



City Council Staff Report

DATE: March 2, 2016

CONSENT CALENDAR

SUBJECT: APPROVAL OF PLANS, SPECIFICATIONS AND ESTIMATE (PS&E) AND AUTHORIZATION TO BID THE TAHQUITZ CANYON WAY AND CIVIC DRIVE TRAFFIC SIGNAL INSTALLATION, CITY PROJECT NO. 15-21

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY

The construction documents (plans and specifications) have been completed, and in accordance with Section 7.03.040 of the Procurement and Contracting Code the City Council is required to approve and adopt plans, specifications and working details, and authorize the bid request for all public projects in excess of \$100,000. Approval of this action will allow staff to proceed with bidding of this capital project, with an estimated cost of \$350,000.

RECOMMENDATION:

Approve the plans, specifications and estimate and authorize staff to advertise and solicit bids for the Tahquitz Canyon Way and Civic Drive Traffic Signal Installation, City Project No. 15-21.

STAFF ANALYSIS:

Recently, staff requested one of its on-call traffic engineering firms (Albert A. Webb Associates) to review the Tahquitz Canyon Way / Civic Drive intersection to conduct a traffic signal warrant analysis. On February 19, 2016, staff received confirmation from its consultant that a traffic signal at the intersection is warranted; a copy of the warrant analysis is included as **Attachment 1**. On this basis, staff recommends that the City pursue installation of this new traffic signal.

The proposed traffic signal installation work includes, but is not limited to, the installation of a fully functional controller cabinet, electrical service pedestal, traffic signal pole and equipment, video camera detection, emergency vehicle preemption, signal interconnect system, street lighting, and any other appurtenant work. Staff will be specifying

ITEM NO. 25

installation of white powder coated "Ameron" style traffic signal poles, shown here, to mirror the style of the traffic signal poles previously installed at the entrance to the Palm Springs International Airport. The traffic signal will be interconnected with the adjacent traffic signal at El Cielo Road, to ensure timing operations between the two traffic signals are coordinated.



With the City Council's authorization to proceed with this project, staff will coordinate with one of its on-call traffic engineering firms to prepare traffic signal installation plans and specifications. Staff recommends that City Council authorize staff to proceed with this project, prepare the traffic signal installation plans, pre-approve the plans, and authorize staff to formally solicit construction bids for the project.

With City Council's approval, staff will advertise the project in the *Desert Sun*, submit the Notice Inviting Bids to plan rooms, and provide the bid documents available free of charge to prospective bidders. A copy of the construction drawings and contract specifications for the Project are on file with the Public Works & Engineering Department. The following tentative schedule has been identified for the bid process:

Notice Inviting Bids posted and issued:
Deadline for receipt of bids:
Contract awarded by City Council:

April 7, 2016
3:00 PM, May 12, 2016
June 1, 2016

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources identified classes of projects that do not have a significant effect on the environment, and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of operation, repair, and maintenance of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, therefore, the Tahquitz Canyon Way and Civic Drive Traffic Signal Installation, City Project. No. 15-21, is considered categorically exempt from CEQA, and a Notice of Exemption has been prepared and will be filed with the Riverside County Clerk. A copy of the Notice of Exemption is included as **Attachment 2**.

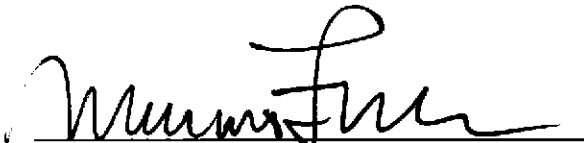
FISCAL IMPACT:

Staff is recommending that \$350,000 from the Local Measure A Fund unscheduled capital project reserve (current balance of \$500,385) be appropriated to a new account for this project. The estimated total cost of the project is \$350,000.

SUBMITTED:

Prepared by:

Approved by:



Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer



David H. Ready, Esq., Ph.D
City Manager

Attachments:

1. Traffic Signal Warrant Analysis
2. CEQA Notice of Exemption

ATTACHMENT 1

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
36-951 Cook Street #103
Palm Desert, CA 92211
760.568.5005

Murrieta Office
41391 Kalmia Street #320
Murrieta, CA 92562
951.686.1070

February 19, 2016

Mr. Gianfranco Laurie P.E., T.E.
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

RE: Signal Warrant Analysis for Tahquitz Canyon Way at Civic Drive

Dear Mr. Laurie,

The purpose of this letter is to conduct a traffic signal warrant analysis at the existing intersection of Tahquitz Canyon Way at Civic Drive.

