

CITY OF HIGH POINT

AGENDA ITEM



Title: Amendments to Article P Traffic Ordinance, Multi-way STOP at Johnson St. & Farriss Av.

From: Mark McDonald, Transportation Director

Meeting Date: Monday July 20, 2015

Public Hearing: No

Advertising Date: NA

Advertised By: NA

Attachments: Exhibit: Intersection Map

PURPOSE:

The Prosperity and Livability Committee met on July 15 to discuss Transportation Department recommendations to amend Article P of the City's Traffic Ordinance to install a multi-way STOP at the referenced location.

BACKGROUND:

This section of Johnson Street is one way southbound with a posted speed limit of 30 miles per hour (reduced from 35 mph about 15 years ago). The street has been classified as a major thoroughfare since the mid-1960s, and serves commuter traffic flowing into downtown High Point from suburban development. Over time traffic volumes have steadily declined as improvements have been made to other streets, notably Centennial Street, N. College Drive, and the I-74/US 311 Bypass corridor. The current average daily traffic volume is approximately 3,500 vehicles.

Concerns from residents of the Johnson Street Historic District about speeding traffic from Lexington Avenue to Parkway Avenue have persisted for many years, and have prompted several traffic studies. All studies have shown 85th percentile speeds to be between 37 and 39 miles per hour. Enforcement efforts by the High Point Police Department have been effective but limited. Transportation's efforts to reduce travel speeds through the implementation of traffic shifts using pavement markings and staggered on-street parking have not proven effective. A recent review of crashes along the corridor revealed a pattern of angle crashes occurring at the Johnson Street/Farriss Avenue intersection. Most crashes were either run-throughs or pull-outs, where limitations on sight distance and approach speeds on Johnson have been contributing factors. Transportation addressed this by trimming trees, improving signage, and upgrading the overhead flashing beacon at the intersection, however, these efforts have not effectively stemmed the occurrence of crashes. At the Committee's request, Transportation presented several options to address this traffic safety issue, including the installation of a three-way STOP condition. This treatment, in conjunction with appropriate advance signing and pavement markings, is intended to slow travel speeds on Johnson Street and reduce the crash potential at the Farriss Avenue intersection.

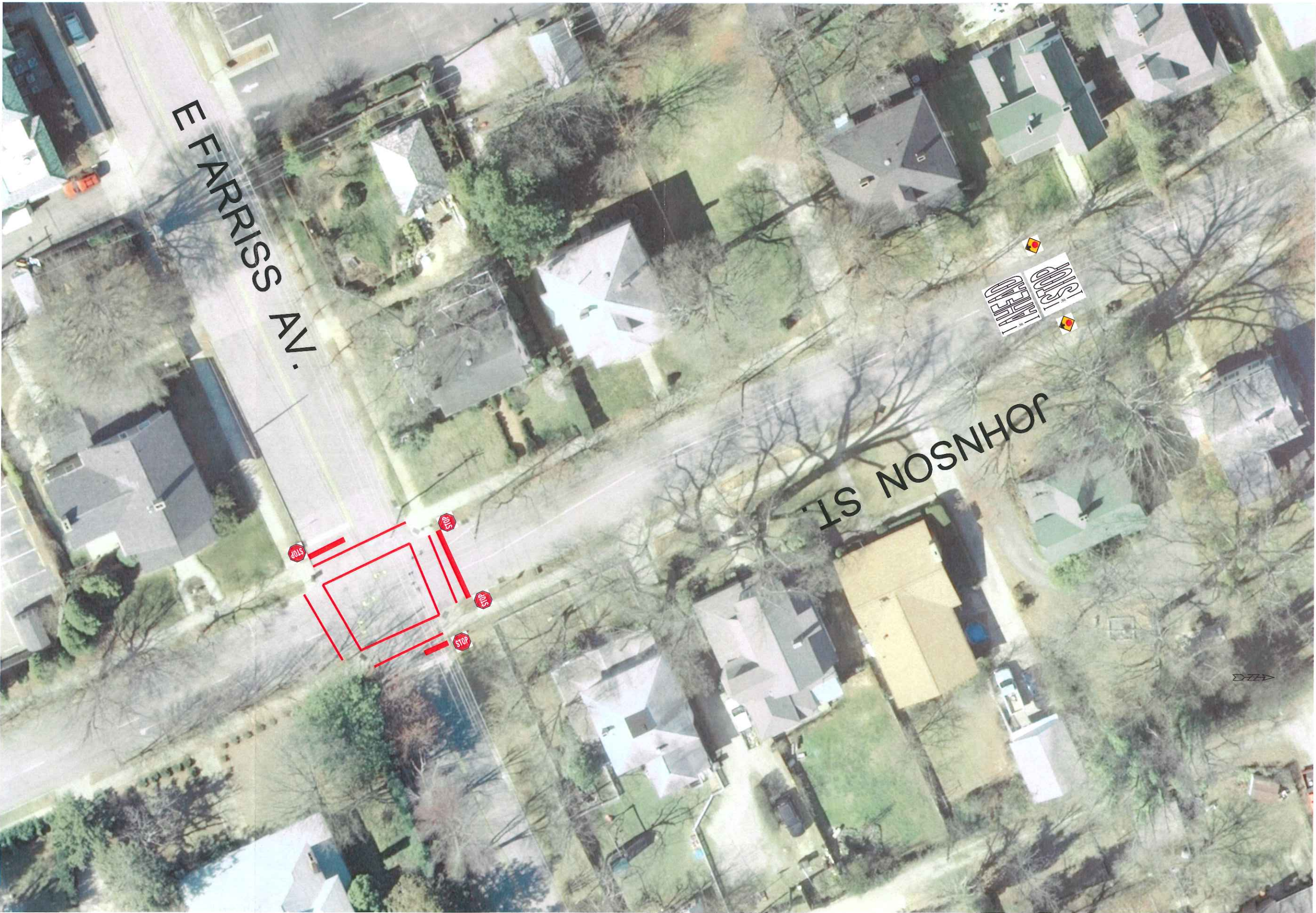
BUDGET IMPACT:

The total cost to implement a three-way STOP at this intersection is estimated at \$2,300 for new and upgraded signing and pavement markings. This cost can be absorbed as part of normal operations in Transportation's Signs & Markings Division.

RECOMMENDATION / ACTION REQUESTED:

ADOPT: STOP condition on the southbound approach of Johnson Street at Farriss Avenue.

The Prosperity and Livability Committee approved this recommendation for further consideration. City Council is requested to amend Article P of the City's Traffic Ordinance to include the recommended traffic control changes described above.



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OF

SHEET NO.

CONCEPTUAL EXHIBIT DRAWINGS FOR

JOHNSON STREET

INTERSECTION WITH FARRISS AVENUE

TRAFFIC IMPROVEMENTS

HIGH POINT - GUILFORD COUNTY - N.C.

REV.	DATE	DESCRIPTION	BY	SCALE
				1" = 20' HORIZONTAL

JOB NO:

FARRISS-JOHNSON

DATE

JUNE 2015

DESIGNED

JSD

DRAWN

JSD

CHECKED

TAK

CITY OF HIGH POINT

ENGINEERING SERVICES

DEPARTMENT

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