



CITY OF COLLEGE PARK, MARYLAND  
REGULAR MEETING AGENDA ITEM

AGENDA ITEM

Prepared By: Steven Halpern, City Engineer

Meeting Date: February 11, 2020

Presented By: Steven Halpern, City Engineer

Proposed Consent Agenda: No

Originating Department: Engineering

Issue Before Council: Traffic Calming – 9700 block Narragansett Parkway between Laguna Road and Muskogee Street

Strategic Plan Goal: Strategic Plan Goal 4: Quality Infrastructure

**Background/Justification:**

Location

The portion of 9700 block Narragansett Parkway of interest is located between Laguna Road and Muskogee Street in the Hollywood Subdivision of the City. It is classified as a local residential street. There is only one home on this block that fronts Narragansett Parkway. Location map attached.

**Traffic Concern**

There is a concern for the safety of pedestrians that cross at the intersection of Muskogee Street and Narragansett Parkway to get to the Muskogee Street Playground.

**Traffic Investigation Summary**

City Code § 184-42.1 Authority of city states that “the City Manager, the Mayor and Council may initiate the installation of traffic calming devices on streets adjacent to neighborhood parks....” In this case the 9700 Block of Narragansett Parkway is adjacent to a city neighborhood park, The Muskogee Street Playground.

On July 9, 2019 there was a public hearing for traffic calming on the 5000 Block Muskogee Street. The traffic report presented for Muskogee Street indicated that there was a speeding problem. The Mayor and Council approved the installation of speed humps on Muskogee Street.

Also, at this hearing the Council suggested the use of a stop sign to control speeds through the intersection of Muskogee Street at Narragansett Parkway. Speed humps are proven to reduce vehicular speeds. Stop signs do not reduce speeds. Stop signs are intending to bring order at an intersection, such as establishing what vehicle has the right of way when passing through the intersection. Typically, when there are no opposing vehicles, vehicles tend not to stop. In this case a speed hump installation on the 9700 block of Narragansett Parkway would address the concern at the intersection of Narragansett Parkway at Muskogee Street by slowing a vehicle approaching the intersection from the southern approach.

The data below is to provide the Mayor and Council with the traffic volume and apparent vehicle speeds at this location.

A traffic counter was placed at 9708 Narragansett Parkway from September 5, 2019 to September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7<sup>th</sup> and 8<sup>th</sup> because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 306 and 1.9% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was not identified as being a problem.

1	Vehicle(s) were recorded traveling between 40 and <45 mph
1	Vehicle(s) were recorded traveling between 35 and <40 mph
10	Vehicle(s) were recorded traveling between 30 and <35 mph
86	Vehicle(s) were recorded traveling between 25 and <30 mph

<b>City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV</b>	<b>Data obtained during Study</b>	<b>Warrant</b>
Average traffic volume greater than 500	306	Not Met
15% of total volume exceeding speed limit by 5 mph	1.9%	Not Met

**Fiscal Impact:**

A Speed Hump cost approximately \$3,000 each to install.

**Council Options:**

1. Approve the installation of speed hump(s) and direct the City Engineer to site and install it at his discretion.
2. Do not approve the installation of speed humps.
3. Defer action and request additional information.

**Staff Recommendation:**

Staff recommends that a speed hump on Narragansett Pkwy be pursued through article §184-42.1. of the City Code since the 9700 Block of Narragansett Pkwy is technically adjacent to the Muskogee Playground. We determined that there were no geometric conditions that would preclude a speed hump from being installed on Narragansett Parkway.

**Recommended Motion:**

N/A; this is a Council decision.

**Attachments:**

Technical Report  
Location Map  
Traffic data

# TECHNICAL REPORT

**DATE:** November 6, 2019

**SUBJECT:** Summary Report for Proposed Traffic Calming Devices on Narragansett Parkway between Laguna Road and Muskogee Street

**Prepared by** Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 9700 Block Narragansett Parkway between Laguna Road and Muskogee Street to control vehicular speeding.