■ Existing Roadway Conditions

Tahquitz Canyon Way is classified as a Major Thoroughfare in the City of Palm Springs General Plan as approved in 2007. It is a 4-lane roadway with a raised landscaped median and class II bicycle lanes. The posted speed on Tahquitz Canyon Way is 40 miles-per-hour (mph).

The intersecting street is Civic Drive. It is classified as a 40'-wide Collector roadway in the City of Palm Springs General Plan. It is 2-lane roadway with class III bicycle markings. The posted speed on Civic Drive is 30 mph. The nearest intersection to the east is a signalized intersection at Tahquitz Canyon Way/El Cielo Road approximately 600' to the east of Civic Drive. The nearest intersection to the west is a two-way stop-controlled intersection at Louella Road approximately 715' to the west of Civic Drive.

The existing intersection is two-way stop-controlled with traffic on Civic Drive yielding to traffic on Tahquitz Canyon Way. There are no existing turn movement restrictions at the intersection.

This signal warrant analysis covers the existing condition. No new projects are proposed near this intersection.

■ Data Collection

Counts for this intersection were collected on February 4, 2016. Vehicle turning movement counts were collected from 6:00 AM through 6:00 PM. In addition, pedestrian crossings and bicycle crossings were also collected for the same time frame. The 2014 California MUTCD allows for bicycles to be counted as pedestrians or vehicles. Since there are existing bicycle facilities at the intersection, the bicycle counts were added to the vehicle counts as through movements.

■ Traffic Signal Warrant Analysis

A 2014 California MUTCD Traffic Signal Warrants Worksheet was completed using the collected traffic data. Although Tahquitz Canyon Way has a posted speed limit of 40 mph, a critical approach speed of 45 mph was used. The latest speed survey for Tahquitz Canyon Way showed an 85th percentile speed of 45 which was lowered to keep continuity of speeds through the roadway segment. The 2014 California MUTCD allows the use of the 85th percentile speed in place of the posted speed limit when performing signal warrant analysis. Also, northbound and southbound traffic on Civic Drive are considered to have one approach lane in the warrant analysis due to the presence of on-street parking.

Only count data from February 4, 2016 were used in the traffic signal warrant analysis. Two of the nine traffic signal warrants were satisfied: Warrant 1 (Eight Hour Vehicular Volume) and Warrant 2 (Four Hour Vehicular Volume).

Warrant 3 (Peak Hour) was not satisfied as the traffic volume on Civic Drive was insufficient to satisfy the warrant. Similarly, the crossing pedestrian volumes (pedestrians crossing the major street) were insignificant and did not satisfy Warrant 4. Warrant 5 was not analyzed as the intersection is not close to a school. Warrant 6 was not satisfied due to the close proximity (600') of the signalized intersection of Tahquitz Canyon Way and El Cielo Road. Collision history for Warrant 7 was reviewed from January 2010 through January 2016. There were only 4 collisions during that timeframe which does not satisfy the warrant. Warrant 8 was not satisfied as Civic Drive is not a major route and is not expected to contribute significant traffic volumes in the future. Warrant 9 was not analyzed because the intersection is not near a grade crossing.

■ Conclusion

The conclusion of this traffic signal warrant analysis indicates that the existing traffic at the intersection warrants a traffic signal at the intersection of Tahquitz Canyon Way and Civic Drive.

Should you have any questions, please contact us at (951) 686-1070.

Sincerely,

ALBERT A. WEBB ASSOCIATES



Myung Choo, P.E., T.E.
Senior Engineer



Traffic Signal Warrants Worksheet:
Existing Condition

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2/4/2016
 CALC NRL DATE 2/11/2016
 CHK MGC DATE _____

8 Riv N/A _____
 DIST CO RTE PM

Major St: Tahquitz Canyon Way Critical Approach Speed 45 mph
 Minor St: Civic Drive Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... }
 or } **RURAL (R)**
 In built up area of isolated community of < 10,000 population..... }
 URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	914	1017	1132	1019	1010	1144	984	1053	Hour
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	55	73	80	100	54	91	76	85	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	914	1017	1132	1019	1010	1144	984	1053	Hour
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	55	73	80	100	54	91	76	85	

