

INTEROFFICE MEMORANDUM

DATE: March 20, 2000
TO: Nancy DiFede
Engineering Dept. Action Center Coordinator
FROM: Charles R. Walker, P.E. *CW*
Director - Traffic Division
**RE: OAKMONT DRIVE, PEBBLE BEACH DRIVE & ST ANDREWS ROAD
- SPEED HUMP EVALUATION - EAC #29102000 - FINAL RESPONSE**

Personnel of the Traffic Division have evaluated the subject roadways for the possible installation of speed humps. The characteristics of these locations were compared to the County's Speed Hump Policy which was approved by the Board of County Commissioners. The results of our studies are listed below.

The Policy states that speed humps should not be placed on roads that appear on the Thoroughfare Protection Map. Since these segments of road do not appear on this map, speed humps can be considered at these locations.

Classification: Oakmont Drive, Pebble Beach Drive and St Andrews were determined to be a Class I residential roadways.

Volume: A Class I residential roadway should have a minimum vehicle volume of 1500 vehicles per day. This criteria was not met.

Traffic Division study results: 685 vehicles per day on Oakmont Drive
469 vehicles per day on Pebble Beach Drive
824 vehicles per day on St Andrews Road

Speeding Vehicles: The number of vehicles traveling in excess of the posted limit must be greater than 50% of the total traffic volume. This criteria is not met on Oakmont Drive and Pebble Beach Drive and is met on St. Andrews. The percentage of vehicles traveling in excess of the posted speed limit of 30 mph is 39.71% on Oakmont Dr, 26.45% on Pebble Beach Dr & 55.28% on St Andrews Rd. The 85th percentile speed is 36.62 mph on Oakmont Dr, 33.62 mph on Pebble Beach Dr & 38.6 mph on St. Andrews Rd.

Cut through traffic: The volume of cut through traffic must be greater than 10% of total traffic volume. Cut through traffic does not apply to these roadways because of the low volume of traffic.

Accidents: A pattern of traffic accidents must exist which can be prevented by implementing traffic calming techniques.

No accidents were recorded on these roads for the most recent one year period of 7-1-98 to 6-30-99.

There are no schools, parks or recreation areas at these locations.

Recommendation: The above studies indicate that speed humps **are not** appropriate for these locations.

RP
RJP:REE:DM
REE

Attachments: Location Map

File: General - Speed Humps

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