



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Karen Hill, P.E., Transportation Engineer, staff representative for the Traffic Operations Committee and Transportation Policy Advisory Committee

DATE: March 24, 2025

SUBJECT: Response to City Council Referral: Request for safety improvements along the sharp corner of Broadway near #366 S Main Street

Recommendation

Accept this report.

Background

On December 9, 2024, City Council referred a communication from Councilor Schlosser in regards to a resident's request for safety improvements along the sharp corner of Broadway near #366 S Main Street, to the Traffic Operations Committee (TOC) and Transportation Policy Advisory Committee (TPAC) for review.

Broadway is a major collector street located within the Urban Growth Boundary. One travel lane is provided in each direction with a posted speed limit of 30 mph. It connects Clinton Street (McKee Square) to the south end and S Main Street. There is a sidewalk present on the west side of Broadway in this area. Wiggin Street intersects with Broadway at a sharp curve. Overtime, the pavement has expanded on the corner to create a "Y" type intersection resulting in blurred roadway and driveway boundaries.

Discussion

The Traffic Operations Committee (TOC) discussed the recent referral during its December 17, 2024 meeting. Councilor Schlosser attended the meeting to discuss the concerns. The Committee discussed the resident's concerns and confirmed that in the last 6 months, accident reports confirmed that in two separate incidents, vehicles have left the roadway when traveling southbound on Broadway and one crashed into the garage, and the other into the house at #366 S Main Street.

The Committee reviewed a plan of the corner and intersections and discussed three potential improvements, as listed below:

1. Short-term: Upgrade the existing chevron signage along the corner.
2. Mid-term: Add additional pavement markings along the centerline and shoulders to better define the corner.
3. Long-term: Reconfigure the corner of Broadway at Wiggin to create a standard "T" type intersection and remove excess pavement at the corner. This can be added to CIP #520 to be considered in conjunction with future CIP #78 paving in the area.

The Transportation Policy Advisory Committee (TPAC) discussed the referral during its January 23, 2025 meeting. TPAC agreed with TOC's recommended approach; however, they recommended additional improvements, including relocating chevron signs, additional chevron signs, and a yield pattern across Wiggin Street. Wiggin Street is not currently stop-controlled per City Ordinance. It was discussed that the existing yield sign was likely placed due to the pavement creep and non-standard intersection alignment.

During its March 18, 2025 meeting, TOC revisited the referral and reviewed TPAC's suggestions, and modified the attached conceptual improvement plan to include the following revisions:

1. Relocate the chevrons from the north side of Broadway to back-to-back brackets on the chevron signs along the south side as recommended by TPAC to comply with standard practice.
2. Due to prior resident concerns, replace the chevron signs on the north side with delineator markers.
3. Relocate the curve warning sign that is close to S Main to the location of the first chevron on the north side.
4. Remove the painted yield pavement symbol triangles and remove the existing yield sign as these applications may encourage unsafe driver behavior. With the improved pavement markings, the Committee feels this is appropriate.

All recommended improvements are shown on the attached plan.

Upon acceptance of this report:

- The General Services Department will proceed with implementation of supplemental signage and pavement marking improvements.
- The Engineering Division of the Community Development Department will update Capital Improvement Program (CIP) Project #520 ("Intersection Safety Improvements") to include additional improvements contemplated on the attached conceptual design, such as curbing, pavement, and relocation of sidewalks. Said improvements would be programmed in an out year of the upcoming FY2026-2035 CIP, and coordinated / undertaken with future paving improvements in the area as part of CIP Project #78 (Annual Highway Program) as applicable.

cc: Traffic Operations Committee
Transportation Policy Advisory Committee

Attachment:
Proposed Improvement Plan