## ROAD DESCRIPTION

The 9700 Block Narragansett Parkway is located north of Hollywood Road and east of Rhode Island Avenue in the Hollywood Subdivision of the City. It is oriented north and south, the horizontal alignment is straight, the vertical alignment is flat, and the street is classified as a local residential street.

There is a 4-ft wide concrete sidewalk along the westside of the street that extends from Lackawanna Street to Muskogee Street and terminates at the Muskogee Street Playground which is located on the northside of the intersection of Muskogee Street and Narragansett Parkway. Street lighting was observed to be adequate.

The road segment is 300 feet long, 18 feet wide, and fronts one (1) home. Narragansett Parkway provides for two-way traffic. Parking is prohibited along the eastside of the street. There is a striped crosswalk at intersection of Muskogee Street and Narragansett Parkway.

## DATA COLLECTION

Traffic data was collected from Thursday September 5, 2019 to Friday September 13, 2019. A 48-hour traffic analysis was conducted using the data collected on September 7<sup>th</sup> and 8<sup>th</sup> because it represented the worst traffic conditions. Data was collected using an electro-mechanical traffic counter. The counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data to be collected.

## CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

- A. Resident complaints - Yes, no petition.
- B. Police radar surveillance - No.
- C. Accident statistic - SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were no police reported accidents recorded during the past 10 years.
- D. History of previous efforts to control speeding - None

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (306 ADT - Average daily traffic) is a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street is not a part of a public transportation route. This street is not considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there could be an impact on the 5000 block of Laguna Road to the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

## REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

**Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 9708 Narragansett Parkway. The study shows the following:**

**9708 Narragansett Parkway -**

- (a) 85% percentile data (that speed which should approximate the speed limit) - **25.3 mph**
- (b) 1.9% of all vehicles, were recorded in excess of 30 mph (12 out of 612 vehicles exceeded the speed limit by 5 miles per hour)
- (c) Speed: Max **41.4 mph**, Min **8.4 mph**, Mean **20.1 mph**
- (d) Average Daily Traffic - **306**
- (e) AM Peak Hour volume - 10:00 **am September 8<sup>th</sup> - 21 vehicles**
- (f) PM Peak Hour volume - 5:00 **pm September 7<sup>th</sup> - 30 vehicles**

**Summary of findings from the data above.**

A speeding problem was not indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 1.9% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

**Street Classification: Local Residential collector      YES**  
Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

**Street Width: 26 +/- no more than two travel lanes      YES**  
Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

**Street Grade: flat (8% or less (NEW 2007))** **YES**

The street grade will not limit the type of traffic calming device installations.

**Horizontal and Vertical Alignment:** **YES**

Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

**Sight Distance: Adequate** **YES**

Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

**Traffic Speeds:** **NO**

**9708 Narragansett Parkway: 1.9% of the total traffic volume exceeded 30mph**

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

**Traffic Volume:** **NO**

**9708 Narragansett Parkway: 306**

**vehicles per day**

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

**Accident History:** **YES**

If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

**Pedestrian Activity:** **YES**

When installed to address pedestrian safety issues, significant pedestrian activity should be present. There is a sidewalk along the southside of the street and a Playground located at the intersection with Narragansett Parkway.

