



# Gallatin Street Intersection Study

CITY OF HYATTSVILLE

**RK&K**



**CITY COUNCIL PRESENTATION**

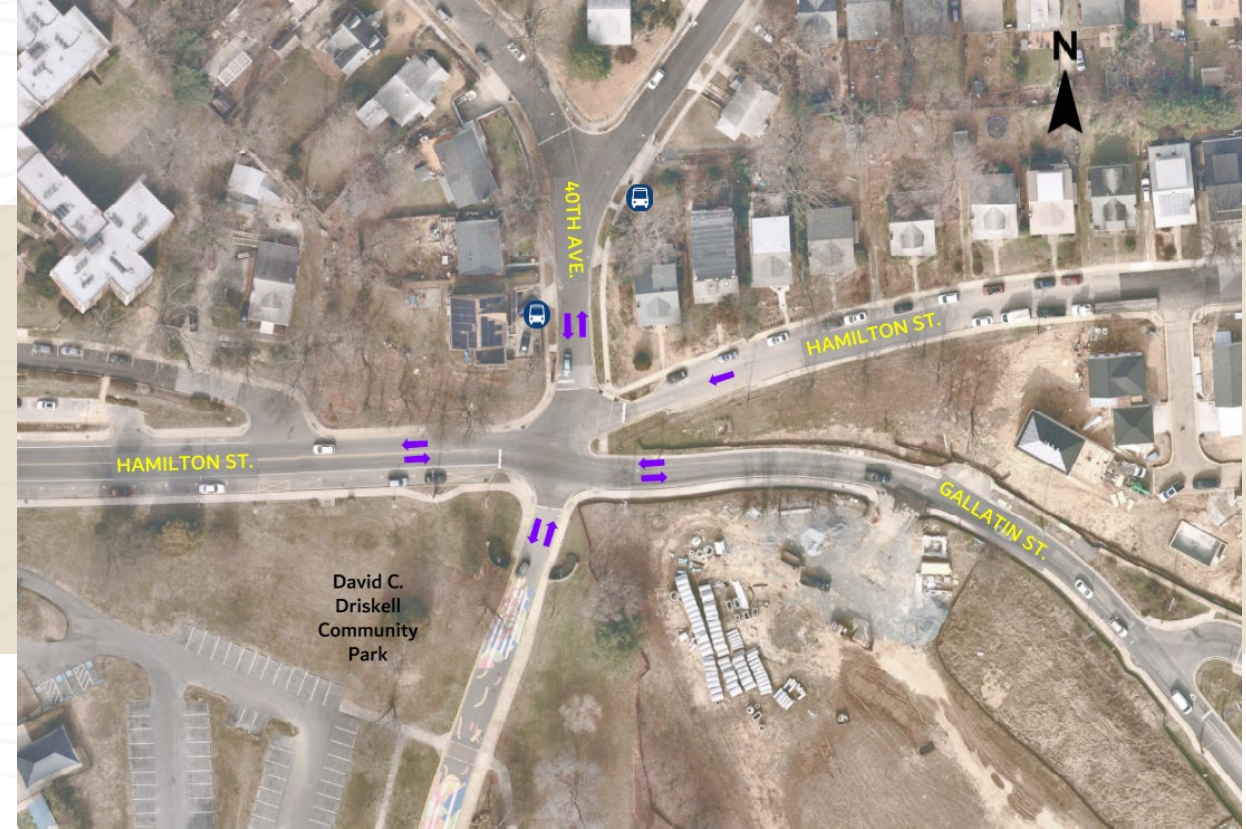
October 7, 2024



# PROJECT OVERVIEW

5-leg intersection comprised of:

- Hamilton Street (west)
- 40th Avenue (north)
- The David C. Driskell Community Park entrance (south)
- Hamilton Street and Gallatin Street (east)



**Project Goal:** Improve the safety of pedestrians, cyclists, vehicles, and transit navigating the intersection. The proposed improvements will prioritize the most vulnerable road users while maintaining efficient traffic flow.



