

Memorandum

TO: Traffic Appeals Commission

FROM: Sam Koosha
Department of Transportation

SUBJECT: SEE BELOW

DATE: January 14, 2008

Approved

Date

SUBJECT: APPEAL FOR ALL-WAY STOP SIGNS AT SALT LAKE DRIVE AND REECE WAY

BACKGROUND

In response to a request made by Mr. Bettencourt and Mr. Williamson, residents on Salt Lake Drive, the Department of Transportation (DOT) performed all-way stop control analysis at the intersection of Salt Lake Drive and Reece Way in September 2008. It has been determined that this intersection does not meet the criteria for residential all-way stop controls as delineated in Council Policy 8-1.

ANALYSIS

Council Policy 8-1

DOT receives several requests annually for installation of stop signs. In order to establish consistency in the evaluation and approval of stop sign installation, the City Council has adopted Council Policy 8-1.

Council Policy 8-1 establishes the criteria used to determine if stop signs should be considered for installation. Stop signs are installed with the intent to establish right-of-way, reduce vehicle delays, and enhance safety for all roadway users. A minimum of 20 points is needed to warrant installation of residential all-way stop signs for locations such as Salt Lake Drive and Reece Way.

Intersection Characteristics

This intersection (see attached map) is located in a predominantly residential neighborhood west of Mabury Road. Salt Lake Drive is a local street with a 25 mile per hour (mph) posted speed limit with driveways accessing the street. Reece Way is a local street which makes a T-intersection with Salt Lake Drive.

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Salt Lake Drive carries approximately 1,200 vehicles per day (vpd) and Reece Way carries 500 vpd. Traffic collision records obtained from the San Jose Police Department indicate no reported intersection crashes at this location for the past six years.

In response to Mr. Bettencourt and Mr. Williamson's primary speeding concern, DOT collected speed data on Salt Lake Drive in both the northbound and southbound directions in the vicinity of the intersection. The 85th percentile speed was 31.6 mph and an average speed of 26 mph.

Intersection Stop Study

In accordance with Council Policy 8-1, warrant points assigned for this intersection are as follows:

1) Crash experience	0 points
2) Approach volumes	2 points
3) School warrant (K- 12 th)	0 points
4) Unusual conditions	<u>4 points</u>
TOTAL	6 POINTS

Unusual condition points were given for a slightly higher average speed of 26 mph (1), horizontal curvature on Salt Lake Dr (2), and visibility (1).

This intersection received only 6 points of the minimum 20 points needed in order to meet the Council adopted criteria for installation of all-way stop signs.

Traffic safety improvements on Salt Lake Drive

To address Mr. Bettencourt and Mr. Williamson's concern regarding speeding in the neighborhood, the following measures were implemented:

- Deployed the radar trailer on Salt Lake Drive to increase motorists' awareness of the speed limit;
- Requested the San Jose Police Department's Traffic Enforcement Unit to provide additional enforcement in the neighborhood;
- Installed one way stop control on Glen Firth Drive at Salt Lake Drive on February 29, 2008;
- Installed double yellow centerlines with reflective pavement markers between Mabury Road and Vista Creek Drive on April 24, 2008. This measure was supported by a majority of the neighborhood through a petition process.
- The stop bar on Reece Way was relocated on October 3, 2008 closer to the intersection, and red curb was installed on the southeast side on Salt lake Drive to improve sight distance visibility.
- The bushes on the southeast corner were trimmed in December 2008 to increase visibility at the intersection.

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Unwarranted Stop Signs

When warranted, stop signs serve to enhance traffic safety at an intersection by establishing appropriate right-of-way controls. Installing unwarranted stop signs can have the reverse effect by providing a false sense of security to pedestrians, bicyclists and motorists.

Unwarranted stop signs tend to be disrespected by drivers who do not fully stop and who may even speed up between stops. At Salt Lake Drive and Reece Way, unwarranted all-way stop controls could result in rear-end type crashes. It should be noted that both Federal and State guidelines recommend against installing stop signs for speed control.

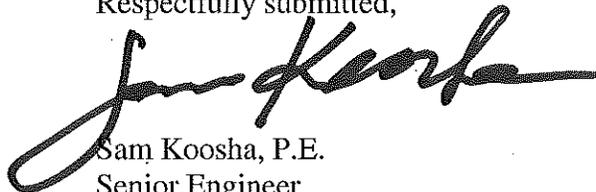
COORDINATION

This appeal has been coordinated with the Police Department.

