

June 3, 2002

Mr. Schinner:

My name is Tracy Wroe. I'm a Traffic Engineer with Montgomery County's Division of Traffic and parking Services, and I'm writing in response to your May 17, 2002 letter requesting an assessment of speed limit signage and other measures to address a speeding problem on Blackberry Drive.

The County's policy on speed limit signage is typically to install a speed limit sign on a road if the speed limit is different than that of the road you have just entered from. From there, additional signs can be installed as frequently as every 0.4 mile. Therefore if the speed limit on Blackberry Drive is different than the speed limit on MD 28, a sign should be installed along southbound Blackberry Drive near MD 28. Blackberry Drive is about 1/4 mile long, so no additional signs should be needed. A lack of compliance at that point would not tend to be because drivers are unaware of the speed limit.

There are several other options available to you for addressing a speeding concern. These are explained on our web site at the following address: <http://www.dpwt.com/TraffPkgDiv/triage.htm>

For details on the speed hump request and evaluation process, see <http://www.dpwt.com/TraffPkgDiv/speedhumps.htm>.

Another method is the Speed Watch Program, see <http://www.dpwt.com/TraffPkgDiv/speed.htm>.

From an aerial photo, it appears that Blackberry Drive and the other intersecting neighborhood streets are built to our "secondary residential street" standard and are therefore too narrow to accommodate traffic circles or chokers. As is often the case, speed humps may be the only feasible and effective traffic calming method you can pursue.

Requests for physical methods of traffic calming such as speed humps, traffic circles, and intersection chokers must come from the President of the local active citizens associations. If you make a request it should specify the portion of the road to be considered as well as the single (one) hour of the average weekday that traffic speeds and volumes are highest. We will conduct a speed/volume study during that hour to determine whether the minimum conditions are met. If you wish to designate someone other than yourself to be the community contact person throughout the process, you should include that person's name and contact information in the letter.

A request to have us evaluate the road for speed humps is not interpreted as a final approval. If the road was found to be eligible, there is a later stage in the process where the association (as indicated by the President or designated contact person) would have to tell us whether to halt the process or continue.

Whether or not you are interested in having the road evaluated for speed humps, the Community Speed Watch program or deployment of the SMART (Speed Monitoring Awareness Radar Trailer) might be of interest.

Please have a look at the web site information and then call me if you have any questions that weren't covered. I can be reached at 240-777-2181.

Tracy Wroe, Traffic Engineer
Traffic Planning Team