

J.2 Proposed All-Way Stops Along Diamond Street At Gertruda Avenue and Guadalupe Avenue

Public Works & Sustainability Commission—April 22, 2024

Vicinity Map



Existing AWS



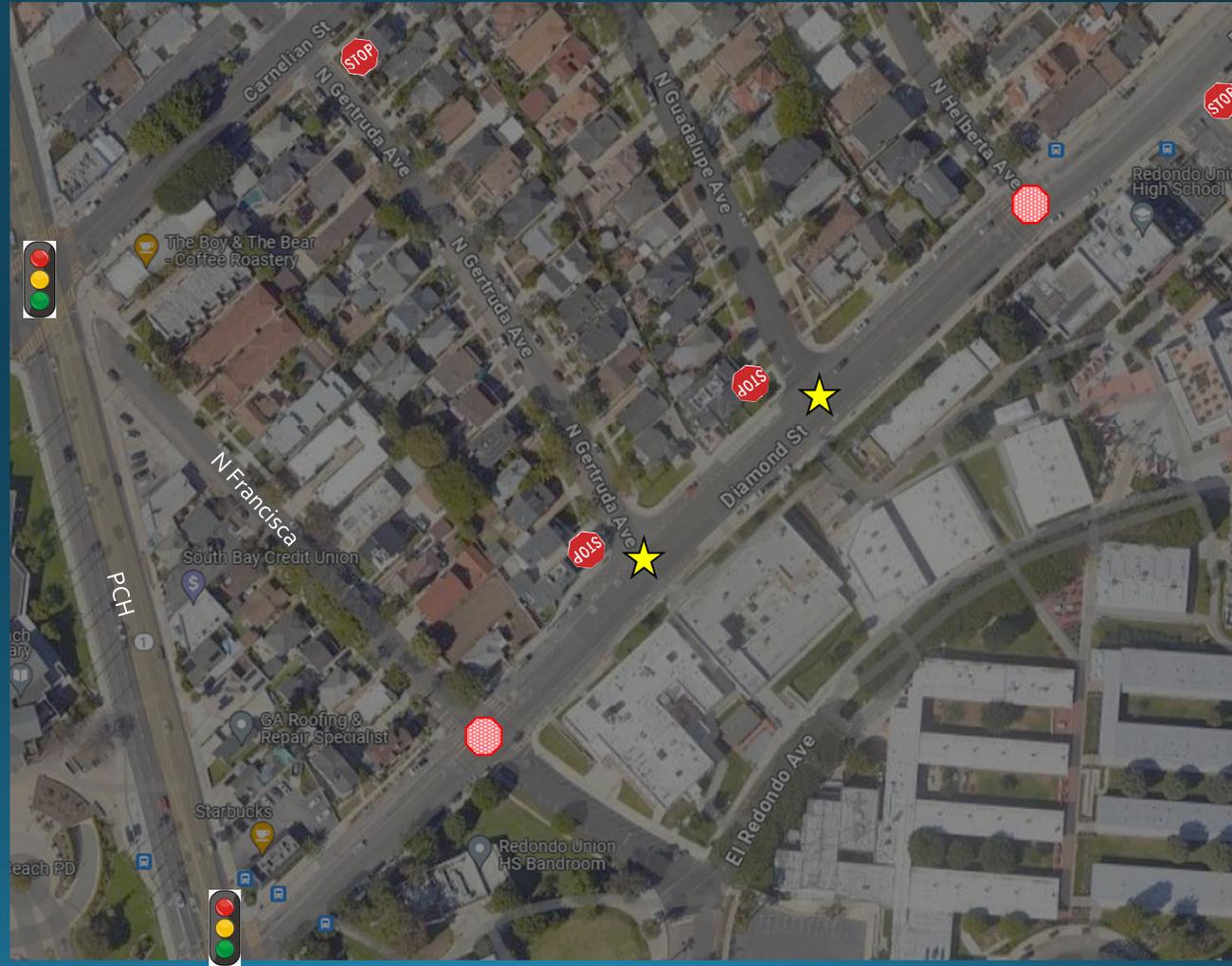
Existing Stop Sign



Existing Traffic Signal



Subject Intersection for AWS



Survey Response / Petition Signature Map

Gertruda Intersection

10 residences and RUHS identified within 150-foot radius (center of circle defined by GIS map)

5 supportive responses, 1 opposed

- 45% total support rate

8 supportive responses to proposed AWS received from residents of the City outside the official survey radius.

Therefore, Resident Survey threshold not met.



Survey Response / Petition Signature Map

Guadalupe Intersection

13 residences and RUHS identified within 150-foot radius (center of circle defined by GIS map)

2 supportive responses, 1 opposed

- 14% total support rate

1 supportive response to proposed AWS received from a resident of the City outside the official survey radius.

Therefore, Resident Survey threshold not met.



CAMUTCD All-Way Stop Installation Guidance Criteria

Section 2B.07.04.A - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. Highly unlikely to meet signal warrants

2B.07.04.B – When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. Zero (0) reported and correctable crashes in last 5 years

2B.07.04.C - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Highly unlikely to meet volume thresholds over 8 hours

2B.07.04.D - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

Almost every stop sign requested intersection in the City doesn't meet any of these criteria

Other CAMUTCD Option Criteria

Section 2B.07.05.A - The need to control left-turn conflicts;

Left-turn volumes are low, left-turn lane is available on Diamond.

Section 2B.07.05.B - The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

Crosswalks already provided along Diamond at RUHS student entrances

Section 2B.07.05.C – Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,

No line of sight issue

Section 2B.07.05.D – An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Gertruda and Guadalupe are not through streets, and are not of similar design or volume as Diamond.

City has historically installed AWS using this "other" criteria C or D.

Therefore, staff strongly recommends against installing AWS controls at either intersection.

Further study required at the corridor level to address speeding and safety concerns.

Available Alternatives:

- Support staff recommendation to reject all-way stop controls at the intersections of Diamond/Guadalupe and Diamond/Gertruda.
- Do not support staff recommendation.
- Other options as determined by the PWSC.