



Diane Nichols Tradd
Assistant City Manager/DPD Director

Craig Thomas
Deputy Director

MEMORANDUM

TO: Eileen M. Donoghue, City Manager *EMD*

FROM: Diane N. Tradd, Assistant City Manager/DPD Director

DATE: September 8, 2020

SUBJECT: MOTION OF 6/9/20 BY COUNCILOR ELLIOTT
REQUEST CITY MANAGER HAVE TRANSPORTATION ENGINEER
EVALUATE MAKING BILLINGS (ONE-WAY) AND BARKER INTERSECTION A
THREE WAY STOP

The Transportation staff has reviewed the above location for the possibility of upgrading the intersection to a 3-way stop intersection. Crash reports and ordinances were reviewed for the intersection of Barker Avenue and Billings Street, as well as a site visit was made with a local resident.

Currently, this is a 2-way stop intersection with the stops located on Barker Avenue. During the site visit, the resident expressed concerns about vehicles speeding down Billings Street. The resident stated that there was a recent accident at the intersection, and he believes a stop sign on Billings Street, as well as pavement markings on Barker Avenue, will increase safety. He also believes drivers traveling down Barker Avenue are not respecting the stop signs, and are rolling through the intersection rather than making a complete stop.

In the past two calendar years, there have been two accidents at this intersection including the one mentioned by the resident. In the most recent accident, the officer at the crash location concluded that a stop was never made on Barker Street. For the other accident, the driver struck a pole due to distracted driving. MUTCD states “five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation” as a criteria for a multi-way stop application, which is not met by this intersection.

The Transportation staff noted in the site visit that the stop sign on the south side of Barker Avenue is placed far away from the curb on Billings Street, and drivers stopped before the sign are unable to see vehicles traveling east on Billings Street. This causes drivers to edge towards the intersection and not make a complete stop before traversing. MUTCD states that signs before a wide curb cut like this one can be placed a minimum of 12 feet from the edge of the intersection, with the maximum being 50 feet. The stop sign on the south side of Barker Avenue is placed 39 feet away from the edge of Billings Street, which is MUTCD compliant.

The Transportation Engineer recommends adding stop bars at each of the stops on Barker Avenue in order for drivers to know where to adequately stop when approaching the intersection. In addition, stenciling ‘STOP’ on the pavement is also recommended. While the intersection does not warrant a multi-way stop, the Transportation staff believes Billings Street would be a good place to implement traffic calming measures to slow down speeding vehicles. Further study, design, and funding will be needed in order to implement any traffic calming measures.

AH/ns

cc: Natasha Vance, Transportation Engineer
Alan Heredia, Assistant Transportation Planner