



CITY OF COLLEGE PARK, MARYLAND  
REGULAR MEETING AGENDA ITEM

AGENDA ITEM \_\_\_\_\_

**Prepared By:** Steven Halpern, City Engineer

**Meeting Date:** March 8, 2022

**Presented By:** Steven Halpern, City Engineer

**Consent Agenda:** No

**Originating Department:** Department of Public Works

**Action Requested:** Public Hearing and Consideration of the Petition Request for Traffic Calming – 4600 block Guilford Road between Rhode Island Avenue and Harvard Road

**Strategic Plan Goal:** Strategic Plan Goal 4: Enhance safety and quality of enforcement to advance our reputation as a safe City.

**Background/Justification:**

**Location**

The 4600 Block Guilford Road is located south of Calvert Road and east of Baltimore Avenue in the Calvert Hills Subdivision of the City. It is classified as a local residential collector street. There are seven (7) homes that front this street. Location map attached.

**Traffic Concern**

A traffic calming petition was initiated by the residents of the 4600 Block of Guilford Road, between Rhode Island Avenue and Harvard Road. Petition attached. The petition was reviewed by staff and found valid.

**Traffic Investigation Summary**

A traffic counter was placed at 4613 Guilford Road from October 5, 2021, to October 13, 2021. A 48-hour traffic analysis was conducted using the data collected on October 9<sup>th</sup> and 10<sup>th</sup> because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 671. The warrant for average traffic volume is 500. The traffic volume warrant was met. The traffic study determined that 1.3% 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 35 and <40 mph
16	Vehicle(s) were recorded traveling between 30 and <35 mph
130	Vehicle(s) were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	671	Met
15% of total volume exceeding speed limit by 5 mph	1.3%	Not Met

**Fiscal Impact:**

A Speed Hump cost approximately \$4,000 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 found that the volume warrants were met and the speed warrants were not met. We also determined that there were no geometric conditions that would preclude a speed hump from being installed on Guilford Road.

**Recommended Motion:**

N/A; this is a Council decision.

**Attachments:**

Technical Report  
Location Map  
Traffic data  
Petition

# TECHNICAL REPORT

**DATE:** December 7, 2021

**SUBJECT:** Summary Report for Proposed Traffic Calming Devices on Guilford Road between Rhode Island Avenue and Harvard Road

**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 4600 Block Guilford Road between Rhode Island Avenue and Harvard Road to control vehicular speeding.

## ROAD DESCRIPTION

The 4600 Block Guilford Road is located south of Calvert Road east of Baltimore Avenue in the Calvert Hills Subdivision of the City. Guilford Road is oriented east and west, the horizontal alignment is straight, the vertical alignment is relatively flat, it is intersected by Guilford Place midblock, and the street is classified as a local residential collector street to US 1.

The road segment is about 430 feet long, 26 feet wide, and fronts seven (7) homes. Guilford Road provides for two-way traffic. There are no parking restrictions other than permit parking. There are sidewalks on both sides of the street. Street lighting was observed to be adequate.

## DATA COLLECTION

Traffic data was collected from Tuesday October 5, 2021, to Wednesday October 13, 2021. A 48-hour traffic analysis was conducted using the data collected on October 9<sup>th</sup> and 10<sup>th</sup> because it represented two consecutive days with the highest average recorded speed. 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.

## 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, 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** – Yes, west of Harvard Road two speed humps were installed in the 1990's

**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 (**671** ADT - Average daily traffic) **is not** 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** 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 **would not be an impact** on any of the nearby 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 4600 Block Guilford Road. The study shows the following:**

**4600 Block Guilford Road -**

**(a) 85%** percentile data (that speed which should approximate the speed limit) – **24.3 mph**

**(b) 1.3%** of all vehicles, were recorded in excess of 30 mph  
(17 out of 1,343 vehicles exceeded the speed limit by 5 miles per hour)

**(c) Speed: Max 37.4 mph, Min 6.3 mph, Mean 20.1 mph**

- (d) Average Daily Traffic – **671**
- (e) AM Peak Hour volume – 11:00 am **October 9<sup>th</sup> - 47 vehicles**
- (f) PM Peak Hour volume – 3:00 pm **October 9<sup>th</sup> - 59 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 1.3% 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**

**4600 Block Guilford Road: 1.3% 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:** **YES**

**4600 Block Guilford Road: 671 vehicles per day**

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















**CITY OF COLLEGE PARK, MARYLAND  
 PETITION FOR TRAFFIC CALMING DEVICE  
 (MUST BE PRINTED LEGIBLY)**

Date: \_\_\_\_\_

We, the residents of Guilford Rd, College Park request the installation of traffic calming devices for Guilford Rd (Location) between Harvard Rd and Rhode Island Ave (Street Name) (Location).

Contact Name: Keane Bhatt Phone Number: 914.715.9179

NAME (PLEASE PRINT)	SIGNATURE	ADDRESS (PLEASE PRINT)	PHONE
KEANE BHATT	<i>Keane Bhatt</i>	4612 Guilford Rd	914.715.9179
<i>Pam Jordan</i>	<i>Pam Jordan</i>	4613 Guilford Rd.	410-855-8055
Sarah + Stephen Robie	<i>Sarah Robie</i>	4610 Guilford Rd	978-761-3530
<i>Azra + Richard Jankowski</i>	<i>Azra Jankowski</i>	4611 Guilford Rd	240-432-8040
Michael Tsylis	<i>[Signature]</i>	4614 Guilford Rd	303-928-818
Lis Maring	<i>Lis Maring</i>	4609 Guilford Rd	301.875.8811
Eric Maring	<i>Eric Maring</i>	4609 Guilford Rd.	3018751635

All petitions must be signed by at least 60% of the households that are located within 500 feet of the requested installation site. If requested for an intersection, the petition must be circulated to the residents living on all intersecting streets within 500 feet of the requested installation site. For further information, see Article VI, Traffic Calming Devices, Section 184-36 of the City Code. Names and addresses must be printed legibly or typewritten. A separate petition shall be submitted for each specific location where a traffic calming device is requested. Send completed form(s) to the City Clerk's Office, 8400 Baltimore Avenue, Suite 375, College Park, MD 20740, or email completed form to \_\_\_\_\_ For additional information please email \_\_\_\_\_ or call 240-487-3501.