Memorandum

DATE: March 6, 2012

TO: City Council

THROUGH: City Manager Judie Zimomra

FROM: Public Works Director Gates Castle GDC

RE: Atlanta Plaza Drive Traffic Issues

RECOMMENDATION: Deny request to install 5 stop signs along Atlanta Plaza Drive and direct staff to continue to work with Sanibel Highlands residents to identify traffic issues and develop solutions.

On November 30, 2011, City staff met with Sanibel Highlands residents on site to listen to their concerns about traffic on Atlanta Plaza. Subsequently staff met to discuss options to alleviate the traffic concerns. On January 25, 2012, staff met with 2 Atlanta Plaza residents to discuss staff's recommendations, involving closing Atlanta Plaza to thru traffic by installing a gate, similar to Island Inn Road and Beach Road. The residents were going to try to obtain neighborhood support for this idea and meet with Council to solicit approval for a trial closure.

On February 7, 2012, Sanibel Highlands residents presented a petition to City Council in support of the installation of 5 stop signs along Atlanta Plaza. Council referred the matter back to staff for review and recommendations.

The Manual on Uniform Traffic Control Devices for Streets and Highways, published by the Federal Highway Administration, provides standards for the design and placement of all types of traffic control devices. Attached is the section of the Manual which addresses the application of multi-way stops. None of the four criteria to warrant a multi-way stop are met by any of the 5 stop signs requested by the residents. Therefore, staff cannot recommend that Council approve the installation of the requested stop signs.

Staff agrees that the closing of Atlanta Plaza Drive shouldn't be pursued without neighborhood support. In fact, any staff-recommended changes should be discussed with the residents and the residents should discuss any desired changes with staff.

If Council denies the request to install the 5 stop signs, staff would meet with residents to clearly identify the problem(s) and discuss potential solutions. Depending upon the nature of the agreed-upon solutions, City Council's direction/approval may be required prior to instituting the changes.

C: Finance Director Sylvia Edwards
City Attorney Ken Cuyler

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- *A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- *B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- *C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- *B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- *C. Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- *D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

February 17, 2012

Mayor Kevin Ruane
Sanibel City Council
800 Dunlap Road
Sanibel, Florida 33957

Re; Petition for Atlanta Plaza Drive, proposed stop signs

Councilman Ruane,

Mr. Gates Castle and I have had two meetings, on February 6 & 13th, 2012. We reviewed the 2009 Manual on Uniform Traffic Control Devices for Multiway Stop Signs, Section 2B.07 for the above referenced petition. This code has an added sentence to "include pedestrians, bicyclists, and all road users as a useful tool to control safety".

The next sentence in the code, "traffic on the intersecting roads is approximately equal" poses a problem for Mr. Gates and where we need your assistance.

The code only states that "intersecting roads are **approximately** equal" and **not mandatory**. The code also assumes the road is **paved**.

I believe that above meets the intension of the 2009 code as a "safety measure for pedestrians, bicyclists, and all road users".

I will be available to answer questions regarding the information contained in this petition.

I thank you for consideration on the above.

William W. Keeney, Architect

1717 Atlanta Plaza Drive, Sanibel Island, Fl 33957 410-404-5337