

Date: December 15, 2021

To: Mayor and Members of City Council **202103306**

From: Paula Boggs Muething, City Manager

Subject: ADDITIONAL STOP SIGNS (MIDDLETON/LAFAYETTE, HANFIELD/GORDON, PITTS/CHASE, \TEAKWOOD/DEVONWOOD, MAD ANTHONY/KNOWLTON, AND PULLAN/LANGLAND)

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Reference Document #202103048

The Council at its session on November 10, 2021 referred the following item for review and report.

**MOTION**, submitted by Councilmembers Landsman and Kearney, In an effort to further protect citizens and acknowledge constituent concerns, **WE MOVE** that the Administration looks into the placement of additional stop signs at the following locations: *Middleton and Lafayette (Clifton), Hanfield and Gordon (Northside), Pitts and Chase (Downtown Business District), Teakwood and Devonwood (College Hill), and Mad Anthony and Knowlton (Northside).* (STATEMENT ATTACHED)

The following report includes recommendations by the Department of Transportation and Engineering (DOTE) to address constituent concerns in Northside.

**RECOMMENDATION**

DOTE has evaluated the five intersections, as well as the Pullan/Langland intersection that the Northside Community Council requested for evaluation and determined that all-way stops are warranted at five of the six locations.

DOTE is working with the Department of Public Services (DPS) on the installation of the additional stop signs. Funding has been identified for the installation of the new signs.

**EVALUATION RESULTS**

On reports pertaining to requested or proposed changes to right of way control (yield, stop or traffic control signal), the following items are considered:

Vulnerable Users - The presence of vulnerable users including, but not limited to, facilities for pedestrians, cyclists, transit users, schools, community centers, recreation facilities, business districts, and walking routes to any nearby schools/parks/community centers etc.

Community Engagement - Detail involvement with community council or neighborhood coordination effort to ensure all pertinent crowd source data is utilized. This should include any communication with schools, neighborhood council, or neighborhood police.

Accident Record - A recent 3-year accident summary should be included in the report.

Volume - Both the major and side street volumes should be included and discussed in the report.

Visibility - The existing sight distance in each direction for traffic on the side street should be stated along with the minimum needed as per the American Association of State Highway and Transportation Officials (“AASHTO”) stopping sight distance table.

- **Middleton and Lafayette – Warranted**
  - Proximity to school, recreation center, and nursing home
  - Obstructed visibility
  - Low volume residential intersection
  - Community support
  
- **Hanfield and Gordon – Warranted**
  - Proximity to 2 schools, recreation center, and NBD
  - 3 crashes within 1-year period
  - Obstructed visibility
  - Similar low volume residential intersection
  
- **Pitts and Chase – Warranted**
  - Proximity to 2 schools, recreation center, and NBD
  - 1 crash (cyclist) within 1-year period
  - Designated school crossing
  - Obstructed visibility
  - Low volume residential intersection
  - Community support
  
- **Teakwood and Devonwood – Warranted**
  - Proximity to school, library, and playground
  - Low volume residential intersection
  - Community support
  
- **Mad Anthony and Knowlton – Not Warranted**
  - The intersection has good visibility and had only 1 crash within the 1-year period.
  - No facilities that create a high number of pedestrians
  - Location outside of NBD (over ¼ mile away).
  - Will add “Cross Traffic Does Not Stop” signs and correct signage to allow parking on south side of Knowlton, west of Mad Anthony.
  
- **Pullan and Langland – Warranted**
  - Proximity to school
  - Designated school crossing
  - Obstructed visibility
  - Low volume residential intersection
  - Community support

cc: John S. Brazina, Director, Transportation and Engineering