# EXISTING CONDITIONS





# EXISTING CONDITIONS

Crashes



36

Injuries



2

Ped/Bike Crashes

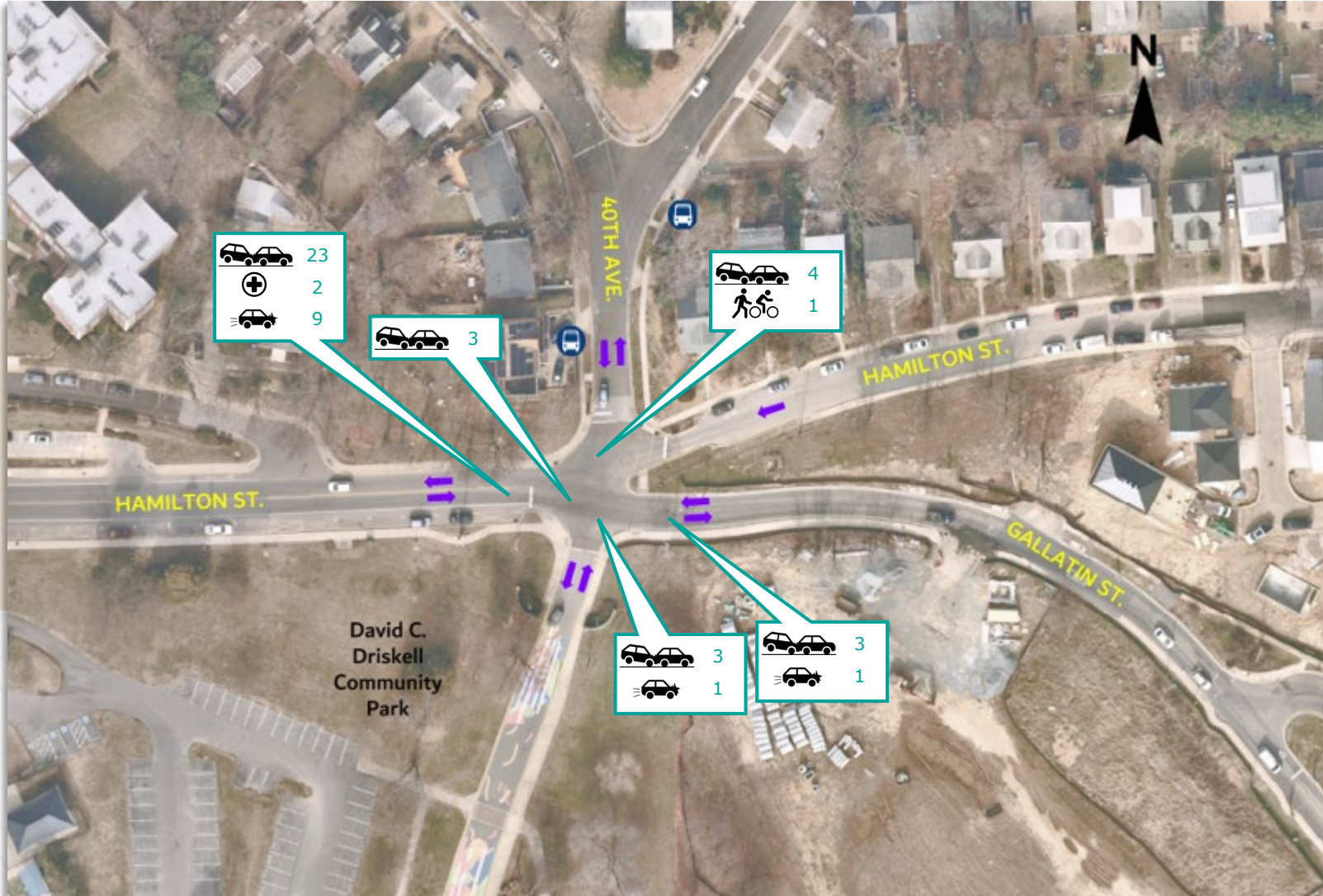


1

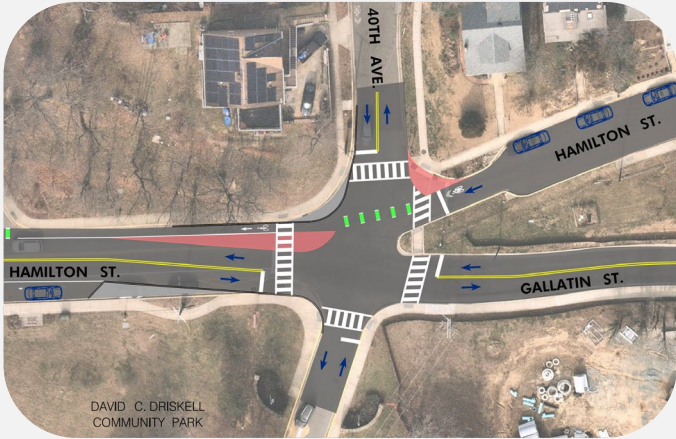
Hit & Run Crashes



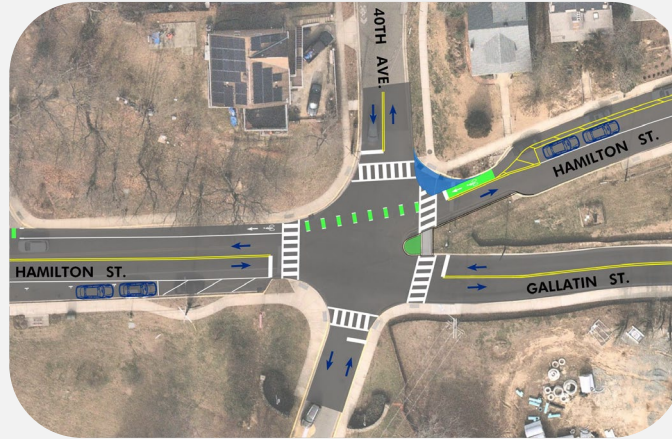
11



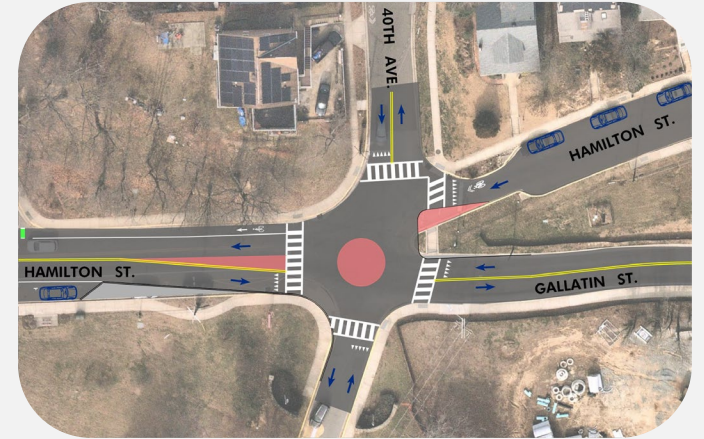
# PRELIMINARY ALTERNATIVES



1 – Realignment



2 – Traffic Modification



3 – Mini Roundabout

PROS

- Aligns route along higher traffic volume
- Improves visibility
- Includes a protected bike lane

- Eliminates critical conflict
- Quick implementation
- Maintains bicycle connectivity

- Reduces crash severity
- Improves visibility

CONS

- Longer pedestrian crossing at Hamilton (west leg)
- On-street parking loss (2 spaces)
- Critical conflict movement remains

- Alters vehicular travel pattern
- On-street parking loss (3 spaces)
- Driveways

- Longer pedestrian crossing at Hamilton (west leg)
- On-street parking loss (2 spaces)
- Dependent on driver behavior



# PUBLIC ENGAGEMENT

## **#2 appeals most to me.**

I appreciate the quickness with which it can be implemented.

I suspect that reversing traffic on Hamilton Street to travel EB uphill would **reduce drivers' speed** compared to the current downhill direction of traffic.

**I like #2 the most, because it eliminates one of the entry points to the intersection,** and it is the entry that is most problematic.

The bike lane on the north side of Hamilton in #2, between car and sidewalk - **makes getting in and out of our cars much more dangerous.**

I am opposed to #3 because **it does not have adequate pedestrian protection** measures.

## **Paint the crosswalks in front of the park.**

There are no painted crosswalks when crossing Hamilton. 3 of the 5 crossings don't have visible crosswalks currently.