RECOMMENDATION

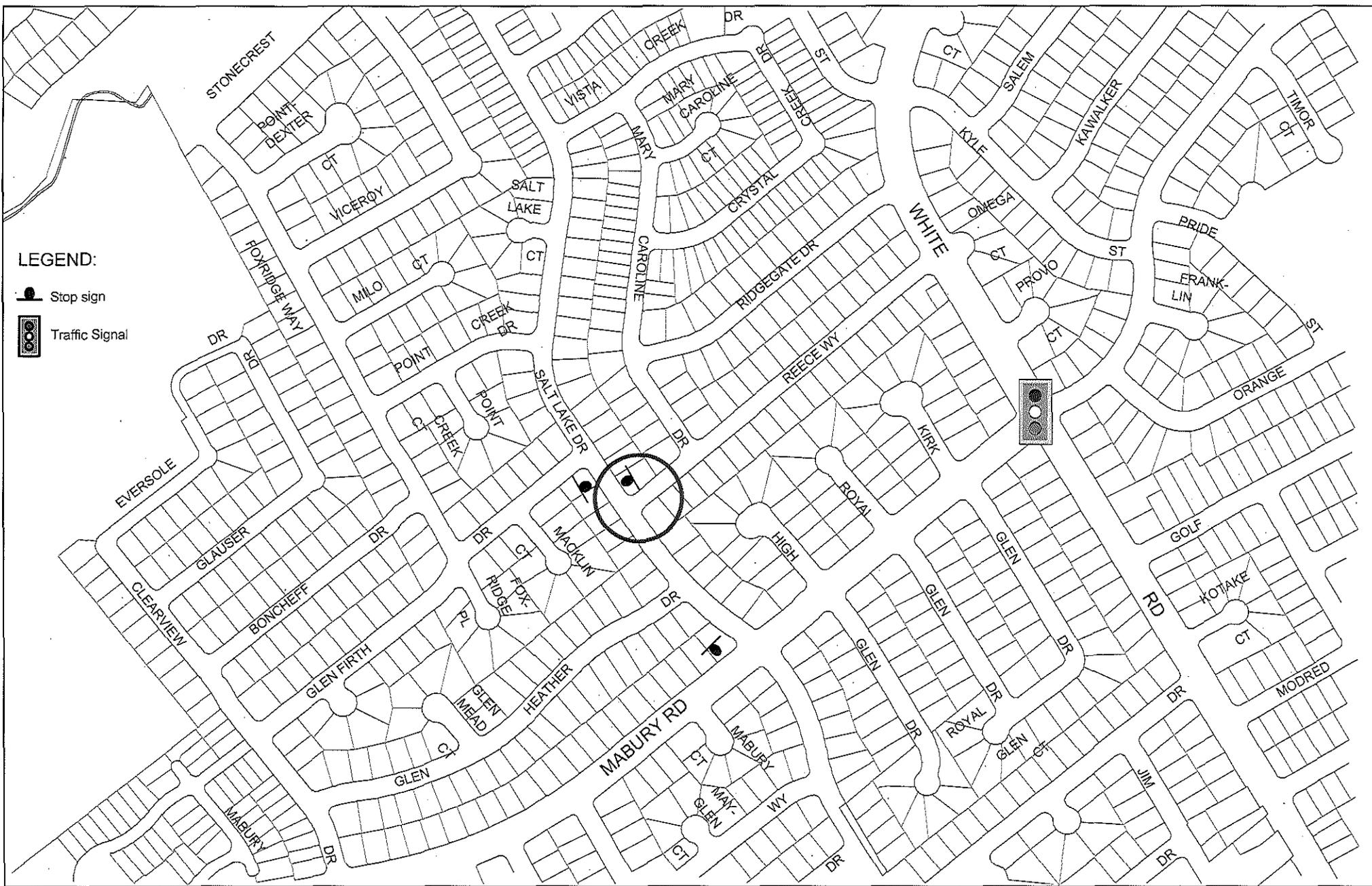
The intersection of Salt Lake Drive and Reece Way does not meet the Council adopted policy for all-way stop controls. The Department of Transportation recommends that the appeal for all-way stop sign controls at this intersection be denied.

Respectfully submitted,



Sam Koosha, P.E.
Senior Engineer
Department of Transportation

c: Sgt. Paul Woo, SJP (TEU)
Councilmember Kansen Chu
Lily Lim-Tsao, Division Manager, DOT



- LEGEND:**
-  Stop sign
 -  Traffic Signal



**APPEAL FOR ALL-WAY STOP
AT
SALT LAKE DRIVE/REECE WAY**