



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

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

DATE: July 28, 2016

SUBJECT: Report on behalf of the Traffic Operations Committee and the Transportation Policy Advisory Committee in response to a referral from City Council regarding a request from John Cook, Concord resident, asking that consideration be given to the installation of a 4-way STOP at the intersection of Union and Maple Streets.

Recommendation

Accept this report.

Background

On June 13, 2016, City Council referred a request from John Cook, Concord resident, asking that consideration be given to the installation of a 4-way STOP at the intersection of Union and Maple Streets. The request was considered by the Traffic Operations Committee (TOC) on June 21, 2016 and the Transportation Policy Advisory Committee (TPAC) on July 28, 2016.

Discussion

At issue is a resident request to install a 4-way STOP at the intersection of Union and Maple Streets to slow traffic. The stated concern is that the atypical one-way signing at the intersection can be confusing to drivers unfamiliar with the area and that the recent repaving of Union Avenue will increase traffic speeds, exacerbating the situation.

This is the intersection of two local streets in an urban residential area. Union Street is the non-stopping through street and is one-way from Centre Street north to the subject intersection at Maple Street, and two-way from Maple Street north to Washington Street. A large bump-out with a tree on the southwest corner is a physical feature, in addition two Do Not Enter signs, indicating to drivers heading southbound from Washington Street or Maple Avenue that continued southbound travel to Centre Street is prohibited. Maple Street is posted as the stopping side street at the Union Street intersection. It is two way east to N. State Street and one-way entering the intersection when coming eastbound from N. Spring Street. Dual one-way and do-not-enter signs are also located on the one-way

Maple Street approach. This atypical configuration of one-way street approaches was implemented some years back to mitigate what was a substantial volume of traffic otherwise cutting through this neighborhood to circumvent delays at the signalized N. State/Centre Street intersection.

TOC discussed the intersection configuration at its June 21, 2016 meeting. TOC had checked the intersection out and felt that the Do Not Enter and one-way signage and bump out on Union were reasonable to control traffic, understanding that the folks most-likely to be 'confused' are the 'first-timers' that try to cut through the neighborhood to circumvent delays at the N. State/Centre Street intersection only to find the one-way restrictions; they quickly learn to not do that again. Implementation of multi-way stops has to meet Federal warrants and that traffic volume at this intersection would be well below minimum thresholds. A review of crash history at the intersection indicated one reported crash in the over-five years since 2011; this is not indicative of a safety concern. In summary, TOC found current intersection signage to be reasonable and that the addition of a 4-way STOP would not be appropriate.

Staff had a follow-up conversation with Mr. Cook on June 24, 2016 to share TOC's discussion and findings. He noted that his original concern on speed came after watching a driver cut through from Centre Street to Maple Street at a fast rate. He also anticipated that the newly-paved street would increase speeds, although he noted he had not seen much of a speed increase since the repaving. He said he was satisfied that TOC looked into his request and didn't need any further action on his inquiry. He'd keep an eye open on the intersection and would let staff know if things change.

At its July 28, 2016 meeting, TPAC concurred with the staff and TOC follow-ups reported above.

cc Traffic Operations Committee
Transportation Policy Advisory Committee
John Cook