



COUNCIL DECISION REQUEST

SUBJECT: Traffic Calming Request – 1400 Block of N. Easy Street

MEETING DATE: 3-7-13

SUBMITTED BY: LaRon Garrett, Asst. Town Mgr. 

SUBMITTAL TO AGENDA
APPROVED BY TOWN MANAGER

AMOUNT BUDGETED: \$7,000

EXPENDITURE REQUIRED: \$400



EXHIBITS (If Applicable, To Be Attached): Report of Traffic Investigation

POSSIBLE MOTION

I move to approve changing the traffic control at the intersection of N. Easy Street and N. Bradley Drive to an “All Way” Stop and direct staff to install the necessary signage.

SUMMARY OF THE BASIS FOR POSSIBLE MOTION:

Town staff received a request to look into potential traffic calming measures that could be put in place on North Easy Street. The particular area of concern is the 1400 block range. The residents’ concerns are high speeds, poor sight distance, and the hilly/curved terrain.

After receiving the initial request, staff conducted traffic counts in the affected area. The intersection of Easy Street and Bradley Drive is included in the study area. Traffic counts were included on southbound Bradley Drive approaching Easy Street. Both Bradley Drive and Easy Street are considered Residential Collector Streets that provide access to the local residences in the area. The intersection of Bradley and Easy provides the only regular vehicular access to 231 residential properties. All traffic accessing any of these 231 residential properties must pass through the Bradley and Easy intersection. There is a secondary access point these properties can use but it is on a gated private roadway and only available for emergency use. Both Easy Street and Bradley Drive provide access to other Residential Collectors which connect to a state highway. The posted speed limit for all streets in the study area is 25 miles per hour.

The attached report provides the detailed findings of the traffic study. After reviewing this traffic situation, it appears that the perceived concern over excessive speeds is not warranted. Therefore, staff is not recommending any additional action be taken at this time concerning excessive speed in this area. Routine enforcement of the speed limit by the police department will continue.

Staff also reviewed the concern over poor sight distance and terrain. The intersection of Easy and Bradley is a “T” intersection with a Stop Sign on Bradley Drive entering the intersection. Easy Street is considered the through street and traffic on Easy is not currently required to stop. The several horizontal curves and the vertical changes in the terrain along Easy Street in this location create some areas where the site distance is limited. Based on that limited site distance and the fact that traffic counts on both Easy Street

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and Bradley Drive are almost equal, staff looked at the potential for installing an All-Way Stop at that intersection.

The overall traffic at this intersection is below the ADT warrant requirements for an All-Way Stop. However, if you look at the overall development of the Payson North and Alpine Heights subdivisions there are several All-Way Stops along Easy Street that do not meet the ADT warrant requirements. All of the intersections along Easy Street that have a connecting street to the state highway or other residential collectors are All-Way Stops except the intersection with Bradley Drive.

Even though installing an All-Way Stop at the intersection of Easy and Bradley does not meet the standard warrants based on traffic counts, it would make this intersection consistent with other intersections that lead in and out of the area. Due to the existing terrain and alignment of Easy Street, installing an All Way Stop at the intersection of Bradley and Easy can improve traffic safety in the area.

Modifying the traffic control at the Easy and Bradley intersection will entail the installation of a regulatory Stop Sign on the north and south side of the intersection, with "All Way" plates being added to all Stop signs at the intersection. A precautionary Stop Ahead sign will also need to be installed north and south of the intersection as a warning to the vehicle driver that they are approaching a Stop Sign. Funding for the additional signage will come from the Street Department Sign Maintenance Budget. This potential modification in traffic control has been reviewed with Police Chief Engler and he is in agreement with this change.

Any change in regulatory traffic control must be approved by the Town Council. Therefore, staff recommends that the Town Council consider the installation of an All-Way Stop at the intersection of North Easy Street and Bradley Drive.

PROS:

This change will improve traffic safety in the 1400 block of N. Easy Street

CONS:

This change will require an additional stop for vehicular traffic as they access the northeasterly area of the Payson North and Alpine Heights subdivisions.

