



City of Hyattsville

Memo

To: Mayor and City Council

From: Hal Metzler, Senior Deputy Director of Public Works; Taylor Robey, Transportation Manager

CC: Tracey Douglas, City Administrator; Lesley Riddle, Director of Public Works

Date: November 26, 2024

Re: 6000 Block 43rd Street and 4000 Block Nicholson Street Traffic Calming Petition Staff Recommendation

Attachments: Traffic Calming Petition PPT 20241007 FINAL; [Hyattsville Multimodal Toolkit](#)

The purpose of this memorandum is to provide the City Council with alternative recommendations regarding Traffic Petitions for the 6000 block of 43rd Street and 4000 block of Nicholson Street.

Background

On October 7, 2024, City staff presented the results of the staff evaluation of three traffic petitions and their respective recommendations. Initial staff recommendations are shown below:

Petition	Request	Staff Recommendation
6000 Block 43 rd Street	Install Speed hump(s)	Deny Request
5600 Block 31 st Ave	Install Speed hump(s)	Approve Request
4000 Block Nicholson St	Install Speed hump(s)	Deny Request

On October 21, 2024, City Council voted to approve the request for traffic calming for the 5600 Block of 31st Ave. The Council also voted to authorize City staff to evaluate whether traffic calming measures other than speed humps could be feasible for the 6000 block 43rd Street and 4000 block Nicholson Street and present alternative recommendations at the December 2, 2024 Council meeting.

Alternative Recommendations and Justification

Upon additional review for the 6000 block of 43rd Street and 4000 block of Nicholson Street, staff recommend that a yield street be implemented at both locations to address the traffic calming concerns raised by petitioners.

According to the Hyattsville Multimodal Toolkit, a Yield Street is “a two-way street with checkered on-street parking pattern and single driving lane causing motor vehicles to yield the right-of-way to oncoming vehicles.” This calms traffic by reducing travel space for motor vehicles and has been shown to reduce speeds and cut-through traffic. It is typically utilized on residential streets and functions most effectively on roadways measuring 24-28 feet with parking on both sides. It is appropriate to deploy as a spot treatment.

While many residential streets in the City function as de facto yield streets, where one vehicle must yield to allow an opposing vehicle to pass, staff believe these streets would benefit from formalizing this operational pattern.

Next Steps

Implementation of yield streets at both 43rd Street and Nicholson Street petition locations. This will include elements such as formalized passing zones, travel lanes, and parking lanes as well as appropriate signage indicating a Yield Street.