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	<input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	<input checked="" type="checkbox"/>	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED*** YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	10:45-11:45	12:15-13:15	14:15-15:15	16:15-17:15	Hour
Both Approaches - Major Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	997	1019	1144	1053	
Higher Approach - Minor Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	85	100	91	85	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

WARRANT 3 - Peak Hour **SATISFIED** YES NO
 (Part A or Part B must be satisfied)

PART A **SATISFIED** YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

PART B **SATISFIED** YES NO

APPROACH LANES	One	2 or More	12:15-13:15	Hour
Both Approaches - Major Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1019	
Higher Approach - Minor Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	100	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume
 (Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES NO

Part 1 (Parts A or B must be satisfied)

Hours - - ->		8:00-9:00	9:00-10:00	10:00-11:00	15:00-16:00
A.	Vehicles per hour for any 4 hours	773	780	1080	1041
	Pedestrians per hour for any 4 hours	7	5	3	7

Figure 4C-5 or Figure 4C-6
 SATISFIED YES NO

Hours - - ->		15:00-15:15	15:15-15:30	15:30-15:45	15:45-16:00
B.	Vehicles per hour for any 1 hour	318	239	252	232
	Pedestrians per hour for any 1 hour	2	0	4	1

Figure 4C-7 or Figure 4C-8
 SATISFIED YES NO

Part 2

SATISFIED YES NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**WARRANT 5 - School Crossing
 (Parts A and B Must Be Satisfied)**

SATISFIED YES NO

Part A

Gap/Minutes and # of Children

SATISFIED YES NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES NO

AND Children > 20/hr YES NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/> No <input type="checkbox"/>
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Part B

SATISFIED YES NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System SATISFIED YES NO
 (All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N <u>N/A</u> ft, S <u>N/A</u> ft, E <u>1,650</u> ft, W <u>600</u> ft	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant SATISFIED YES NO
 (All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
5 OR MORE			
REQUIREMENTS	CONDITIONS	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network SATISFIED YES NO
 (All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1220</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun <u> </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan		✓	
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing
 (Both Parts A and B Must Be Satisfied)**

SATISFIED YES NO

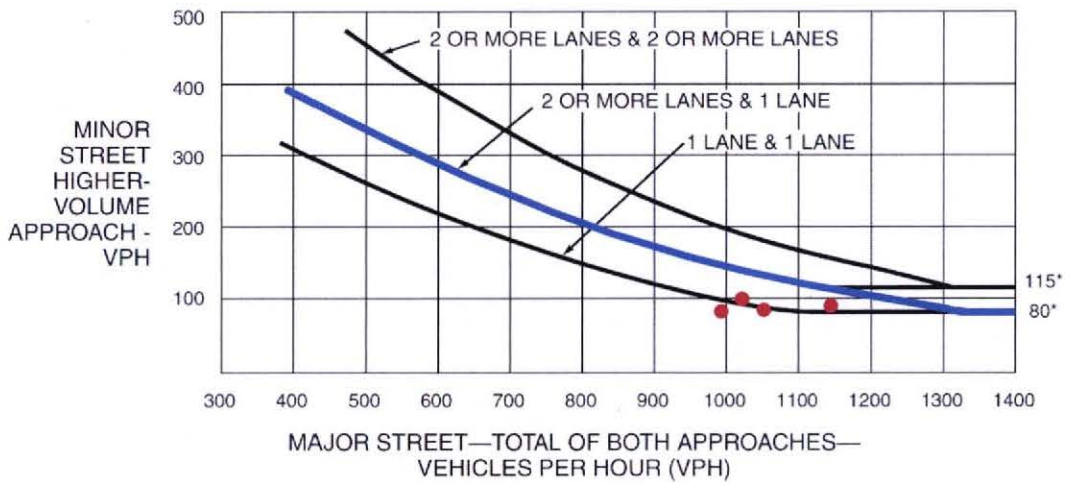
<p>PART A</p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>PART B</p> <p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p> <hr/> <p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

