

Valley Parkway Maintenance and Roadway Improvements Project Scope

Beginning in early 2021, Valley Parkway was scheduled to be repaved as part of Road and Bridge's [Concrete and Pavement Management Program](#). Due to the number of citizen concerns received regarding lack of stop sign compliance and speeding along the corridor, county staff decided to conduct broader public engagement with the community prior to the roadway being repaved. Over the course of approximately 11 months, Jefferson County held three community meetings.

Resident concerns were compiled at the first public meeting. Based on those concerns, roadway data was obtained to determine traffic volumes, pedestrian crossings, and vehicular speeds on Valley Parkway. Additional traffic volume data was collected on White Oak / Club and Mountain Laurel / Long Spur to complete an all-way stop warrant analysis. Findings highlight that pedestrian crossing volumes were not high enough to warrant greater enhancement, such as pedestrian-activated flashing signs. Speed data revealed that the vast majority (85th percentile) of motorists are traveling within 5 mph of the posted speed limit and few outliers travel at excessive speeds during varying times throughout the day. Additionally, traffic volumes on Mountain Laurel / Long Spur and White Oak / Club were well below the threshold required to warrant an all-way stop as described in the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD).

The Manual on Uniform Traffic Control Devices all-way warrant analysis states: *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.* The volumes at White Oak / Club and Mountain Laurel / Long Spur were well below this threshold, meaning the stop signs are unwarranted on Valley Parkway. When an all-way stop is unwarranted, motorists become accustomed to the lack of traffic approaching from side streets and begin rolling or running the stop signs. This behavior was noted in many comments received by the community.

After presenting these findings to the community during the October 2021 meeting, county staff considered design solutions and proposed three alternatives during the May 2022 meeting that were feasible to implement within the scope of Road and Bridge's Concrete and Pavement Management Program. Alternatives included:

- Alternative A: No Action. Retain existing roadway striping and unwarranted stop signs.
- Alternative B: Retain unwarranted stop signs; change striping to include bicycle lanes.
- Alternative C: Remove unwarranted stop signs and install raised crossings; change striping to include bicycle lanes.

Those in attendance of the May 2022 meeting unanimously voted in favor of Alternative C. A survey was made available to the community for two weeks following the meeting. Survey results highlighted support for the raised crossings, but several residents expressed interest for installing them in conjunction with the unwarranted stop signs. Due to the number of concerns regarding motorists rolling or running the unwarranted stop signs and the support for raised crosswalks, staff selected Alternative C as it resolves the greatest number of hazards and concerns. Further reasoning is detailed below.

Alternative C removes the unwarranted stop signs and installs raised crossings at one side of the intersection. By implementing a traffic-calming treatment in lieu of unwarranted stop signs, crash potential is reduced. Raised crossings create a vertical deflection ensuring motorists slow down and the removal of the stop signs ensures pedestrians are confirming that motorists come to a complete stop before entering a roadway. The request to maintain the stop signs in conjunction with the raised crossings was not considered because it does not resolve the ultimate concern; motorist not currently complying with the stop signs will likely continue those behaviors and therefore pedestrians and other vulnerable road users remain at risk.

Another measure to reduce speeding on the roadway includes implementing bicycle lanes by reducing through-lane widths. Studies suggest that speed is reduced by 2.9 mph per foot reduction in lane width. While roadway widths will vary on Valley Parkway, most lanes will be reduced by two or more feet. Furthermore, bicycle lanes are a known safety measure that reduces crash potential for all roadway users.