

Members of the Pedestrian/Bicycle/Motor Vehicle Commission:

I am writing to strongly support an all-way stop at the intersection of Franklin Avenue and Kendall Avenue.

From 1999-2004, I resided at 405 N Franklin Avenue and personally witnessed a number of vehicle-pedestrian conflicts, bicycle vehicle conflicts, vehicle collisions, and near misses at this intersection. My wife was even hit while making a right turn into our own driveway by a driver traveling northbound who was unable to slow down during winter conditions (excessive speed).

We did not report this collision – I believe that many other collisions that do not involve injuries also go unreported at this intersection. Based on other residents' personal narratives, there have been at least 3 such collisions at this intersection this year alone, sharply up from the 1 reported (but unknown number unreported) in 2009. I believe that the presence of an all-way stop would not only have prevented nearly all these conflicts and collisions, it also will reduce the speed of vehicles on Franklin Avenue. Speed reduction would have a residual benefit for residents along the entire corridor.

To address the obvious speed issues on Franklin, in 2003-2004, I worked with the Regent Neighborhood Association and the Traffic Calming program to petition for several improvements. These improvements however, have not had the lasting impact that an all-way stop would have.

While I recognize that the intersection does not meet the criteria for passenger vehicle delay, there are special considerations involved in the corridor. I wholly support the Kendall Avenue Bicycle Boulevard concept and believe that this concept should warrant exceptions to the typical criteria for an all-way stop. High rates of speed on Franklin – often well in excess of the statutory speed limit - will ensure that there are safety issues at this intersection without such treatments. The all-way stop will also help address driver confusion at the intersection. My personal observations during the test period of the half closure at Kendall have shown tentative decision making at the intersection. This creates potential conflicts, especially from vehicles eastbound on Kendall/Bluff or Northbound on Franklin. An all-way stop will certainly provide some order to the intersection and allow for more intentional driving (and bicycling) maneuvers.

At peak hours, as the evidence shows, a significant volume of traffic is funneled through this intersection. This peak period traffic would meet the base criteria for consideration of an all-way stop. I feel that the Commission should take a proactive stance on this intersection rather than reacting once collisions and delay increase. Since the combination of high traffic volumes and the bicycle boulevard will create conflicts – potentially fatal – if not more closely regulated, I urge you to consider placing this all-way stop in this neighborhood.

Thank you,

Jason Bittner

Chair, Regent Neighborhood Association Streets and Transportation Committee

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