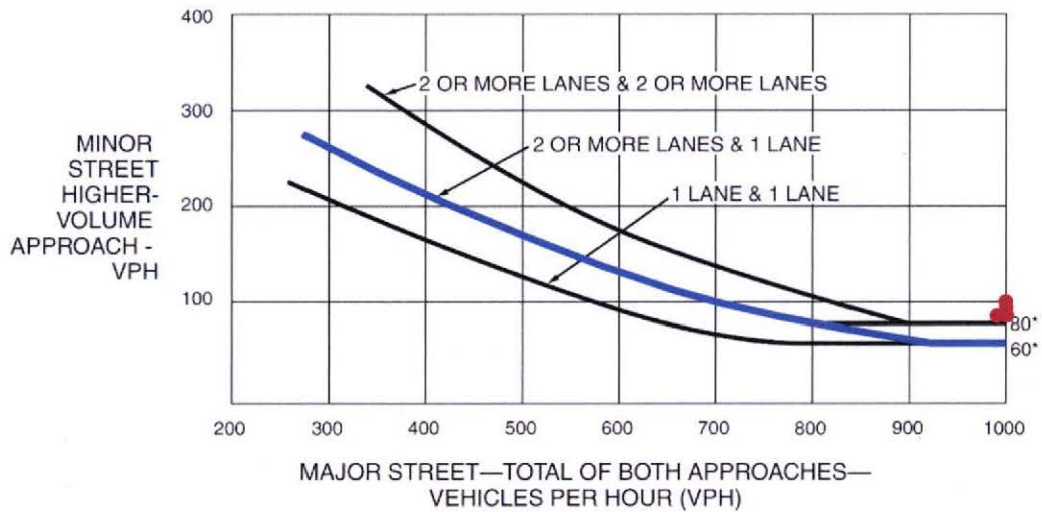
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

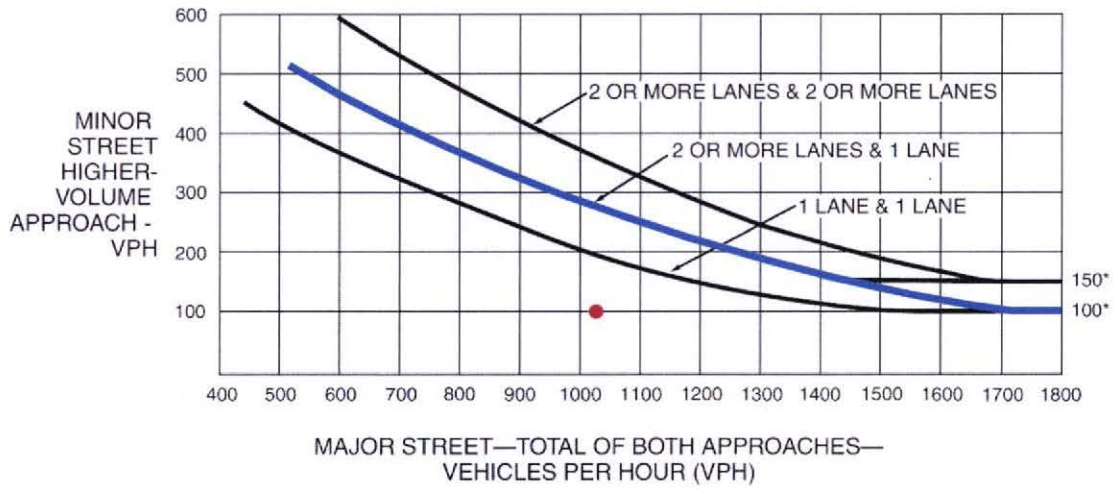
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

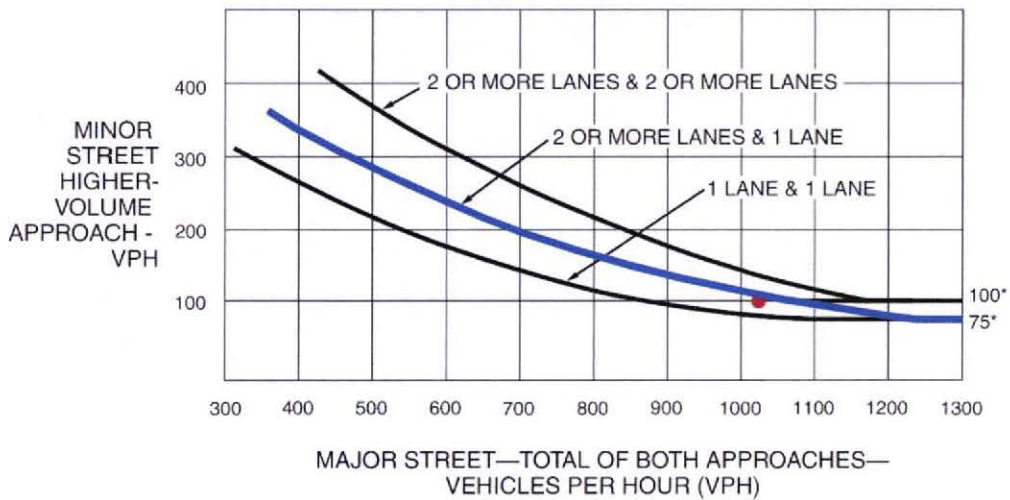
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

