



Administrative Report

H.9., File # 24-0365

Meeting Date: 3/19/2024

To: **MAYOR AND CITY COUNCIL**
From: **TED SEMAAN, PUBLIC WORKS DIRECTOR**

TITLE

APPROVAL OF A TRIAL MEASURE TO MODIFY VEHICLE TRAFFIC ON PULLMAN LANE TO OPERATE ONE-WAY WESTBOUND BETWEEN RIPLEY AVENUE AND MACKAY LANE TO IMPROVE SAFETY AND INTERSECTION OPERATIONS

EXECUTIVE SUMMARY

A number of residents near the Ripley Avenue and Pullman Lane intersection contacted City staff in January 2024 with visibility concerns at the Ripley Avenue, Pullman Lane, a High Lane, all-way stop-controlled intersection. Staff's analysis noted severe visibility challenges at this intersection and substandard roadway width for two-way travel on Pullman between Mackay Lane and Ripley Ave. As a solution to the visibility issue and the roadway width issue, staff conceived a trial conversion of this one-block segment of Pullman Lane to operate only one-way westbound as a temporary measure to test its impact. Besides the elimination of two-way traffic on this block to address the limited width, removing eastbound Pullman Lane from the Ripley and High Lane intersection would remove the limited visibility issue at Ripley Ave and reduce the size of the intersection. Access would still be provided for all properties on the block.

Staff brought this item forward for discussion at the Public Works and Sustainability Commission (PWSC) at the February 26, 2024 meeting. Notice was provided to all residents within 150 feet of the area. Staff also personally visited each residence with frontage along the affected segment of Pullman Lane and gathered feedback on the proposed change. The PWSC unanimously voted in favor of a trial conversion of this segment of Pullman Lane to be one-way westbound only and staff is bringing the trial measure to City Council for consideration. This trial measure, if approved, would consist of signage and temporary barricades to communicate the change. After at least 90 days, staff would solicit neighborhood feedback before any further recommendations are brought to City Council for consideration.

BACKGROUND

Pullman Lane is a 28-foot wide local residential street that runs east-west with two-way traffic between Ripley Avenue and Mackay Lane. West of Mackay Lane, Pullman Lane is one-way eastbound. Parking is provided on both sides of the street, along the two-way section, which creates substandard lane widths for two-way traffic. The attached PWSC administrative report provides full detail and discussion of the existing issues and proposed solutions surrounding the all-way stop-controlled intersection of Pullman Lane, Ripley Avenue, and High Lane.

Severe visibility constraints exist at the subject intersection where drivers on westbound

(southwesterly) Ripley Ave. are not able to see drivers on eastbound Pullman Lane, and vice versa. Adequate visibility of other stop-controlled approaches is a requirement at all-way stop intersections.

Staff is proposing a trial measure to eliminate eastbound travel on this short block (150 feet) of Pullman Lane, removing entry into the intersection from Mackay Lane. The trial circulation modification would involve the installation of temporary barricades and signage to communicate the interim prohibition of the eastbound direction of travel east of Mackay Lane. The trial is planned to last at least 90 days, during which the City would monitor operations and solicit neighborhood feedback prior to making a final recommendation to the City Council.

Prior to bringing this item to the PWSC, staff noticed residents within 150 feet of the area and personally gathered feedback from neighbors on the affected block. At the PWSC meeting on February 26, 2024, the PWSC voted unanimously in favor of recommending this trial measure to the City Council for consideration. If rejected by the City Council, or if the trial measure is not successful, staff will consider other alternatives.

COORDINATION

Coordination of this report took place with the Public Works Department, PWSC, and the District 3 Councilmember. Staff also contacted residents along the affected block of Pullman Lane.

FISCAL IMPACT

The cost to procure and install temporary barricades and signage for this temporary measure can be accommodated using existing, City-owned materials. If the trial measure is successful and the change is made permanent, the cost to add permanent signage and striping would cost approximately \$5,000.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Administrative Report - Public Works and Sustainability Commission with Attachments, February 26, 2024