



City of Virginia Beach

OFFICE OF THE CITY ENGINEER
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MUNICIPAL CENTER
BUILDING 2
2405 COURTHOUSE DRIVE
VIRGINIA BEACH, VA 23456-9031

INTER-OFFICE MEMORANDUM

TO: Mike Shahsiah P.E., Public Works/Traffic Engineering,
FROM: William Morgan, Public Works/Traffic Engineering
DATE: July 2, 2008
SUBJECT: **Shore Drive and Kendall Street Request for Traffic Signal**

Traffic Engineering has evaluated the need for a traffic signal installation at the intersection of Shore Drive and Kendall Street. This was done in response to a citizen request about the intersection.

To evaluate the request, a turn movement counts were collected during the peak hours (7:00 am to 9:00 a.m., 11:00 a.m. to - 1:00 p.m., and 4:00 p.m. to 6:00 p.m.). The results of the evaluation indicate that the intersection does not currently meet volume warrants for either the left turn movement or traffic turning from the Kendall Street. Crash data was also analyzed to assess possible safety concerns.

The results of the evaluation indicate that the intersection does not currently meet volume requirements for a signal. Further, crash reports indicate that there were only four (4) reported angle crashes over a three-year period (2004 to 2006) at this location, which also does not warrant a signal.

Based on the evaluation, a traffic signal is not recommended at Shore Drive and Kendall Street.

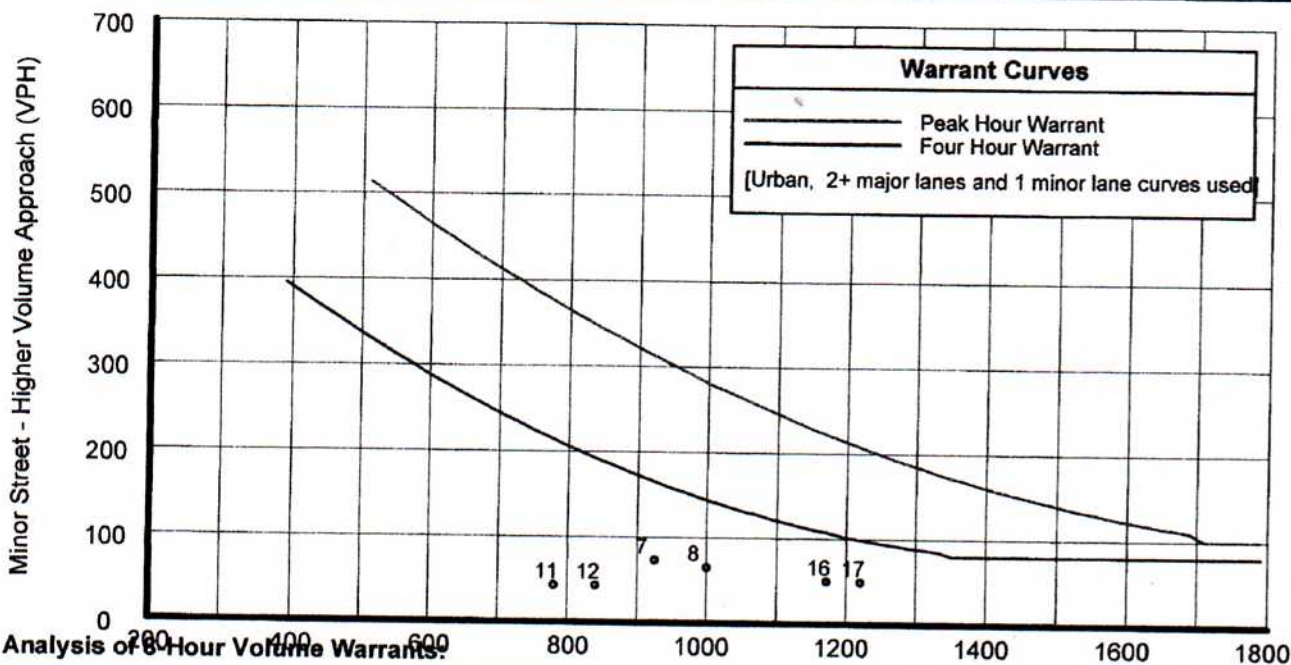
Should you have any question or concerns, please feel free to call me at (757) 385- 1342.

cc: Brian Proctor, Traffic Engineering
Gilbert J. Shortt, Cape Henry Shores Civic Association

City of VA Beach P/W Traffic Engineering
SHORE DRIVE @ KENDALL STREET
 Proposed Signal

Study Name :
 Study Date : 04/21/08
 GPS : 00.00, 00.00
 Page No. : 2

Signal Warrants - Summary



Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
01:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
02:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
03:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
04:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
05:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
06:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
07:00	925	73	NB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
08:00	1,000	65	NB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
09:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
10:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
11:00	780	43	NB	600-Yes	150-No	Major	900-No	75-No	---	720-Yes	120-No	Major
12:00	840	43	NB	600-Yes	150-No	Major	900-No	75-No	---	720-Yes	120-No	Major
13:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
14:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
15:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
16:00	1,171	50	NB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
17:00	1,220	49	NB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
18:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
19:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
20:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
21:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
22:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
23:00	0	0	NB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---

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SHORE DRIVE @ KENDALL STREET
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Study Date : 04/21/08
GPS : 00.00, 00.00
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Signal Warrants - Summary

Major Street Approaches

Eastbound: Shore Drive
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,074

Westbound: Shore Drive
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 2,862

Minor Street Approaches

Northbound: Kendall Street
Number of Lanes: 1

Total Approach Volume: 323

Southbound: Kendall Street
Number of Lanes: 1

Total Approach Volume: 10

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume **Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic **Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants **Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes **Not Satisfied**

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour **Not Satisfied**

Warrant 3A - Peak Hour Delay **Not Satisfied**

Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 3B - Peak Hour Volumes **Not Satisfied**

Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes **Not Satisfied**

Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)

Warrant 5 - School Crossing **Not Satisfied**

Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).

Warrant 6 - Coordinated Signal System **Not Satisfied**

No adjacent coordinated signals are present

Warrant 7 - Crash Experience **Not Satisfied**

Number of accidents (1) is less than minimum (5). Volume minimums are not met.

Warrant 8 - Roadway Network **Not Satisfied**

Major Route conditions not met. No volume requirement met.