

**Subject:** Mt Hope Avenue Study  
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Mike,

As a follow-up to the March 1, 2016 meeting concerning Mt. Hope Avenue, attached is the requested travel speed information and the traffic volume information at Linden Street and Robinson Drive.

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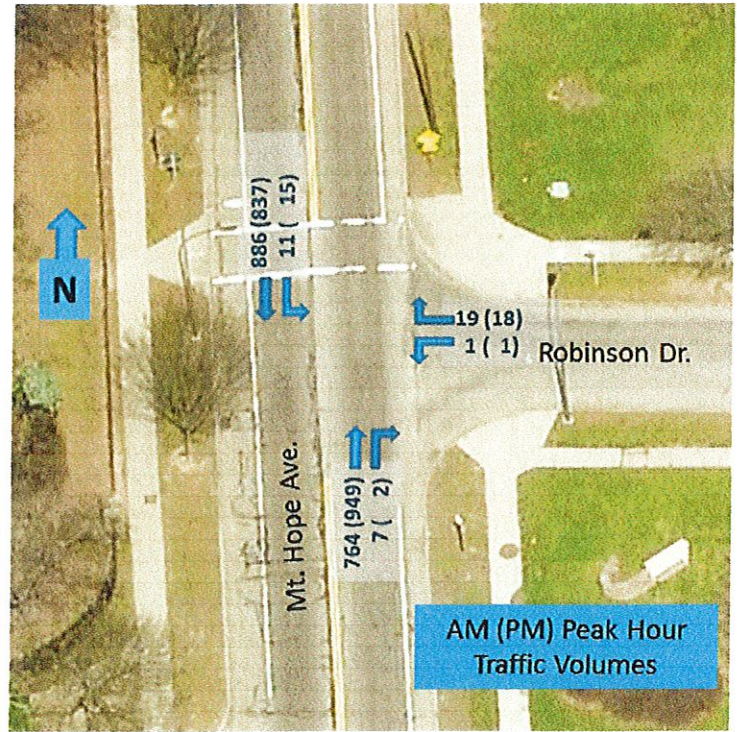
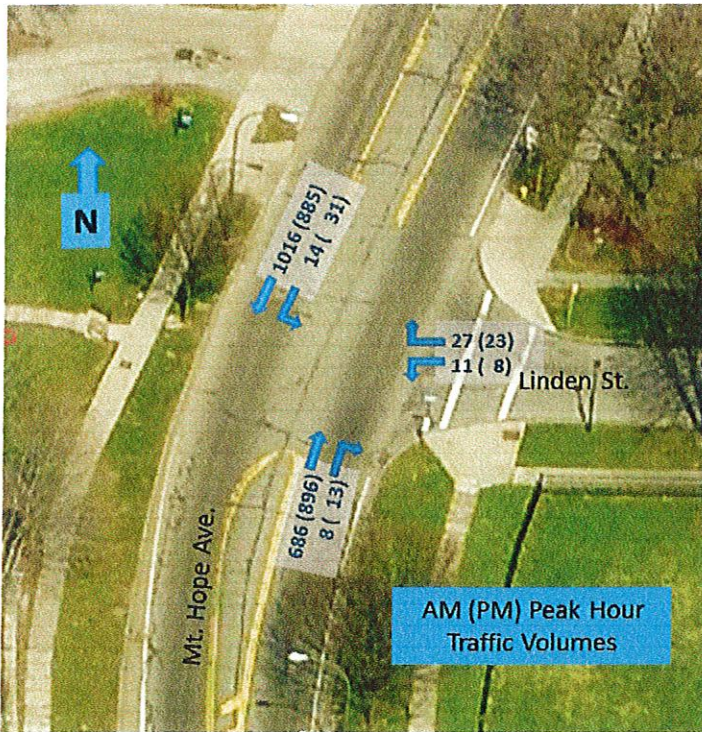
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## **Attachments**

- Mt Hope at Linden and Robinson for City mtg.doc (1.08MB)

## Traffic Volumes

The following show the turning movement counts (in vehicles per hour) for the AM and PM peak hours at the intersections of Mt. Hope Avenue/Linden Street and Mt. Hope Avenue/Robinson Drive:



Less than five pedestrians crossed Mount Hope Avenue at each location during each of the counts.

## Collision History

- The accident rate at Mt. Hope/Linden was near or below the average accident rate for an intersection of its type for six of the last seven years. The exception was 2011, when the rates were well above average for that year. No collision patterns were found at the intersection or at the curve around Linden Street.
- There were six collisions at the Mt. Hope/Linden intersection from October 2011 through August 2015. Of these, three were rear end collisions (all northbound). The other three were a left turn collision involving a southbound vehicle turning in front of a northbound vehicle and two head-on collisions during slippery pavement conditions. No collisions occurred that would be correctable by a traffic signal. Rear end collisions, which are associated with stopped traffic, would be more likely to occur if a traffic signal were added at Linden Street because traffic would be interrupted.
- The accident rate at Mt. Hope/Robinson was near or below the average accident rate for an intersection of its type in four of the last seven years. Accident rates were well above the average rate in 2009, 2011, and 2015. A minor pattern of rear end collisions was found. The directions were mixed between northbound and southbound traffic.
- There were ten collisions at the Mt. Hope/Robinson intersection from October 2011 through August 2015. Of these, seven were rear end collisions (three northbound and four southbound). The other three were a struck deer, a head-on collision involving a motorist that had fallen asleep, and a struck pedestrian sign. No collisions occurred that would be correctable by a traffic signal. Rear end collisions, which are associated with stopped traffic, would be more likely to occur if a traffic signal were added at Robinson Drive because traffic would be interrupted.

Neither location met any of the traffic signal warrants for volume, delays, safety history, or pedestrian activity.

## Speed Data

- Spot speed data collected by MCDOT on Mt. Hope Avenue is summarized in the following tables. The 85<sup>th</sup> percentile speed is the speed that 85% of the vehicles were travelling at or below. The 10 MPH pace is the 10 MPH increment that contained the most recorded vehicle speeds.

### Mt. Hope Ave, N of #668 (Between Linden St and McLean St)

Direction	AM/PM (off peak)	85 <sup>th</sup> % Speed	% over Speed Limit	10 MPH Pace
NB	AM	39 MPH	87%	31 – 40 MPH
SB	AM	38 MPH	77 %	29 – 38 MPH
NB	PM	38 MPH	83%	30 – 39 MPH
SB	PM	36 MPH	78 %	28 – 37 MPH

### Mt. Hope Ave at Robinson Dr

Direction	AM/PM (off peak)	85 <sup>th</sup> % Speed	% over Speed Limit	10 MPH Pace
NB	AM	43 MPH	97%	34 – 43 MPH
SB	AM	40 MPH	90 %	32 – 41 MPH
NB	PM	41 MPH	94%	32 – 41 MPH
SB	PM	39 MPH	91 %	31 - 40 MPH

- Speeds were collected during uncongested periods outside of the peak hours. Speeds tend to be lower during peak periods when traffic is heavier.
- The higher northbound speeds at Robinson Drive reflect the downgrade in that area headed northbound.
- Speed statistics gathered by the driver speed feedback sign located north of Robinson Drive revealed 85<sup>th</sup> percentile speed of 42 MPH and 43 MPH for northbound traffic (headed down the hill) on typical weekdays and a holiday weekend respectively. The overall percent over 30 MPH was about 85 %.