

Intersection Control Study Summary Report

This is in reply to your request for a summary of the traffic study and/or report performed by the Department of Transportation (DOT) that resulted in a denial of Multi-Way Stop controls at the intersection of Washington and Bank Streets in Manhattan, New York.

This is a four-legged intersection. Bank Street is a one-way eastbound street, while Washington Street is a one-way northbound street. The intersection is controlled by a Stop sign for the eastbound approach of Bank Street.

In order to determine if Multi-Way Stop controls are justified at this location, DOT conducted an engineering study of traffic conditions, pedestrian characteristics and physical characteristics of the location. The study included an analysis of factors related to the existing operation and safety at the location (and the potential to improve these conditions), and the applicable factors and guidelines contained in the federal Manual on Uniform Traffic Control Devices (MUTCD).

A full description of the federal Multi-Way Stop applications are available online at <http://mutcd.fhwa.dot.gov/>.

Field Observation Data (Manual Counts)

Manual vehicle and pedestrian counts were conducted on June 26th from 8:00 to 9:00 am and from 5:00 to 6:00 pm (manual counts are typically conducted during morning and evening peak hours and during school dismissal times if required).

VEHICULAR VOLUMES

At Washington and Bank Streets A.M. peak hour volumes were 269 vph on the major [Washington Street] and 65 vph on the minor [Bank Street], and P.M. peak hour volumes were 496 vph on the major and 76 vph on the minor.

PEDESTRIAN VOLUMES

Pedestrian volumes [crossing Washington Street] were low - 65 pedestrians during the A.M. peak and 138 pedestrians during the P.M. peak.

SPEED

The 85th percentile speed (the speed at which 85% of vehicles travel at or below) on Washington Street southbound was 22 miles per hour (mph), which is not excessive.

CRASH EXPERIENCE

We were unable to document any preventable accidents within any 12 month period [between July 2012 and July 2015].

2012 – One total crash.

2013 – Four total crashes, two of which included parked vehicles.

2014 – Five total crashes, one of which included a parked vehicle.

2015 – No crashes as of July 2, 2015.

Multi-Way Stop Applications

Multi-Way Stop controls can be considered when there are five or more preventable crashes within a 12 month period. Such crashes include right angle collisions as well as left turn and right turn collisions.

- At the intersection of Washington and Bank Streets, the highest number of crashes have occurred in 2014 (five total crashes, one of which included a parked vehicle).

Multi-Way Stop controls can be considered when the vehicle volume on the major street approach averages at least 300 vehicles per hour for any eight hours of an average day and 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 eight hours.

- At Washington and Bank Streets A.M. peak hour volumes were 269 vph on the major [Washington Street] and 130 combined units per hour (uph) on the minor [Bank Street],
- In the P.M. peak there were 496 vph on the major and 214 combined units per hour (uph) on the minor. (This hour satisfies the criteria but is only one of the eight hours required).

Conclusion

In accordance with this engineering study, we have determined that this location does not meet any of the aforementioned guidelines for a Multi-Way Stop control. You may resubmit your request for additional intersection controls in 18 months, at which time we will re-study the intersection.

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