



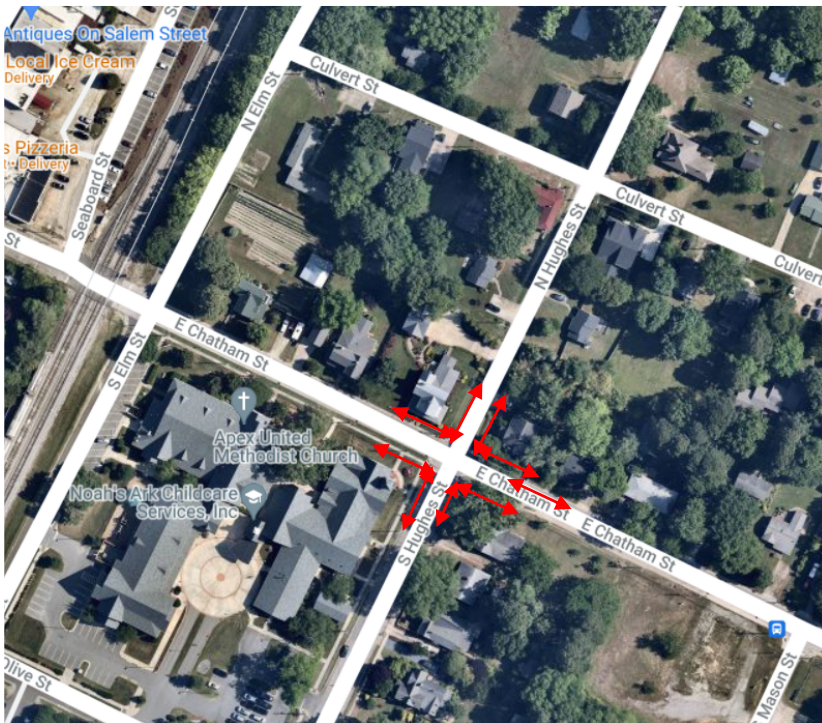
Public Works & Transportation

Traffic Study
Dates: 7/15/2022

Study by: Serge Grebenshikov

Location: E Chatham St (free flow approach) at S Hughes St (stop controlled approach)

Site Location and Traffic Safety Report



↔ No Parking Zones

1 - Parking Restrictions:

- At the intersection of E. Chatham Street and N. Hughes Street: on both sides of E. Chatham Street for a distance of **80 feet** west of N. Hughes Street and **80 feet** east of N. Hughes Street, both sides of N. Hughes Street for a distance of **100 feet** north of E. Chatham Street, on the east side of N. Hughes Street for a distance of **80 feet** south of E. Chatham Street, and on the west side of N. Hughes Street for a distance of **50 feet** south of E. Chatham Street.



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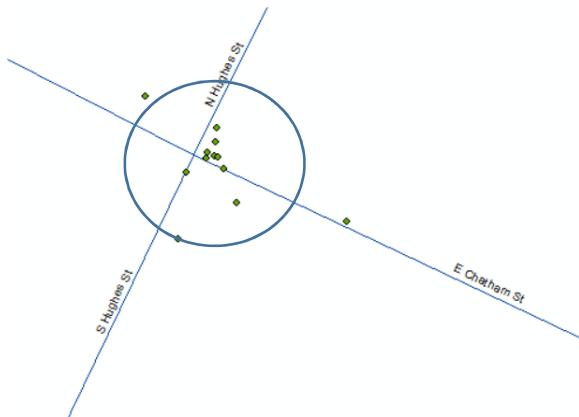
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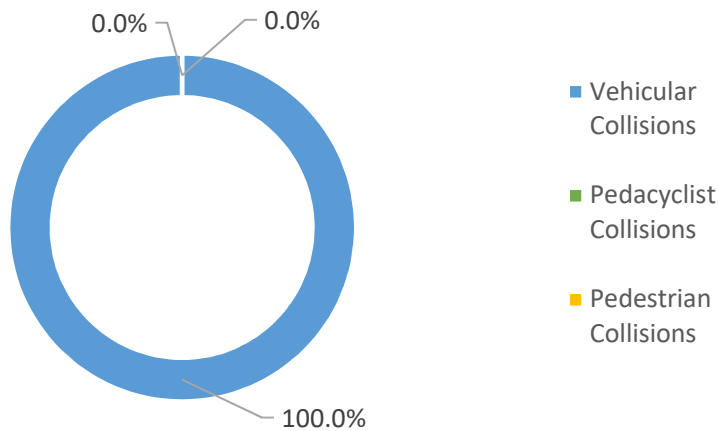
2 – Crash History Report (2020-2022)

- At the intersection of E. Chatham Street and N. Hughes Street, there were 13 crashes in the last 2 years, with all 13 crashes being angle, left, or right turn crashes:



FY Start	FY End	Total Collisions	Total A+B Injury + Fatal Collisions
7/1/2020	6/30/2021	4	0
7/1/2021	6/30/2022	9	2

Crashes by Event	Frequency	Percentage
LEFT TURN, DIFFERENT ROADWAYS	1	7.7%
ANGLE	11	84.6%
RIGHT TURN, DIFFERENT ROADWAYS	1	7.7%





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All-Way Stop Control Criteria (AWSC)

- 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.

Criteria Tested: B

Criteria Met: B

acci_id	Date_	Time_	Year_	FirstHarmful
2020002297	8/4/2020	7:25:00 PM	2020	ANGLE
2021000822	3/23/2021	2:07:00 PM	2021	RIGHT TURN, DIFFERENT ROADWAYS
2021001218	4/30/2021	6:35:00 PM	2021	ANGLE
2021001346	5/11/2021	6:07:00 PM	2021	ANGLE
2021003187	10/25/2021	4:46:00 PM	2021	ANGLE
2021003424	11/10/2021	2:11:00 PM	2021	ANGLE
2021003549	11/20/2021	1:36:00 PM	2021	ANGLE
2022000082	1/9/2022	12:02:00 PM	2022	LEFT TURN, DIFFERENT ROADWAYS
2022000192	1/20/2022	11:30:00 AM	2022	ANGLE
2022000724	3/4/2022	1:44:00 PM	2022	ANGLE
2022001244	4/15/2022	12:57:00 PM	2022	ANGLE
2022001515	5/8/2022	6:52:00 PM	2022	ANGLE
2022002095	6/22/2022	1:05:00 PM	2022	ANGLE



Recommendations:

- Install AWSC at Intersection.
- 9 preventable crashes in 12-month period.