources
- Vehicle Congestion
- Feasibility
- Cost



Maryland Route 5 Pedestrian Crossing Alternatives

Alternative 1.0 – No Physical Improvement

This alternative proposes to leave unchanged the current operations in the pedestrian circulation parallel to and across Route 5.



Advantages:

- No cost
- No negative impact on viewshed

Considerations:

- Does not improve pedestrian/bicycle safety
- No negative impact on traffic congestion

Maryland Route 5 Pedestrian Crossing Alternatives

Alternative 2.0 – Improve Existing South Crosswalk

Better Roadway Lighting: The roadway lighting along this section of roadway is inconsistent. This strategy consists of installing additional light poles on Route 5 in the vicinity of the existing crosswalk.



Advantages:

- Improves visibility for pedestrians and motorists at night
- Reduce nighttime crashes by more than 20%
- Improves security
- Low impact on archeological resources
- May be combined with other traffic calming measures
- Relatively low cost

Considerations:

- Does not eliminate pedestrian exposure to traffic
- Does not improve pedestrian safety during daytime
- Impacts viewshed

Cost: \$50,000

Maryland Route 5 Pedestrian Crossing Alternatives

Alternative 2.0 – Improve Existing South Crosswalk

Traffic Signal: This alternative consists of installing a traffic stop light at the location of the existing south crosswalk.



Advantages:

- Improves pedestrian/bicycle safety
- Reduces traffic congestion at peak hour
- Relatively low cost
- May be combined with other traffic measures
- Low impact on archaeological resources

Considerations:

- Does not eliminate pedestrian exposure to traffic
- Negative impact on viewshed
- A number of pedestrians/bicycles will not wait for the "WALK" signal to cross
- Driver's attention to pedestrians will be reduced with a controlled device
- Potential for increase in rear-end collision for motorists
- Does not address safety of pedestrians and bicycle along the entire Route 5

Cost: \$100,000

Maryland Route 5 Pedestrian Crossing Alternatives

Alternative 2.0 – Improve Existing South Crosswalk

Crosswalk Enhancement: The purpose of a crosswalk enhancement is to warn motorists to expect pedestrians and bicycles and invite them to adjust their speed accordingly.



Advantages:

- Discourages excessive vehicle speed
- Low impact on archaeological resources
- Low impact, or potential improvement on viewshed
- May be combined with other traffic measures

This strategy does **not** propose speed bumps or cobblestone pavement. The posted speed limit remains as is (30 mph).

Considerations:

- Limited effect on reducing excessive vehicle speed
- Does not eliminate pedestrian/bicycle exposure to traffic
- Does not address safety of pedestrians and bicycle along the entire Route 5

Cost: \$100,000 - \$200,000

St. Mary's College of Maryland & Historic St. Mary's City
Maryland Route 5 Pedestrian Crossing Alternatives

**Alternative 3.0 – Improvements throughout Route 5 / Campus Corridor
 (Traffic Calming)**

The purpose of this strategy is to promote safe conditions for motorists, bicyclists and pedestrians along Route 5 by encouraging motorist to reduce their speed to the established speed limit (30 mph).

This strategy does **not** propose speed bumps or cobblestone pavement. The posted speed limit remains as is (30 mph).



Advantages:

- Discourages excessive vehicle speed
- Addresses pedestrian safety along the entire corridor
- Low impact on archaeological resources
- Improves aesthetics and sense of arrival for visitors to Historic St. Mary's City
- Moderate impact on view shed

Cost: \$500,000 to \$1,000,000

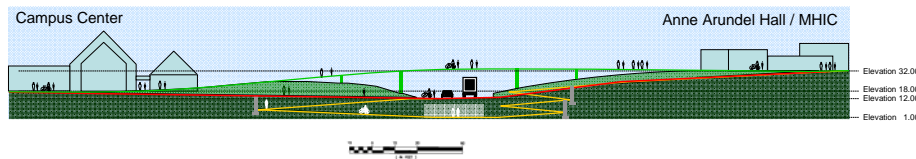
Considerations:

- Does not completely eliminate pedestrian exposure to traffic
- No significant impact on traffic congestion
- Design needs to accommodate all the usages of the roadway

St. Mary's College of Maryland & Historic St. Mary's City
Maryland Route 5 Pedestrian Crossing Alternatives

Site Section

Path of Travel Analysis between Campus Center & Historic Campus



Bridge Option:
 Length of Path: 418 FT
 Length of H/C Ramping: 320 FT
Total Length of Travel: 738 FT

Tunnel Option:
 Length of Path: 340 FT
 Length of H/C Ramping: 960 FT
Total Length of Travel: 1300 FT

Existing Pathway:
 Length of Path: 330 FT
 Length of H/C Ramping: 530 FT
Total Length of Travel: 860 FT

• **Total Vertical Change: 16 FT**

• **Total Vertical Change: 48 FT**

• **Total Vertical Change: 26 LF**

Maryland Route 5 Pedestrian Crossing Alternatives

Alternative 4.0 – Construct Pedestrian Footbridge in place of Crosswalk

This alternative consists of the construction of a pedestrian footbridge to span Route 5



Advantages:

- Separates pedestrians / bicycles from vehicular traffic
- Improves convenience of circulation between Campus Center and Historic Campus
- Eases traffic flow

Boys Latin - Lake Avenue, Baltimore, MD

Considerations:

- Increases vehicle speed and risk in the rest of the corridor
- Impact on viewshed
- Maintenance, graffiti, banners
- Potential moderate impact on archaeological resources

Cost: \$1,500,000

Maryland Route 5 Pedestrian Crossing Alternatives

Alternate 5.0 – Construct Pedestrian Tunnel in place of South Crosswalk

This alternative consists of the construction of a pedestrian/bicycle underpass below Route 5 in the vicinity of the existing crosswalk near Margaret Brent Hall.



Advantages:

- Separates pedestrians / bicycles from vehicular traffic
- Eases traffic flow

Phoenix Pedestrian Underpass - Phoenix, AZ

Considerations:

- Increases vehicle speed and risk in the rest of the corridor
- Reduces convenience of circulation between Campus Center and Historic Campus
- Potential large impact on archaeological resources
- Tunnels are often perceived as unsafe
- Maintenance, graffiti

Cost: \$2,500,000 or more