**Traffic circles can calm the traffic,** and the more circles we use, the more people will get used to them.

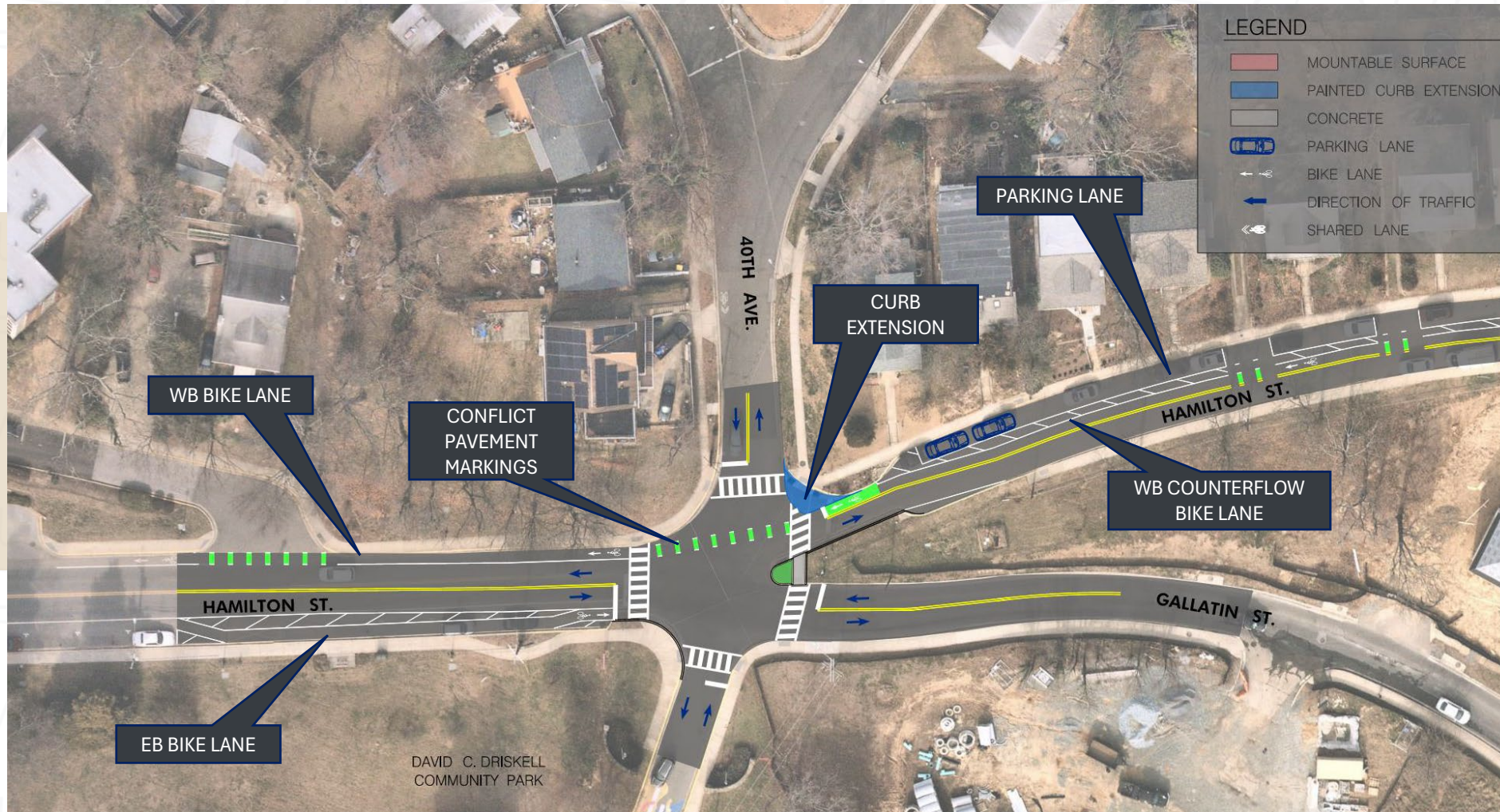
**I really like the protected bike lane** and the increased visibility. However, I think #1 is too close to the present situation to significantly improve safety outcomes.

#3 is the worst - **I don't understand how to drive in a rotary.** It eliminates the stop signs in favor of yield signs, which is recipe for accidents.

The proposed improvements don't seem to significantly address **the most dangerous part: the sharp angle between the entry points of Gallatin St. and Hamilton St.**

If #3 is chosen, I intend to stop driving through that intersection. **There are a lot of drivers who find circles frightening and dangerous.**

# PREFERRED ALTERNATIVE





# PREFERRED ALTERNATIVE





# PREFERRED ALTERNATIVE

