

Article III

Service Volume Standards for City Streets

Sec. 26-28. Purpose.

a. These standards are adopted for evaluation by the City's Planning Department of the effects of development on City-controlled residential streets as part of the development review process, building permit application review and driveway apron application review, and set forth level-of-service calculations for such residential streets. The need for a system to analyze traffic impacts on the City's residential streets is supported by City residents. Such a system is intended to preserve the character, safety and integrity of residential streets that are used by both vehicles and pedestrians.

b. Prince George's County's Adequate Public Facilities Regulations do not require developers to assess traffic impact on streets controlled by a municipality. The City has determined that the minimum acceptable level-of-service on City residential streets should be Level-of-Service C (ADT), due to an overriding concern for public safety. Streets within the City's residential street system are different from roads analyzed under the County's Adequate Public Facilities Regulations. City streets typically have many driveway curb cuts and, in many instances, do not include sidewalks as part of their ultimate design. There is a need to limit the encroachment of large numbers of vehicles in order to preserve the multiple functions of the City's residential streets and also to reduce the magnitude of the corresponding adverse impacts from noise, speeding, and other causes.

Sec. 26-29. Definitions.

1. "ADT" – Average Daily Traffic.
2. "Collector Streets" – are defined as Mount Oak Road, Excalibur Road, Northview Drive, and Health Center Drive. Collector streets are not intended to be subject to the standards set forth in this Article.
3. "Major Drives" – City primary residential streets that connect to State roads or serve commercial properties and have an existing ADT in excess of 4,000 vehicles. Major drives are at least 36 feet in paved width, and have a right-of-way of at least 60 feet.
4. "Primary Residential Streets" – City streets that are not collector streets, major drives or secondary residential streets and are at least 36 feet in paved width, and have a right-of-way of at least 60 feet.
5. "Secondary Residential Streets" – City streets that are not collector streets, major drives or primary residential streets and are at least 26 feet but fewer than 36 feet in paved width, and have rights-of-way that are between 30 and 50 feet.

Sec. 26-30. Application.

The standards set forth in this Article shall be applied during the development review process by the City's Planning Department and during review of building permit applications and driveway apron applications by referral to the Planning Department from the Department of Public Works. The standards shall be applied to City-controlled major drives, primary residential streets, and secondary residential streets that are affected by development traffic.

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Sec. 26-31. Minimum acceptable Level-of-Service.

The minimum acceptable service level for major drives, primary residential streets and secondary residential streets in the City shall be Level-of-Service C (ADT), as defined in Sec. 26-32 of this Article. The City's Planning Department shall not approve or recommend approval of any development that, when added to existing traffic levels, will result in the deterioration of traffic conditions on any such street below Level-of-Service C (ADT).

Sec. 26-32. Levels of Service.

The following chart defines the maximum ADT quantities that determine each Level-of-Service A through E:

TABLE 1						
V/C RATIOS AND DAILY SERVICE VOLUMES (ADT) FOR RESIDENTIAL STREETS						
		MAJOR DRIVES	PRIMARY RESIDENTIAL STREETS		SECONDARY RESIDENTIAL STREETS	
LEVEL-OF-SERVICE	V/C RATIO ¹	WITH SIDEWALK ONE OR BOTH SIDES	WITH SIDEWALK ONE OR BOTH SIDES	NO SIDE-WALK	WITH SIDEWALK ONE OR BOTH SIDES	NO SIDE-WALK
A	0.04	650	440	350	200	120
B	0.16	2,590	1,760	1,410	800	480
C	0.32	5,190	3,520	2,820	1,600	960
D	0.57	9,230	6,270	5,020	2,850	1,710
E	1.00	16,200	11,000	8,800	5,000	3,000

¹ "Highway Capacity Manual", Special Report 209, Third Edition, 1998, Table 8-1, Page 8-5.

Article III added by Ordinance O-6-02, adopted 6/17/02, effective 7/17/02.