



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 15, 2008

SUBJECT: Cross St/Elm St Intersection Traffic Control

Report in Brief

During the public process for the expansion of the Yolobus routing, there were a number of public requests for a four way stop control at the Elm Street/Cross Street intersection. Staff has performed an evaluation of this request and provided a summary of the results for the City Council's consideration.

Staff recommends that the City Council modify the intersection to provide four way stop control and approve the project plans as described herein.

Background

During the winter of 2007/2008, Yolobus had a number of public meetings to discuss the expansion of their bus routing system in the City of Woodland. The expansion of the bus routes in the vicinity of College Avenue between Gibson Road and Main Street generated significant concerns from area residents. In order to address these concerns, YCTD transportation planners proposed an alternative that routed buses down Cross Street. In response to this alternative, residents expressed the need for a four way stop control at the Elm Street/Cross Street intersection.

During the same timeframe, City staff was working with representatives of the School District and Dingle Elementary School regarding traffic safety issues at the School. These discussions included School District transportation staff, the School Principal, members of the School Site Council, City Traffic Engineering staff and the City Traffic Sergeant. Representatives of the School also requested a four way stop control at the Elm Street/Cross Street intersection which is adjacent to the site and experiences a high degree of vehicle and pedestrian traffic for three hours per school day.

Discussion

In evaluating the need for converting an intersection from a two way stop control to a four way stop control, a traffic engineering study is required to provide justification for the change in intersection control. The traffic engineering study considers the volume of vehicles, bicycles and pedestrians in

both directions as well as accidents that are susceptible to correction by the installation of a four way stop control. The study also takes into account the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes. One of the main requirements of the traffic engineering study is that the ratio of vehicle, bicycle and pedestrian traffic is near equal in both directions of the intersection. If there is only a small amount of traffic in the minor direction (Elm Street), then traffic heading in the major direction (Cross Street) quite often would be approaching the intersection with no conflicting traffic. In this situation, a portion of the driving population tends to roll through stop signs or ignore them altogether. This can lead to vehicle/pedestrian conflicts between vehicles traveling in the major direction and pedestrians traveling in the minor direction.

The traffic engineering study found that the volume of all modes of traffic from the Elm Street was approximately 25% of the required value to justify a four way stop control. The study also found that the total number of accidents susceptible to correction by a four ways stop was only 20% of the required value.

Based on the traffic engineering study, there is inadequate justification to modify the intersection because the traffic volumes are not close to warranting criteria.

However, the traffic engineering study also provides some justification for considering a conversion to a four way stop. One of the factors in the traffic study was the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes. The Elm Street/Cross Street intersection is adjacent to Dingle Elementary School. Because of the presence of this school, this intersection experiences high pedestrian volumes during three hours of the day (student pick up, drop off and kindergarten transition).

In addition to the traffic engineering study, City staff has received numerous requests for the installation of four way stop control at this intersection. Residents from the neighborhood, the school principal, school site council members and parents of students have all voiced their preference for four way stop control. It has also been brought up as mitigation for increased bus and associated pedestrian traffic along Cross Street due to the new Yolobus routing.

Staff believes that the community concerns are valid and reflect the primary need to insure the safety of students and parents who utilize the intersection for access to Dingle Elementary School. Therefore, due to high pedestrian volumes associated with the elementary school, it is appropriate to consider conversion to four way stop.

Fiscal Impact

The improvements associated with the conversion to a four way stop would be paid out of the Public Works Department's signing and striping budget. This is the typical budget source for day to day signing and striping requests. The cost for this conversion is estimated to be less than \$1000. There is no cost to leaving the intersection as a two way stop.

Public Contact

Posting of the City Council agenda. A copy of this report has been provided to the Woodland Joint Unified School District and the Yolo County Transit District.

Council Committee Recommendation

This issue has been a topic of discussion at multiple 3 x 2 x 2 meetings between the City, the School District and the Community College. These discussions have reflected support for the conversion to a four way stop in support of community concerns and in recognition of the Yolobus routing change.

Alternative Courses of Action

1. Modify the intersection to provide four way stop control and approve the project plans
2. Leave the Cross Street/Elm Street intersection in its current condition as a two way stop controlled intersection.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1

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