**Vehicle Mix: less than 5%** **YES**

Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

**Emergency Vehicle Access: Not a primary Emergency route YES**

Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

**Transit Route: Not a transit route YES**

Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

**Citizen Support: no petition YES**

Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

**Diversion: Possibly divert traffic to Laguna Rd NO**

Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

**Street Lighting: Adequate YES**

To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

**Totals:**

YES 12  
NO 3

**Paving History According to PMP:**

**9700 Narragansett Parkway Last Year Pave 2012**

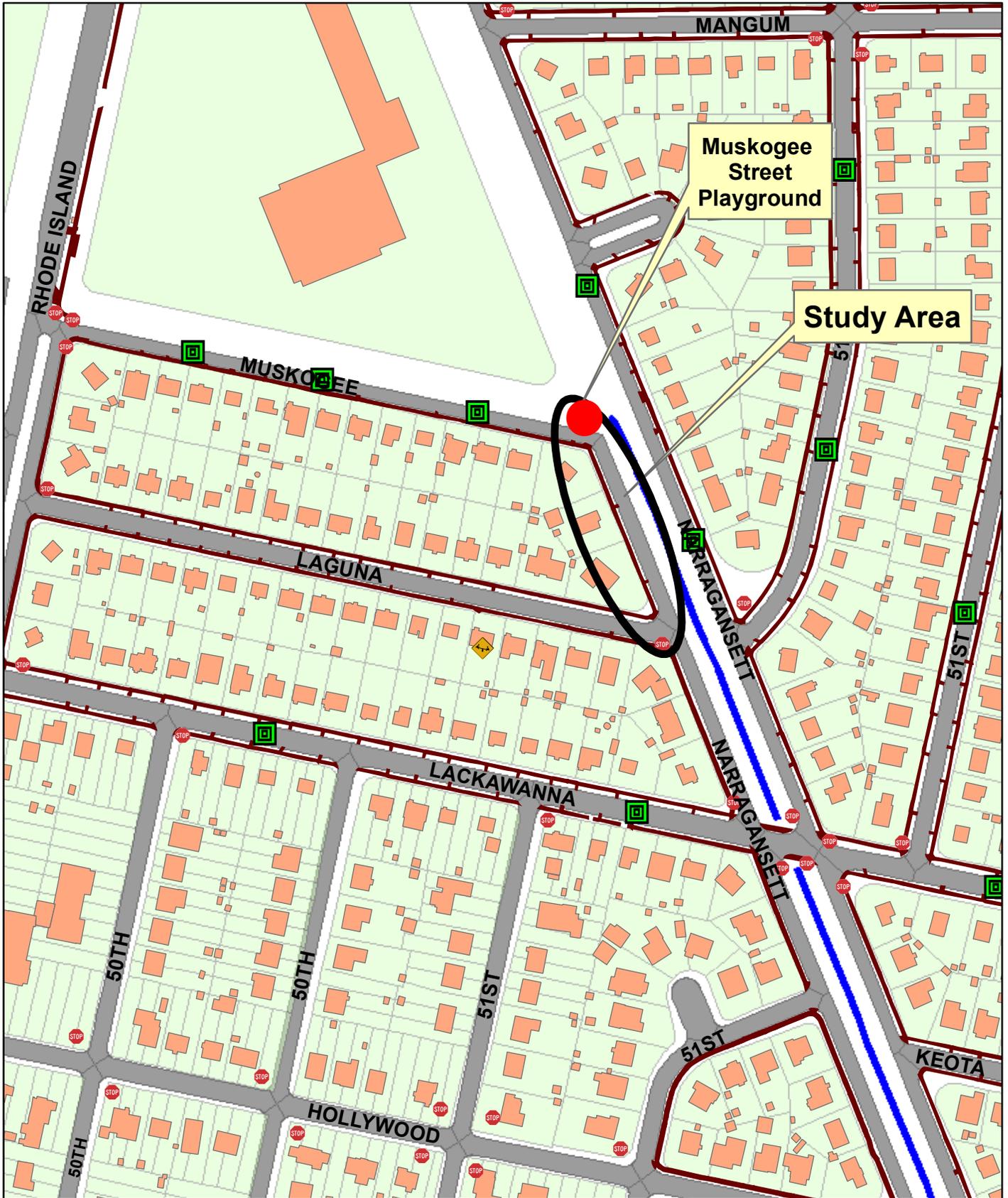
**Current Rating 1.5**

**CONCLUSION**

Speeding was not identified as being a problem. The average daily traffic volume indicates that cut through traffic is a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures are not warranted on the 9700 Narragansett Parkway at this time.