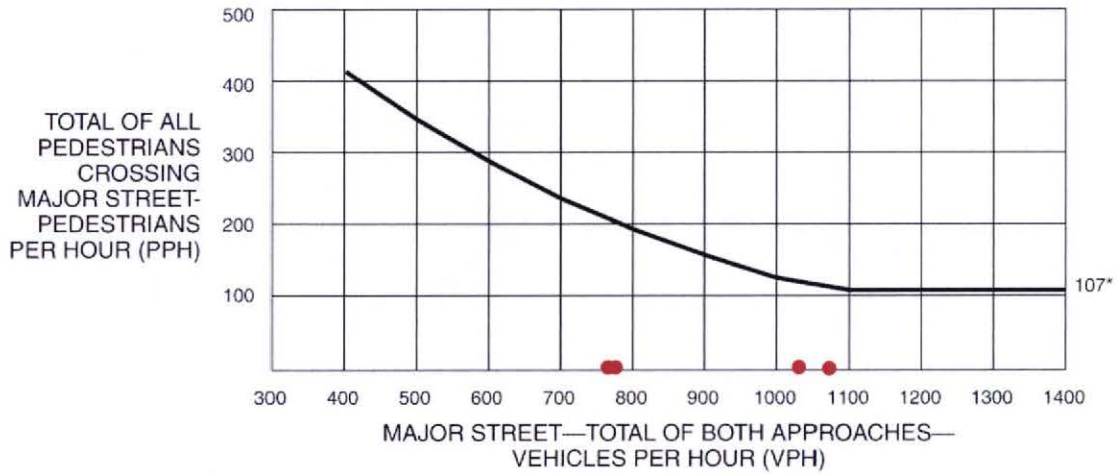
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



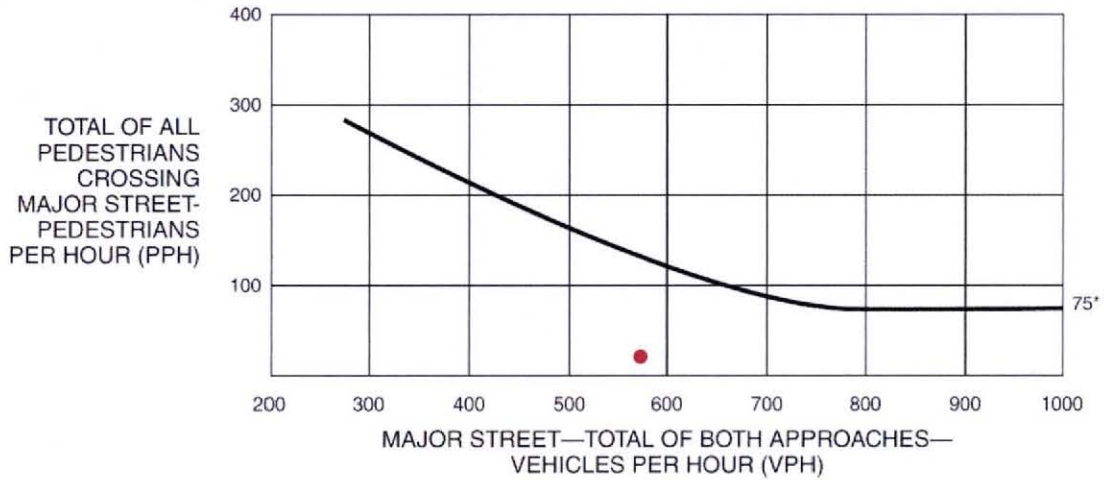
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



