

Legislation Text

File #: 18-070, Version: 1

Presenter/Contact
Garry Ford, City Engineer
(830) 221-4020 - gford@nbtexas.org

SUBJECT:

Approval of the second and final reading of an ordinance to install an all-way stop at the intersection of Frances Street and Stonecrest Path.

BACKGROUND / RATIONALE:

Council District: 2

City Council unanimously approved the first reading of an ordinance to install an all-way stop at the intersection of Frances Street and Stonecrest Path on February 12, 2018.

The Engineering Division received a request for an all-way stop at the intersection of Frances Street and Stonecrest Path. The intersection has four approaches and is currently controlled by stops on Frances Street. Both Frances Street and Stonecrest Path have posted speed limits of 30 mph and function as a residential street.

A sight distance investigation and engineering review was conducted in accordance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and A Policy on Geometric Design of Highways and Streets. Additionally, traffic counts were conducted and the intersection crash history was reviewed. Based on the result of these investigations, an all-way stop is not warranted at this intersection at this time.

ADDRESSES A NEED/ISSUE IN A CITY PLAN OR COUNCIL PRIORITY:

2006 Comprehensive Plan: Transportation Goal 21: Provide a system of convenient and safe transportation facilities through comprehensive, cooperative, and continuing transportation system planning and development.

FISCAL IMPACT:

Traffic control signs cost approximately \$150 each. Sufficient funding is available in the FY17-18 approved street and drainage budget.

COMMITTEE RECOMMENDATION:

This request was considered by the Transportation and Traffic Advisory Board at their meeting on January 11, 2018. The motion passed with four members in favor and one opposed.

STAFF RECOMMENDATION:

Staff does not recommend the installation of an all-way stop at the intersection of Frances Street and Stonecrest Path because this intersection did not meet the warrants for an all-way stop specified in

the TMUTCD.