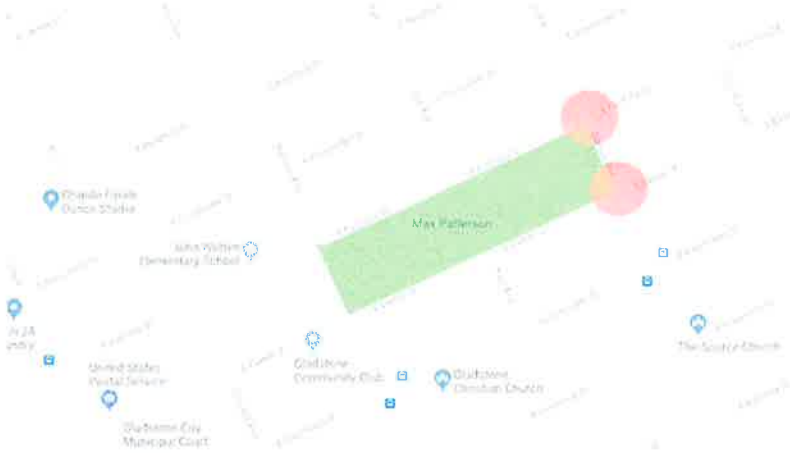
- Improving Traffic Safety at Max Patterson Park. -

-Proposal-

Implement All-Way Stops
Cornel Ave. + Fairfield St.
Cornel Ave. + Exeter St.

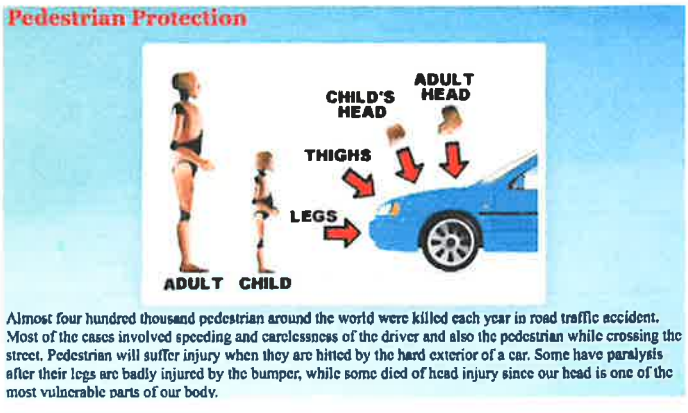


All-Way Stops will reduce speeds and overall stopping distances, thus reducing the risk to children, bicyclists and all road users.

You are the driver in the picture below.
You are going the speed limit, 25mph.
Your stopping distance is about 125ft.
Many of the park facilities are within 125ft.

Stopping Distance Chart				
Miles Per Hour	Perception Distance	Driver Reaction Distance	Vehicle Braking Distance	Total Stopping Distance
15 mph	39 ft.	16 ft.	17 ft.	72 ft.
30 mph	78 ft.	33 ft.	64 ft.	175 ft.
45 mph	117 ft.	50 ft.	152 ft.	319 ft.
50 mph	129 ft.	55 ft.	177 ft.	361 ft.
55 mph	142 ft.	61 ft.	216 ft.	419 ft.

Figure 2.11



SRTS Sguide

Slowing Down Traffic

High-speed motor vehicles pose a serious threat to the safety of children who are crossing streets. One of the biggest challenges in providing children with safe walking and bicycling routes to school involves slowing down traffic.

Slower motor vehicle speeds allow drivers to stop in a shorter distance and reduce the chance of injuring a pedestrian or bicyclist. A motor vehicle traveling on a level surface at a rate of 40 miles per hour (mph) will need nearly 300 feet between the car and the child to stop in time to avoid a collision. This distance is reduced to approximately 197 feet for a car traveling at 30 mph, 112 feet for a car traveling at 20 mph and 77 feet for a car traveling at 15 mph [AASHTO, 2001].

Relationship between motor vehicle speed and braking distance when traveling on a level surface [AASHTO, 2001].

Slowing motor vehicle speeds not only reduces the chance of a crash due to the shorter stopping distance that is required, but it also reduces the chance of a pedestrian fatality or serious injury [UK DOT, 1987].

The relationship between pedestrian injury severity and motor vehicle impact speeds [UK DOT, 1987].

Pedestrian crash severity is much lower at low motor vehicle speeds.

Cornell Local Roads Program

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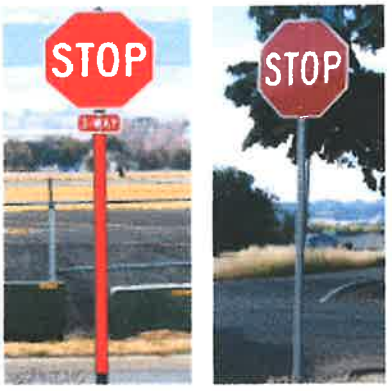
When are retroreflective strips on sign supports required?

Retroreflective strips are one of several ways to enhance the visibility of standard signs. The MUTCD Section 2A.15 Enhanced Conspicuity for Standard Signs provides multiple options for increasing the visibility of a standard sign, which includes the retroreflective strips on sign supports. This Section provides guidelines to follow when improved visibility is required to better identify any given sign.

It should be noted that the requirement for the Enhanced Conspicuity for standard signs is generally based on the need to make a sign more visible. These enhancements should be ONLY be used when there is a need for extra emphasis. Use on every sign would reduce the effectiveness of their highlighting value. The relocation of any given sign may also be considered as a means to improve its visibility.

Specific guidance for the use of retroreflective strip on sign supports can be found in Section 2A-21 Posts and Mountings in the MUTCD which states:

> *"04 - If a strip of retroreflective material is used on the sign support, it shall be at least 2 inches in width, it shall be placed for the full length of the support from the sign to within 2 feet above the edge of the roadway, and its color shall match the background color of the sign, except that the color of the strip for the YIELD and DO NOT ENTER signs shall be red."*



Post on left with retroreflective strip on post, post on right without retroreflective strip

Resources

National MUTCD - Section 2A.15 - Enhanced Conspicuity for Standard Signs

NOTE: The National MUTCD details some Enhanced Conspicuity solutions which are NOT currently specified in New York State. Be sure to cross-reference any proposed installations in the New York State Supplement to the National MUTCD (PDF)

VALLEY VIEW CITY PARK.

Precedent:

Examples of nearby playgrounds equipped with All-Way Stop Signs.

CANDY LANE PLAYGROUND.

December 13, 2018

To:
Mayor Tammy Stempel
Gladstone City Council
Gladstone Traffic Board
Gladstone Parks Board
Public Works Director Jim Wynot
Gladstone City Administrator Jacque Betz

At the Gladstone Parks Board meeting on December 10, 2018, Andrew Labonte from the Gladstone Traffic Board came to the Parks Board asking for our support to place two additional stop signs at the East corners of Max Patterson Park. Specifically to create a 4-way stop at the corners of East Exeter Street and Cornell Avenue and also East Fairfield and Cornell Avenue. After a short discussion and vote the Gladstone Parks Board voted unanimously to support this traffic change.

We encourage any additional safety precautions necessary for all children of Gladstone. We felt the additional stops signs would benefit children playing at the park, children traveling to and from school in addition to all pedestrians in general using the above mentioned streets.

Thank you Mr. Labonte,

Mindy Garlington,

Gladstone Parks Board vice-chair

Mindy Garlington