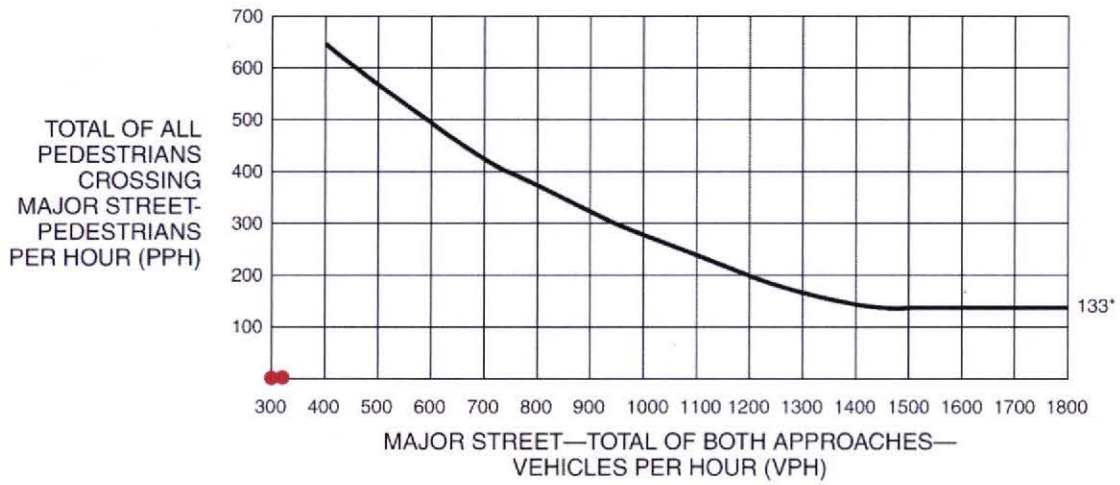
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



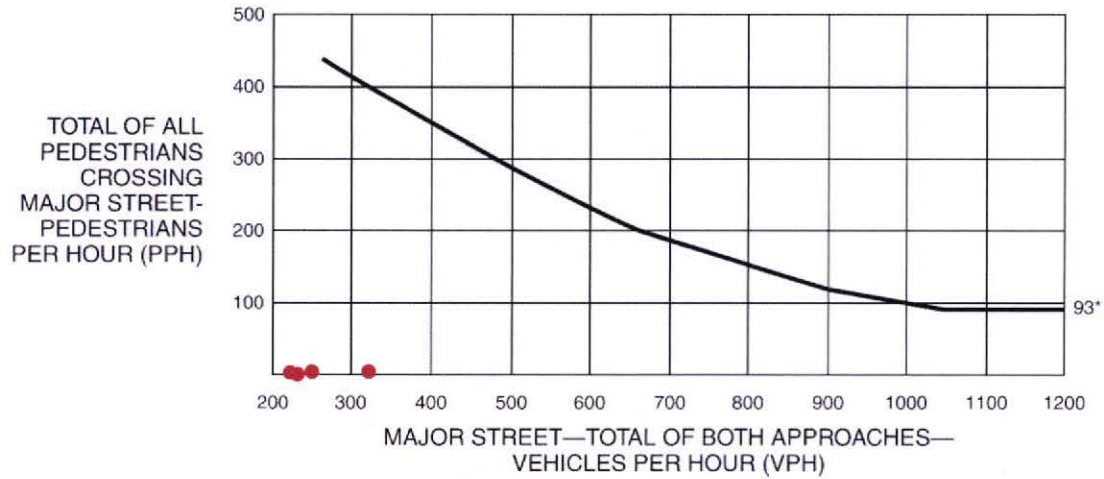
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Existing Traffic Counts
February 4, 2016

City of Palm Springs
 N/S: Civic Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCITA 6 to 18
 Site Code : 06716076
 Start Date : 2/4/2016
 Page No : 1