Attachment  
9700 Block Muskogee Street



By: College Park Engineering  
Date: September 20, 2019  
Source: M-NCPPC GIS

**Legend**

-  Speedhumps
-  Stop Sign
-  Street Sidewalk



Variance = 24.05, Standard Deviation = 4.90 mph

\* Saturday, September 7, 2019

Time	Total	Vbin	>PSL	>SL1	>SL2	>SL3	>SL4										
<--		5	10	15	20	25	30	35	40	45	50	99	25	30	35	40	45
		10	15	20	25	30	35	40	45	50	99		SL1	SL2	SL3	SL4	
0000	5	0	0	1	3	1	0	0	0	0	0	0	1	0	0	0	0
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	2	3	1	0	0	0	0	0	0	1	0	0	0	0
0500	4	0	0	1	2	1	0	0	0	0	0	0	1	0	0	0	0
0600	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	2	2	12	1	0	0	0	0	0	0	1	0	0	0	0
0900	15	0	1	4	4	5	1	0	0	0	0	0	6	1	0	0	0
1000	18	1	2	6	9	0	0	0	0	0	0	0	0	0	0	0	0
1100	15	1	3	3	4	4	0	0	0	0	0	0	4	0	0	0	0
1200	22	0	7	1	12	2	0	0	0	0	0	0	2	0	0	0	0
1300	28	0	4	11	11	2	0	0	0	0	0	0	2	0	0	0	0
1400	25	0	2	6	12	5	0	0	0	0	0	0	5	0	0	0	0
1500	18	0	3	4	2	6	3	0	0	0	0	0	9	3	0	0	0
1600	22	1	1	8	7	3	1	0	1	0	0	0	5	2	1	1	0
1700	30	1	6	7	13	3	0	0	0	0	0	0	3	0	0	0	0
1800	22	0	4	9	9	0	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	1	6	6	3	0	0	0	0	0	0	3	0	0	0	0
2000	16	0	1	4	6	5	0	0	0	0	0	0	5	0	0	0	0
2100	10	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	4	5	1	0	0	0	0	0	0	1	0	0	0	0
2300	9	0	0	2	3	3	1	0	0	0	0	0	4	1	0	0	0
00-00	326	4	42	91	135	47	6	0	1	0	0	0	54	7	1	1	0

Peak step 17:00 (30) AM Peak step 10:00 (18) PM Peak step 17:00 (30)

Vehicles = 326

Posted speed limit = 25 mph, Exceeding = 54 (16.56%), Mean Exceeding = 27.72 mph

Limit 1 (SL1) (25 \* 100%) + 5 = 30 mph, Exceeding = 7 (2.147%)

Limit 2 (SL2) (25 \* 100%) + 10 = 35 mph, Exceeding = 1 (0.307%)

Limit 3 (SL3) (25 \* 100%) + 15 = 40 mph, Exceeding = 1 (0.307%)

Limit 4 (SL4) (25 \* 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)

Maximum = 41.1 mph, Minimum = 8.6 mph, Mean = 20.5 mph

85% Speed = 25.27 mph, 95% Speed = 28.63 mph, Median = 20.80 mph

10 mph Pace = 15 - 25, Number in Pace = 230 (70.55%)

