

FILED

NOV 07 2016

CITY CLERK

GENERAL ORDINANCE NO. 17, 2016

AN ORDINANCE AMENDING CHAPTER 8, TRAFFIC AND PARKING REGULATIONS, OF THE *TERRE HAUTE CITY CODE*.

SECTION 1. *Terre Haute City Code* Chapter 8 Sec. 8-14 is hereby amended by addition of the underlined text and deletion of the stricken text as follows:

...

Sec. 8-14 Flashing Intersection Control Beacons – Schedule DD.

An alphabetical listing of streets, followed by numbered streets, is as follows:

SCHEDULE DD

FLASHING INTERSECTION CONTROL BEACONS

	LOCATION	RED	YELLOW	
	...			
40	25 th St. & Wallace Ave.	<u>25th St. & Wallace Ave*</u>	25th St.	(Special Ord. No. 79, 1976, 12-9-76)

* *Flasher is only activated when crossing guard is present.*

...

Section 2. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. If any section, clause, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby.

Section 4. This ordinance shall be in full force and effect from and after its passage by the Common Council of Terre Haute, Indiana and approval of the Mayor and publication as required by law.

Introduced by: Amy Auler Amy Auler, Councilwoman

Passed in open Council this 8th day of December, 2016.

Todd Nation
Todd Nation, President

ATTEST: Charles P. Hanley Charles P. Hanley, City Clerk

Presented by me to the Mayor this 9th day of December, 2016.

Charles P. Hanley
Charles P. Hanley, City Clerk

Approved by me, the Mayor, this 9th day of DECEMBER, 2016.

Duke A. Bennett
Duke A. Bennett, Mayor

ATTEST: Charles P. Hanley Charles P. Hanley, City Clerk

DEC 01 2016

CITY CLERK

MEMORANDUM

TO: Chuck Ennis
City Engineer

FROM: Marcus Maurer, P.E.
Staff Engineer

DATE: December 1, 2016

RE: Traffic Study – 25th Street and Wallace Avenue.

CITY OF
TERRE HAUTE
DEPARTMENT
OF ENGINEERING

City Hall
17 Harding Avenue, Room 200
Terre Haute, IN 47807

Phone: 812.232.4028
Fax: 812.234.3973

www.terrehaute.IN.gov

DUKE A. BENNETT
Mayor

CHARLES W. ENNIS, P.E., S.E.
City Engineer

engineering@terrehautein.gov

A traffic study was conducted at the intersection of S. 25th Street and Wallace Avenue (See Figure 1) due to safety concerns at the intersection including speeding, traffic not stopping, and danger to pedestrians (school children). The traffic study consisted of observation of the intersection and the use of traffic counting devices on both 25th St. and Wallace Ave. Additionally, speed data was collected on 25th Street. Traffic data is shown in Figures 2 and 3.



Figure 1.

hourly traffic recorded on Wallace Avenue was 74 cars per hour. This intersection does not meet a warrant for a multi-way stop based on traffic volume. The MUTCD contains a total of 9 warrants for traffic signals; of these warrants this report will investigate the School Crossing Warrant as it is most applicable to this intersection. The School Crossing Warrant is based on pedestrian volume crossing the intersection and the time gaps in traffic that allow for them to safely cross. This warrant is not met for two simple reasons; the presence of a crossing guard to create adequate gaps in traffic, and the warrant requires a minimum of 20 children crossing the street during the peak hour. Observation of the intersection and information provided from the crossing guard indicates that generally 5-7 school children cross this road in the morning and evening. Generally, using either a multi-way stop or traffic signal to control this intersection would require traffic to stop all day long, which could lead to increased accidents, traffic delay, and driver frustration when controls are only needed for a short time each day.

It was apparent during both observation, and from the collected data that speeding in this area is common. Approximately 15% of the traffic through this intersection was traveling at greater than 40 miles per hour. Speed limits through this area should be clearly signed, and controlled by police enforcement. Additionally during the observation of the intersection, it was obvious that drivers are thoroughly confused about what to do when the red light is flashing. Several vehicles were running the light or driving erratically out of confusion.

The safety of the existing intersection flashing beacon could be improved with the addition of signage and the relocation of the flashing beacon at the northern intersection of Wallace Avenue and 25th Street to the southern intersection (see attached 11"x17" map). Having two flashing beacons at this intersection would allow greater visibility and offer contingency in the event of a burnt out light or malfunction. An intersection should never have less than two signal lights for this reason. Additionally, the beacon should not remain on for extended periods of time in the morning and afternoon. It should be used strictly to cross groups of children to minimize the time that the beacon is flashing. These improvements should only be used on a temporary basis due to conflicts with the MUTCD.

The ultimate recommendation that meets the requirements of the MUTCD, as well as what this traffic study indicates is to install a more visible, flashing, yellow beacon that is pedestrian activated, so that it is only operated when the risk of someone crossing the street exists. Additionally, more visible and clearly labeled signage with yellow flashing beacons to indicate exactly when the school zone speed limit is enforceable to lower the speed, as well as create a situation where enforcement of the speed limit is possible. And finally some minor improvements to the northeast corner of the intersection could make pedestrians more visible to traffic as they are about to cross the street. These recommendations would help the issue not only during school crossing times, but at other times as well.