Groups Printed- Total Volume

Start Time	Civic Drive Southbound				Tahquitz Canyon Way Westbound				Civic Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	21	3	24	0	0	0	0	0	20	3	23	47
06:15 AM	1	0	0	1	0	26	5	31	1	0	0	1	5	20	6	31	64
06:30 AM	0	1	8	9	1	40	2	43	2	0	0	2	2	32	4	38	92
06:45 AM	0	0	4	4	0	42	5	47	2	0	1	3	11	41	0	52	106
Total	1	1	12	14	1	129	15	145	5	0	1	6	18	113	13	144	309
07:00 AM	2	1	1	4	3	50	4	57	3	0	0	3	3	50	4	57	121
07:15 AM	2	0	2	4	0	54	4	58	0	1	0	1	5	50	2	57	120
07:30 AM	7	1	8	16	0	85	12	97	0	2	2	4	12	95	8	115	232
07:45 AM	4	0	9	13	2	108	12	122	2	1	1	4	12	77	5	94	233
Total	15	2	20	37	5	297	32	334	5	4	3	12	32	272	19	323	706
08:00 AM	2	2	5	9	0	87	7	94	4	0	0	4	10	85	9	104	211
08:15 AM	2	1	6	9	3	91	5	99	1	1	1	3	10	80	11	101	212
08:30 AM	2	1	10	13	2	68	5	75	2	0	1	3	12	77	11	100	191
08:45 AM	5	1	9	15	4	75	6	85	4	1	1	6	12	91	9	112	218
Total	11	5	30	46	9	321	23	353	11	2	3	16	44	333	40	417	832
09:00 AM	7	1	12	20	0	78	7	85	2	1	1	4	11	48	9	68	177
09:15 AM	6	2	9	17	0	71	8	79	7	1	0	8	11	94	6	111	215
09:30 AM	8	2	8	18	2	85	6	93	3	2	2	7	7	87	6	100	218
09:45 AM	3	1	5	9	5	113	11	129	3	1	2	6	8	96	8	112	256
Total	24	6	34	64	7	347	32	386	15	5	5	25	37	325	29	391	866
10:00 AM	5	1	5	11	2	139	5	146	0	0	4	4	11	116	10	137	298
10:15 AM	2	2	13	17	7	129	10	146	11	3	2	16	7	110	11	128	307
10:30 AM	3	1	9	13	3	97	6	106	7	2	3	12	14	127	9	150	281
10:45 AM	8	1	13	22	5	125	11	141	9	3	0	12	8	101	9	118	293
Total	18	5	40	63	17	490	32	539	27	8	9	44	40	454	39	533	1179
11:00 AM	6	0	14	20	2	97	5	104	9	0	0	9	8	104	7	119	252
11:15 AM	4	2	8	14	5	114	10	129	7	3	6	16	6	97	4	107	266
11:30 AM	8	2	18	28	5	139	5	149	4	1	2	7	11	111	5	127	311
11:45 AM	7	0	10	17	7	163	8	178	8	1	1	10	14	137	6	157	362
Total	25	4	50	79	19	513	28	560	28	5	9	42	39	449	22	510	1191
12:00 PM	4	0	17	21	3	147	8	158	5	0	2	7	19	104	4	127	313
12:15 PM	11	3	17	31	6	127	8	141	3	2	2	7	12	113	3	128	307
12:30 PM	10	0	18	28	3	96	7	106	3	1	0	4	10	125	3	138	276
12:45 PM	6	1	9	16	5	111	7	123	6	0	1	7	12	129	8	149	295
Total	31	4	61	96	17	481	30	528	17	3	5	25	53	471	18	542	1191
01:00 PM	5	0	20	25	2	91	8	101	6	1	3	10	11	115	6	132	268
01:15 PM	3	1	10	14	3	95	3	101	2	1	3	6	14	96	4	114	235
01:30 PM	7	5	7	19	3	121	7	131	9	3	2	14	14	105	5	124	288
01:45 PM	1	1	9	11	7	98	6	111	8	1	2	11	17	119	9	145	278
Total	16	7	46	69	15	405	24	444	25	6	10	41	56	435	24	515	1069
02:00 PM	5	0	5	10	2	126	5	133	5	1	1	7	17	126	5	148	298
02:15 PM	7	3	18	28	2	123	11	136	5	2	2	9	9	139	6	154	327
02:30 PM	6	1	7	14	4	124	9	137	6	0	8	14	16	101	3	120	285
02:45 PM	9	1	15	25	5	126	6	137	2	1	2	5	15	118	8	141	308
Total	27	5	45	77	13	499	31	543	18	4	13	35	57	484	22	563	1218
03:00 PM	9	1	14	24	4	151	7	162	5	0	0	5	11	139	3	153	344
03:15 PM	4	3	14	21	1	98	12	111	6	1	3	10	12	106	9	127	269
03:30 PM	7	0	14	21	1	104	6	111	9	0	1	10	16	115	8	139	281
03:45 PM	6	0	10	16	1	99	6	106	8	1	1	10	14	101	9	124	256
Total	26	4	52	82	7	452	31	490	28	2	5	35	53	461	29	543	1150

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Palm Springs
 N/S: Civic Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCITA 6 to 18
 Site Code : 06718076
 Start Date : 2/4/2016
 Page No : 2