Variance = 23.08, Standard Deviation = 4.80 mph

\* Sunday, September 8, 2019

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	>PSL	>SL1	>SL2	>SL3	>SL4
<--		5	10	15	20	25	30	35	40	45	50	99	25	30	35	40	45
		10	15	20	25	30	35	40	45	50	99		SL1	SL2	SL3	SL4	
0000	13	1	1	6	4	1	0	0	0	0	0	0	1	0	0	0	0
0100	8	0	0	2	1	4	1	0	0	0	0	0	5	1	0	0	0
0200	9	0	2	0	5	2	0	0	0	0	0	0	2	0	0	0	0
0300	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	3	2	2	0	0	0	0	0	0	2	0	0	0	0
0800	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	1	1	6	0	1	0	0	0	0	0	0	1	0	0	0	0
1000	21	0	4	8	7	2	0	0	0	0	0	0	2	0	0	0	0
1100	14	0	1	8	3	1	1	0	0	0	0	0	2	1	0	0	0
1200	18	0	1	4	11	2	0	0	0	0	0	0	2	0	0	0	0
1300	12	0	1	5	4	2	0	0	0	0	0	0	2	0	0	0	0
1400	14	0	3	1	6	4	0	0	0	0	0	0	4	0	0	0	0
1500	24	1	4	8	9	2	0	0	0	0	0	0	2	0	0	0	0
1600	19	0	5	6	5	3	0	0	0	0	0	0	3	0	0	0	0
1700	21	2	5	3	7	2	2	0	0	0	0	0	4	2	0	0	0
1800	21	1	4	6	5	4	0	1	0	0	0	0	5	1	1	0	0
1900	17	1	1	9	4	2	0	0	0	0	0	0	2	0	0	0	0
2000	19	1	4	6	7	1	0	0	0	0	0	0	1	0	0	0	0
2100	11	0	2	3	5	1	0	0	0	0	0	0	1	0	0	0	0
2200	10	0	1	6	1	2	0	0	0	0	0	0	2	0	0	0	0
2300	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>00-00</b>	<b>286</b>	<b>9</b>	<b>42</b>	<b>98</b>	<b>93</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (24) AM Peak step 10:00 (21) PM Peak step 15:00 (24)

Vehicles = 286

Posted speed limit = 25 mph, Exceeding = 44 (15.38%), Mean Exceeding = 27.64 mph

Limit 1 (SL1) (25 \* 100%) + 5 = 30 mph, Exceeding = 5 (1.748%)

Limit 2 (SL2) (25 \* 100%) + 10 = 35 mph, Exceeding = 1 (0.350%)

Limit 3 (SL3) (25 \* 100%) + 15 = 40 mph, Exceeding = 0 (0.000%)

Limit 4 (SL4) (25 \* 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)

Maximum = 35.0 mph, Minimum = 8.4 mph, Mean = 19.7 mph

85% Speed = 25.27 mph, 95% Speed = 28.62 mph, Median = 19.91 mph

10 mph Pace = 14 - 24, Number in Pace = 191 (66.78%)

Variance = 26.40, Standard Deviation = 5.14 mph



## PUBLIC HEARING NOTICE

TO: Residents of the 9700 Block of Narragansett Parkway (between Laguna Road and Muskogee Street)

FROM: Janeen S. Miller, City Clerk *JSM*

DATE: January 10, 2020

RE: Public Hearing on possible installation of Traffic Calming in the 9700 Block of Narragansett Parkway

The Mayor and Council of the City of College Park will hold a Public Hearing on **Tuesday, February 11, 2020 at 7:30 p.m. at Davis Hall** to take public comment on whether to install a traffic calming device (speed hump) in the 9700 Block of Narragansett Parkway. There is a concern for the safety of the pedestrians that cross at the intersection of Muskogee Street and Narragansett Parkway to reach the adjacent playground. All interested parties shall have an opportunity to be heard. Following the Public Hearing, the Mayor and Council will take action on the request.

The City Engineer's traffic study and recommendation can be found in the staff report which is posted on the City's web site at [www.collegeparkmd.gov](http://www.collegeparkmd.gov). Click on "Public Hearing Notice." The report is also available from the City Clerk's office.

Davis Hall is located at 9217 51<sup>st</sup> Avenue. In accordance with the Americans With Disabilities Act, if you need special assistance, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you are unable to appear in person but would like to comment on this matter, you may submit written comment in advance. In order to be received by the Council as part of the record, the comment must include the specific topic to which it relates, the full name and address of the person submitting the comment, and be submitted no later than 5:00 p.m. on the day of the hearing to [cpmc@collegeparkmd.gov](mailto:cpmc@collegeparkmd.gov).

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: College Park Mayor and Council  
President, North College Park Community Association