

5. SIGN INVENTORY

A sign inventory was also conducted along the corridor. The main purpose of this inventory was to locate bus stops, parking restrictions, and turning restrictions. The sign inventory also recorded all speed limits and school zones within the project limits. The sign location and type were recorded for all relevant signs in the field. This information was presented on the intersection schematics provided in the Field Inventory Report (October 25, 2004).

On-street parking can have a great deal of impact on the capacity of the roadway. On-street parking not only reduces the capacity of a roadway by taking up a usable lane, but it slows down traffic due to the parking maneuvers. Drivers are also more apt to slow down in areas of on-street parking due to a fear of hitting a vehicle or pedestrian.

For most of the Dixie Highway Corridor, on-street parking is not an issue. However, from approximately 400 feet south of Twelve Street to near Lewis Street on the both sides of the roadway, on-street parking is allowed on the east side of the roadway, with the exception of the AM Peak Hour (from 6:00am until 9:00am). This restriction is necessary since the AM Peak Hour traffic flow is mainly in the northbound direction. While on-street parking is necessary here to serve the residential area, the parking spaces begin immediately after a curve with poor visibility. This condition is very unsafe, especially for drivers unfamiliar with the corridor who are not expecting the on-street parking at the end of the curve.



LOOKING NORTH AT ORPHANAGE ROAD &
DIXIE HIGHWAY

Parking also exists in the area surrounding Orphanage Road. These spaces are on-street parking spaces, but they are located in a bump out designed specifically to allow parking. It appears that the majority of businesses in this area have off street parking spaces available to them.

For the Dixie Highway Corridor, there are a large number of bus stops. Bus stops have been added where necessary over the years. A schematic of existing bus stops was provided in the Field Inventory Report submitted on October 25, 2004.

The locations of bus stops along the project corridor will be reviewed. The location and density of bus stops can have a large impact on the flow of traffic through the corridor. Every time a bus stops, it creates a choke point in the corridor, especially if there are not bus pullouts. Traffic must stop to wait behind the bus, or merge into the other lane to get around the bus. If there is a high density of bus stops, the right lane of the corridor essentially becomes blocked as the bus moves through the corridor.

