

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 22, 2008**

DOCKET ITEM: 4

ISSUE: Consideration of a request at the intersection of Commerce Street at South Payne Street to relocate the existing STOP signs from South Payne Street to Commerce Street.

APPLICANT: The Transportation and Environmental Services

LOCATION: Intersection of South Payne and Commerce Streets

STAFF RECOMMENDATION: The Board approves this request.

DISCUSSION: This change was requested by Sherry Brown. Peter Pennington of 1213 Prince Street also alerted staff of similar concerns at this intersection. The subject intersection is located within the Old Town Neighborhood of the City. A map showing the location of the intersection relative to other roadway facilities in the area is presented on the following page. At that intersection, South Payne Street and Commerce Street intersect to form a skewed intersection. Commerce Street runs diagonally across the City grid in an east-west direction. South Payne Street runs in a north-south direction. The major roadway of this intersection is South Payne Street. Payne Street is noticeably wider than Commerce Street giving the impression that Commerce Street is the minor street and is required to stop at the intersection.

Transportation and Environmental Services staff studied the intersection for removing STOP signs on South Payne Street and installing STOP signs on Commerce Street. Staff also studied the intersection for installing STOP signs on Commerce Street, thereby making the intersection a multi-way (4-way) STOP intersection. Staff conducted traffic volume counts on May 20, 21 and 22, 2008. The counts were conducted on typical weekdays, when schools were in session; to ensure that representative traffic conditions were evaluated. Staff found that the existing traffic volumes and accident data at the intersection did not meet the multi-way STOP warrants as outlined in the 2003 Manual for Uniform Traffic Control Devices (MUTCD). Under this warrant, the volumes of traffic on the intersecting roads should be approximately equal. At this intersection, South Payne Street carries significantly more traffic as compared to Commerce Street.

The City is required to be in compliance with the MUTCD. According to the MUTCD, STOP control is warranted at an intersection if one the following is met:

Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law:

Traffic volumes at this intersection indicate following results:

- North leg of South Payne Street carried 1878 vehicles per day (VPD)
- South leg of South Payne Street carried 1197 VPD
- East leg of Commerce Street carried 200 VPD
- West leg of Commerce Street carried 686 VPD

Due to significant higher volume of traffic on South Payne Street as opposed to Commerce Street, this intersection would not be expected to meet the application of the normal right-of-way rule with reasonable compliance with the law.

This warrant is met for STOP control on Commerce Street and not for South Payne Street.

Street entering a through highway or street:

At this intersection, both streets are classified as local streets. However, South Payne Street connects King Street to the north and Duke Street to the south.

Therefore this warrant is not met for STOP control.

Unsignalized intersection in a signalized area:

The intersections of King Street and South Payne Street, and King Street and South Fayette Street are signalized. The intersections of Prince Street and Commerce Street, and Prince Street and South Payne Street are multi-way STOP control.

Therefore this warrant is not met for STOP control.

High speeds, restricted view, or crash records indicate a need for control by STOP sign.

Speed limits on these streets are 25 mph. In the past 3 years, there have been two (2) reported accidents at this intersection.

Therefore this warrant is not met for STOP control.

The traffic data indicates that this intersection meets requirements for 2-way STOP control and does not meet the requirements for a 4-Way STOP control. The MUTCD states that STOP signs should be installed in a manner to minimize the number of stops and should be placed upon the minor street (Commerce Street). Therefore, the existing STOP signs should be relocated from the South Payne Street approaches to the Commerce Street approaches of the intersection. The cost for removal and installation of signs is negligible.

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DOCKET ITEM: 5

ISSUE: Consideration of a request to install NO PARKING 7:30 AM TO 8:30 AM SCHOOL DAYS signs for a Student Drop Off at Jefferson Houston Elementary School, 1501 Cameron Street in front of the building.

APPLICANT: Kimberley Graves, Principal Jefferson Houston Elementary School

LOCATION: 1501 Cameron Street

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION: Ms. Kimberley Graves, Principal of Jefferson Houston Elementary School, states that there has been an on going issue and concern from parents regarding safety when dropping their children off in front of the school. Restricting six parking spaces in front of the school from 7:30 a.m. to 8:30 a.m. will help address these concerns. This will also help the flow of the traffic on Cameron Street as many parents have had to double park when dropping their children off. The school will be assigning staff to facilitate the orderly offloading of children in the morning and to discourage parents from double parking. Additionally, the school has sent information home to the parents apprising them of the new drop off area. The Inner City Civic Association and the Upper King Street Neighborhood Association were notified of this request.

To facilitate the opening of school, staff posted temporary signs with the above restrictions in front of the school. This has the added benefit of allowing staff to evaluate the operation of these restrictions before making a recommendation to the Board. To date this is working well.

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DOCKET ITEM: 6

ISSUE: Consideration of a request to install “NO PARKING BETWEEN SIGNS” restrictions on both sides of the Commonwealth Crossings driveway in the 00 block of West Glebe Road.

APPLICANT: Ms. Debbie F. Hodnett, West Glebe Road

LOCATION: Unit block West Glebe Road

STAFF RECOMMENDATION:

DISCUSSION: Ms. Hodnett states there is a vision problem exiting the Commonwealth Crossings driveway in the Unit block West Glebe Road. Vehicles are parking in the radius of the driveway and making visibility difficult to see on coming vehicles. On the east side of the driveway there is an existing fire hydrant.