FUNDING:

Acct: 202-5-3442-00-6015	Budget:	Available:	Expense:	Remaining:
Acct:	Budget:	Available:	Expense:	Remaining:
Acct:	Budget:	Available:	Expense:	Remaining:

FM: _____ Date: _____

TRAFFIC CALMING REQUEST 1400 BLOCK OF NORTH EASY STREET

Town staff received a request to look into potential traffic calming measures that could be put in place on North Easy Street. The particular area of concern is the 1400 block range. The residents' concerns are high speeds, poor sight distance, and the hilly/curved terrain.

After receiving the initial request, staff conducted traffic counts in the affected area. The intersection of Easy Street and Bradley Drive is included in the study area. Traffic counts were included on southbound Bradley Drive approaching Easy Street. Both Bradley Drive and Easy Street are considered Residential Collector Streets that provide access to the local residences in the area. The intersection of Bradley and Easy provides the only regular vehicular access to 231 residential properties. All traffic accessing any of these 231 residential properties must pass through the Bradley and Easy intersection. There is a secondary access point these properties can use but it is on a gated private roadway and only available for emergency use. Both Easy Street and Bradley Drive provide access to other Residential Collectors which connect to a state highway. The posted speed limit for all streets in the study area is 25 miles per hour. The traffic counts provided the following information:

Location	Direction	ADT	Average Speed	85 th % Speed	% Exceeding Speed Limit	
					Speed Limit	> 5mph
1424 N. Easy	North	394	24 mph	29.85 mph	33.70	8.4
1424 N. Easy	South	376	26 mph	30.57 mph	47.21	11.6
1424 N. Easy	Combined	770	25 mph	30.26 mph	40.35	9.9
1500 N. Bradley	South	324	22 mph	25.96 mph	13.73	2.9

Based on the above data we have determined the following:

1. The average daily traffic (ADT) is not excessive for this type of street. The ADT counts on Easy Street are actually lower than the national average of 8-10 trips per residence per day. Based on the national average, you could have 1800-2300 vehicles per day through this intersection.
2. The average speed on both streets is within reason.
3. The 85th percentile speed is above the posted speed limit. However, 5 mph over the posted speed limit is not overly excessive.
4. The percentage of vehicles exceeding the speed limit on Bradley is not excessive. However, they are approaching a Stop Sign at the intersection.
5. The percentage of vehicles exceeding the speed limit on Easy Street is high. However, if you look at the percentage of vehicles exceeding the speed limit by more than 5 miles per hour, the number is greatly reduced and more appropriate.
6. The majority of vehicles exceeding the speed limit in this study area are doing so by no more than 5 miles per hour.
7. The number of vehicles on both streets is very even. The ADT on Bradley is 86% of the ADT on Easy Street.

After reviewing this traffic situation, it appears that the perceived concern over excessive speeds is not warranted. Therefore, staff is not recommending any additional action be taken concerning excessive speed in this area. Routine enforcement of the speed limit by the police department will continue.

