



## **CITY OF SALINAS**

### **COUNCIL STAFF REPORT**

**DATE:** **MARCH 3, 2020**

**DEPARTMENT:** **PUBLIC WORKS**

**FROM:** **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

**BY:** **ANDREW EASTERLING, TRAFFIC ENGINEER**

**TITLE:** **MULTI-WAY STOP AT THE INTERSECTION OF PAJARO STREET, SAN RAMON CIRCLE AND SAN PEDRO STREET**

#### **RECOMMENDED MOTION:**

A motion to approve a Resolution to approve the establishment a multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street.

#### **RECOMMENDATION:**

Staff recommends the establishment of a multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street.

#### **EXECUTIVE SUMMARY:**

Staff evaluated the intersection of Pajaro Street, San Ramon Circle and San Pedro Street for a multi-way stop. Staff conducted a field review and determined that sightlines are obstructed from the major roadway on the eastbound approach for vehicles. Therefore, staff is recommending the designation of a multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street.

#### **BACKGROUND:**

Staff has received a request from Scott Moser to evaluate sight lines at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street. Staff conducted an analysis and determined the sight lines were not sufficient to make a safe turning movement based on the gap acceptance decision for turning movements from the minor-roadway(s) (San Ramon Circle and Pajaro Street) while providing necessary stopping sight distance for vehicles on the major-roadway (Pajaro Street and San Pedro Street). Based on a warrant analysis established by state and federal design guidelines, staff is proposing the establishment of a multi-way stop due to obstructed sightlines.

The installation of stop signs on new street name sign posts are recommended on the Pajaro Street and San Pedro Street approaches to San Ramon Circle and Pajaro Street. The intersection is currently a two-way stop-controlled intersection, with two uncontrolled approaches. The use of

stop controls should be considered at both minor street approaches or all approaches, to provide drivers with a reasonable opportunity to determine who has the right of way. Staff conducted a warrant analysis and determined that these intersections do not meet the volume or collision warrants for side street stop control but because of the restricted views, staff recommends the installation of stop signs on both the Pajaro Street and San Pedro approaches so that road users will stop to adequately observe conflicting traffic.

**TRAFFIC AND TRANSPORTATION COMMISSION:**

The of a multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street was presented to the Traffic and Transportation Commission at its February 13, 2020 meeting. The Commission voted 5-0 to recommend to the City Council to approve a resolution to establish a multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street.

**CEQA CONSIDERATION:**

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consists of operation and minor alteration of an existing City street.

**STRATEGIC PLAN INITIATIVE:**

The proposed multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street supports the Council of “well planned city and excellent infrastructure.”

**DEPARTMENTAL COORDINATION:**

Signs are installed and maintained by Public Works staff. Traffic enforcement is provided in coordination with the Police Department.

**FISCAL AND SUSTAINABILITY IMPACT:**

The estimated labor and material cost to install multi-way stop at the intersection of Pajaro Street, San Ramon Circle and San Pedro Street is estimated to be \$1000. Sufficient funding is available in the current streets maintenance budget to fund proposed red zones installation.

**ATTACHMENTS:**

- Attachment 1: Resolution
- Attachment 2: Proposed Multi-way Stop Exhibit
- Attachment 3: Photo of Eastbound Approach