



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Robert J. Mack, PE, PTOE
Traffic Engineer

DATE: June 22, 2017

SUBJECT: Report from the Traffic Engineer on behalf of the Traffic Operations Committee and the Transportation Policy Advisory Committee in response to a referral from Councilor Champlin regarding a constituent concern on Franklin Street speeding.

Recommendation

Accept this report.

Background

On May 8, 2017, City Council referred an inquiry from Councilor Champlin regarding a resident concern with speeding traffic on Franklin Street and a request to consider installing multi-way stop signs at Rumford, Lyndon and Jackson Streets to slow traffic. The Traffic Operations Committee (TOC) considered this request at its May 16 and June 20, 2016 meetings. This request was also considered by the Transportation Policy Advisory Committee (TPAC) at its May 24 and June 22, 2017 meetings.

Discussion

Franklin Street in this area is 40 feet wide with parking on both sides and painted center and edge lines. Crosswalk bump-outs are located at the Franklin/Rumford and Franklin/Jackson intersections. The street is classified as an Urban Collector Street and services about 3,500 daily vehicles. Much of that volume is commuter traffic from the I-393 corridor that uses Franklin Street as an intermediate route to get to the regional medical campus and state office park to the west. Franklin Street is also listed as one of the City's emergency response routes. A speed study conducted in 2013 indicated average speeds of about 30 mph and 85th percentile speeds of about 35 mph (the speed limit is 30 mph). A small percentage of drivers were recorded at inappropriate speeds.

Regarding the request for stop signs, traffic volumes and crash history at the subject intersections were well below the Federal thresholds for considering multi-way stop control. Additionally, City policy precludes the addition of stop signs solely for the purpose of 'speed

control'. Also per city policy, use of vertical deflection to control speed, such as speed bumps, is inappropriate on a street like Franklin Street as it is both an emergency response route and a collector route. Another consideration related to the request to add more stop signs would be the added stop-and-go noise of accelerating and decelerating Franklin Street traffic for residents living near affected intersections.

At its May 16, 2017 meeting TOC noted that overall speeds along Franklin Street seemed reasonable, but recommended speed enforcement to target the fewer but more-aggressive speeders. CPD followed up by conducting six directed patrols on Franklin Street in May and June at various times during the morning and afternoon commuter peaks. No citations or warnings were noted during these patrols. Speeds on over one hundred vehicles were observed, with average speeds being between 30 and 32 mph.

Both TOC and TPAC concurred that enforcement efforts were appropriate in this case. Neither committee supported the addition of multi-way stop signs for speed control at the requested intersections. They also felt strongly that the proposed Langley Parkway Phase 3 project would make a long-term improvement to livability along this section of Franklin Street by diverting away a substantial volume of traffic, and particularly the daily commuter cut-through between I-393 and the medical campus area.

Cc: Traffic Operations Committee
Transportation Policy Advisory Committee