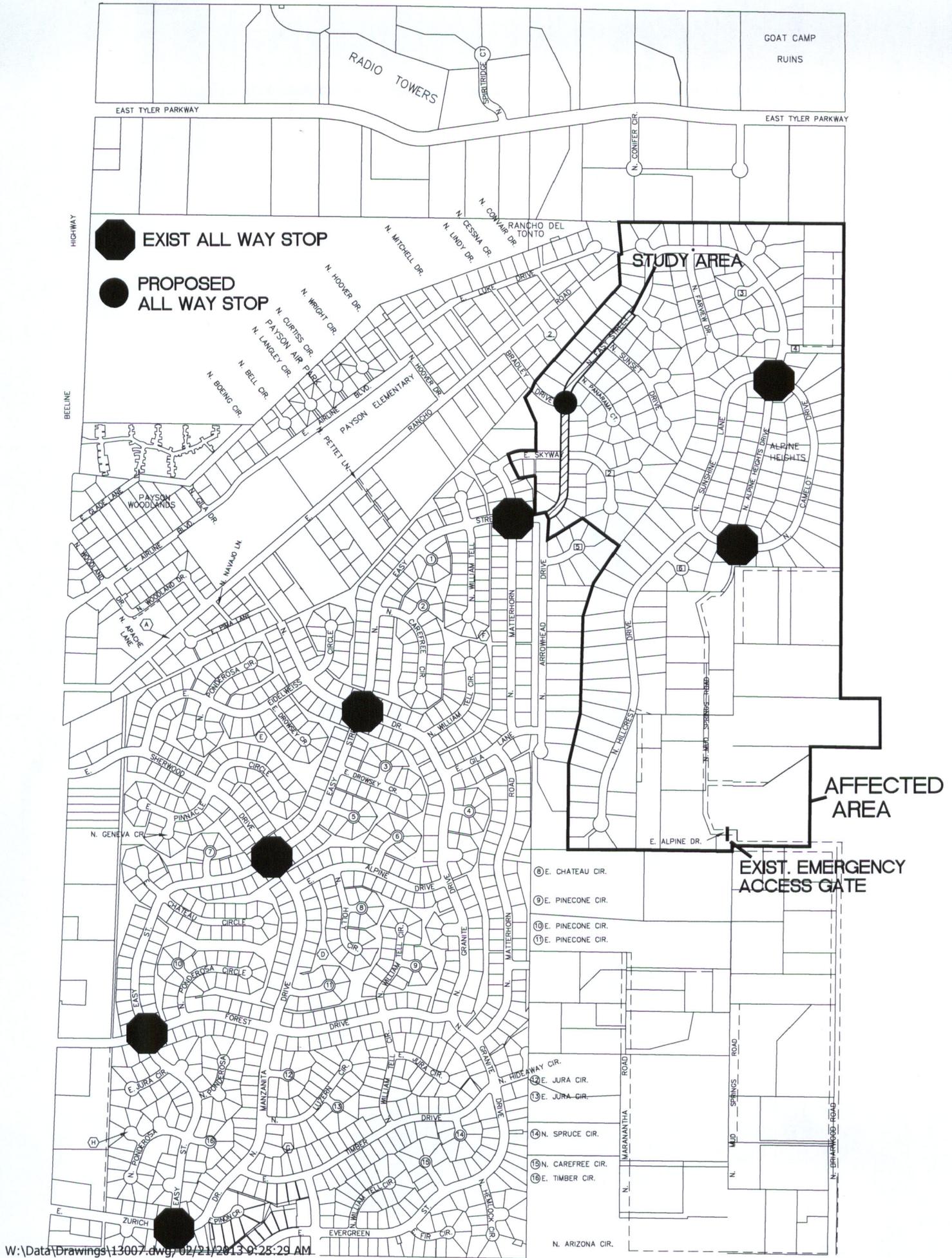
Staff also reviewed the concern over poor sight distance and terrain. The intersection of Easy and Bradley is a "T" intersection with a Stop Sign on Bradley Drive entering the intersection. Easy Street is considered the through street and the traffic on Easy Street is not currently required to stop. The several horizontal curves and the vertical changes in the terrain along Easy Street in this location create some areas where the site distance is limited. Based on that limited site distance and the fact that traffic counts on both Easy Street and Bradley Drive are almost equal, staff looked at the potential for installing an All-Way Stop at that intersection.

The overall traffic at this intersection is below the ADT warrant requirements for an All-Way Stop. However, if you look at the overall development of the Payson North and Alpine Heights subdivisions there are several All-Way Stops along Easy Street that do not meet the ADT warrant requirements. All of the intersections along Easy Street that have a connecting street to the state highway or other residential collectors are All-Way Stops except the intersection with Bradley Drive.

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Any change in regulatory traffic control must be approved by the Town Council. Therefore, staff recommends that the Town Council consider the installation of an All-Way Stop at the intersection of North Easy Street and Bradley Drive. This will entail the installation of a regulatory Stop Sign on the north and south side of the intersection. A precautionary Stop Ahead sign will also need to be installed north and south of the intersection as a warning to the vehicle driver that they are approaching a Stop Sign.

This report has been reviewed with Police Chief Engler and he is in agreement with the conclusions and recommendations.



-  **EXIST ALL WAY STOP**
-  **PROPOSED ALL WAY STOP**

STUDY AREA

AFFECTED AREA

EXIST. EMERGENCY ACCESS GATE

- ⑧ E. CHATEAU CIR.
- ⑨ E. PINECONE CIR.
- ⑩ E. PINECONE CIR.
- ⑪ E. PINECONE CIR.
- ⑫ E. JURA CIR.
- ⑬ E. JURA CIR.
- ⑭ N. SPRUCE CIR.
- ⑮ N. CAREFREE CIR.
- ⑯ E. TIMBER CIR.