



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: SEPTEMBER 6, 2022

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

BY: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: ALL WAY STOP AT THE INTERSECTION OF GARNER AVENUE
AT PACIFIC AVENUE/ACOSTA PLAZA

RECOMMENDED MOTION:

A motion to approve a Resolution approving the plan for an all way stop application at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza.

RECOMMENDATION:

It is recommended City Council approve a Resolution approving the plan for an all way stop application at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza.

EXECUTIVE SUMMARY:

Staff received a request to evaluate the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza. Staff conducted a traffic analysis and determined that there is sufficient crossing demand to warrant the installation of a marked crosswalk. Staff developed a conceptual design to improve the intersection including considerations of ADA curb ramps, bus stops, and intersection control. However, the ultimate design requires time and funding to perform a survey and develop engineering plans. An interim plan was developed to install an all way stop at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza to make incremental improvements before the ultimate design is complete. Staff recommends the approval of an all way stop application at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza.

BACKGROUND:

Staff received a request from the superintendent of the Alisal Union School District Jim Koenig to evaluate the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza for the potential of a crosswalk. Staff conducted an analysis of the intersection and determined that in accordance with the City's Crosswalk Policy (Attachment 1) a marked crosswalk could be installed. However, a new crosswalk would require additional enhancements and must be connected to ADA compliant pedestrian ramps, as required by Title II regulations.

Staff developed a conceptual design (Attachment 2) for the new crosswalk, applying the design guidelines from the City's Crosswalk Policy and considering ADA requirements. The new ramps will require the relocation of a drainage inlet, which will require surveying and engineering design. Additionally, two Monterey-Salinas Transit (MST) stops are located at the intersection and must be considered as part of the design. Staff coordinated with partners at MST and the Alisal Union School District to develop a conceptual design that worked for each stakeholder. The opinion of probable costs to construct the improvements including survey, design, curb extensions and the installation of new storm drain inlets is over \$250K. The ultimate design will require additional funds that are not currently programed for these improvements. The City plans to seek grant funding in the future as part of a larger Safe Routes to School Project to finance the ultimate improvements. In the meantime, staff worked with the school district to develop a more immediate solution and recommends an all way stop plan (Attachment 3).

The City's standard for traffic control devices is the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The manual establishes the criteria for which stop sign applications should be installed. The CA-MUTCD states that in order for an all way stop condition to be warranted, the intersection should either have five or more reported correctable collisions in a 12-month period or have an average of at least 300 vehicles per hour from the major approach and 200 vehicles, pedestrians and bicyclists per hour from the minor street approaches for an 8-hour period of the day. The manual also allows for reductions to these thresholds if the approach speed on the major street exceeds 40mph. Staff conducted a stop warrant analysis and concluded that neither the traffic volume nor the collision history at the intersection meet the conventional CA-MUTCD all way stop warrants (Attachment 4).

When CA-MUTCD warrants are not met, the guidelines also allow for engineering judgement to consider some additional criteria when evaluating potential all way stop applications. The need to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes may also be considered in an engineering study for multi-way stop applications. The intersection of Garner Avenue at Pacific Avenue/Acosta Plaza provides direct access to Dr. Martin Luther King Academy School and based on 108 survey responses collected during the Safe Routes to School Plan development approximately 74% of the students walk or bike to school. With that information, staff conducted a pedestrian count on February 2, 2022. The single day count found that there were 191 pedestrian crossings Garner Avenue at the intersection during the peak periods from 7:00AM-9:00AM and 4:00PM-6:00PM. The application of an all way stop at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza would control the direction of vehicle traffic that conflicts with pedestrian crossing route serving Dr. Martin Luther King Academy School and Jesse G. Sanchez Elementary School. Pedestrian crossing conditions would benefit from controlling the conflicting movement, however vehicles traveling along Garner Avenue would experience some additional delays. Because of the crossing benefits to pedestrians and the high pedestrian volumes, staff recommends the approval of an all way stop application at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza.

TRAFFIC AND TRANSPORTATION COMMISSION:

The all way stop at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza was presented to the Traffic and Transportation Commission at its August 11, 2022 meeting. The

Commission voted 6-0 to recommend City Council approve a Resolution approving the plan for an all way stop application at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza.

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 consist of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

The proposed all way stop at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza improves walking conditions and safe routes to school. This action supports the Council of Public Safety and Infrastructure and Environmental Sustainability.

DEPARTMENTAL COORDINATION:

Street signs are installed and maintained by Public Works staff. Traffic enforcement is coordinated with the Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the multi-way stop at the intersection of Garner Avenue at Pacific Avenue/Acosta Plaza is estimated to be \$4,000 using the existing job order contract for traffic control devices. Alternatively, the City's maintenance staff may be able to perform this work depending on their availability and it will cost much less if the City performs the work. Sufficient funding is available in the current streets maintenance budget to fund the proposed all way stop.

ATTACHMENTS:

Resolution

Attachment 1: City of Salinas Crosswalk Policy

Attachment 2: Garner Avenue and Pacific Avenue/Acosta Plaza Improvements Conceptual Design

Attachment 3: Garner Avenue and Pacific Avenue/Acosta Plaza All Way Stop Plan

Attachment 4: Garner Avenue and Pacific Avenue/Acosta Plaza Stop Warrant Analysis