



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

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

DATE: July 20, 2016

SUBJECT: Report from the Traffic Engineer on behalf of the Traffic Operations Committee and the Transportation Policy Advisory Committee in response to a request by David Sky, Concord resident, to install a STOP sign on the Concord Street eastbound approach to South Street.

Recommendation

Accept this report and set a public hearing to amend the Code of Ordinances to install a STOP sign on the Concord Street eastbound approach to South Street.

Background

On May 19, 2016, Engineering Services received a request from David Sky, Concord resident, to install a STOP sign on the Concord Street eastbound approach to South Street. The request was considered by the Traffic Operations Committee (TOC) on June 21, 2016 and the Transportation Policy Advisory Committee (TPAC) on June 23, 2016.

Discussion

At issue is a resident request to consider installing a STOP sign on the Concord Street eastbound approach to South Street. The attached map illustrates the intersection location as well as the current utilization of STOP signs at all other side-street intersections along the segment of South Street between Pleasant Street and McKee Square. Of note is the fact that the Concord Street eastbound approach is the only minor side-street approach of ten on this street segment that does not have a STOP sign posted. This segment of South Street (also designated as NH Route 13) is classified as a major arterial.

The City's policy on the use of STOP signs, accepted by Council in August 2011, recognizes that STOP signs are not required at every cross street or driveway intersection, particularly at intersections where the normal right-of-way rules are obvious such as at minor T intersections. Per Federal guidelines, the use of One-Way or Two-Way STOP should be based on engineering judgment.

TOC considered the operational characteristics and safety of the intersection at its June 21, 2016 meeting. TOC recalled considering the necessity for a STOP sign at this location in 2011 during development of what would later become the City's STOP sign policy. At that time it was determined that the configuration of the Concord Street eastbound approach to South Street functioned safely as a stopping side-street approach and that the need for a stop sign could be considered optional. In the over five years since January 2011, there had been two reported crashes here, or about one crash per three years; this is quite low for an urban arterial street in the urban core and not indicative of a safety problem. As such TOC reaffirmed that the potential use of a STOP sign on this approach was considered optional. TOC did, however, recognize a potential benefit in maintaining signage consistency along the segment of South Street between Pleasant Street and McKee Square in that Concord Street is currently the only stopping side street that does not have a STOP sign posted. TOC referred the request to TPAC for additional review.

At its June 23, 2016 meeting, TPAC further considered the request in terms of the City's policy on the use of STOP signs. The policy states in part that STOP signs will generally be located on side-street approaches to collector and arterial streets, which would be the case in this instance as the segment of South Street between Pleasant Street and McKee Square is classified as an arterial. Furthermore, TPAC/TOC's accompanying July 28, 2011 report to Council recommends that if additional STOP signs are to be considered at side-street intersections, that preference is given to locating new signs on side-street approaches to the collector/arterial street network. Additionally, TPAC noted a preference for adding a STOP sign at the Concord Street location for consistency with the other side-street approaches along the segment of South Street between Pleasant Street and McKee Square.

TPAC moved to recommend the installation of a STOP sign on the Concord Street eastbound approach to South Street and to request that Council considers setting a public hearing to so consider amending the Code of Ordinances. The cost of a STOP sign and post is about \$120, not including staff time for installation. Additionally, the sign face will need to be replaced about every 10 years to maintain minimum reflectivity requirements.

Attachment: Location Map

cc: Traffic Operations Committee
Transportation Policy Advisory Committee
David Sky