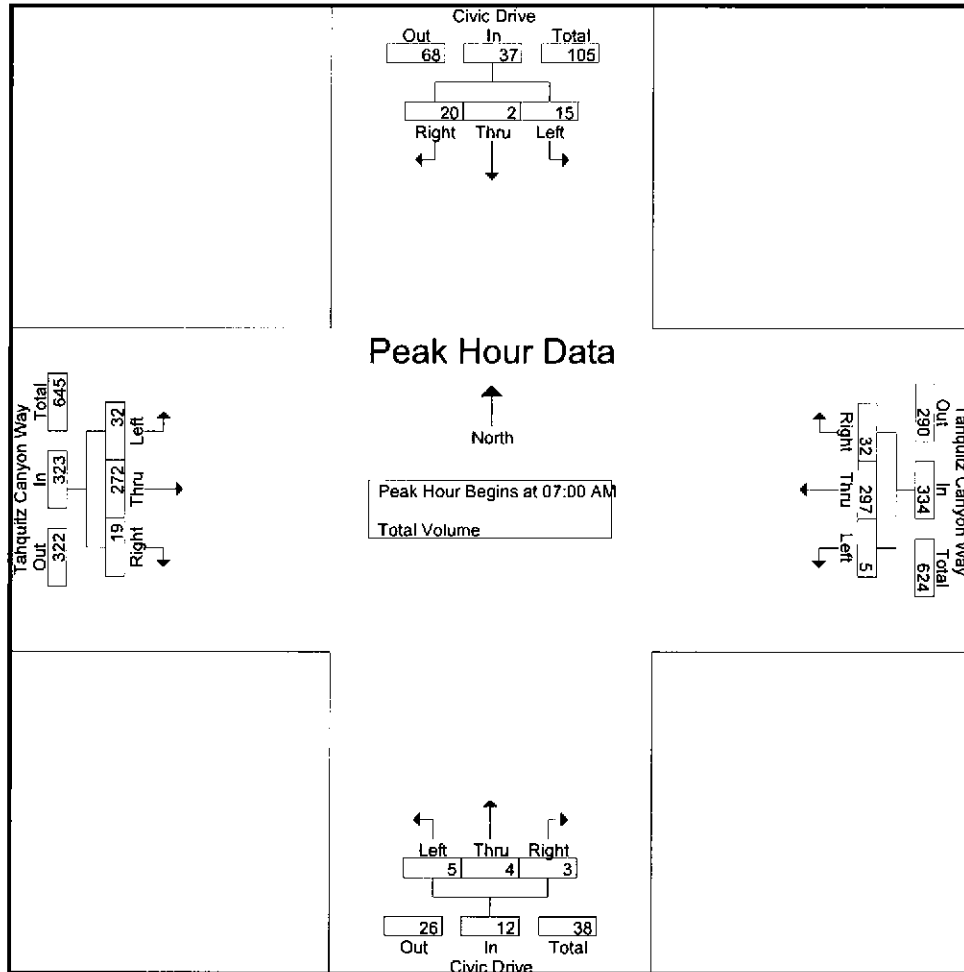
Groups Printed- Total Volume

Start Time	Civic Drive Southbound				Tahquitz Canyon Way Westbound				Civic Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	0	6	18	7	121	4	132	6	0	3	9	10	113	5	128	287
04:15 PM	6	0	14	20	2	106	9	117	8	0	2	10	10	109	8	127	274
04:30 PM	8	2	10	20	1	130	9	140	6	0	1	7	10	111	4	125	292
04:45 PM	5	0	13	18	0	103	7	110	8	0	2	10	11	128	3	142	280
Total	31	2	43	76	10	460	29	499	28	0	8	36	41	461	20	522	1133
05:00 PM	9	1	17	27	1	134	7	142	8	1	1	10	11	131	6	148	327
05:15 PM	3	2	9	14	2	117	7	126	4	1	1	6	9	100	8	117	263
05:30 PM	3	0	7	10	4	110	6	120	4	2	0	6	4	87	7	98	234
05:45 PM	3	1	8	12	0	80	6	86	3	0	1	4	5	77	10	92	194
Total	18	4	41	63	7	441	26	474	19	4	3	26	29	395	31	455	1018
Grand Total	243	49	474	766	127	4835	333	5295	226	43	74	343	499	4653	306	5458	11862
Apprch %	31.7	6.4	61.9		2.4	91.3	6.3		65.9	12.5	21.6		9.1	85.3	5.6		
Total %	2	0.4	4	6.5	1.1	40.8	2.8	44.6	1.9	0.4	0.6	2.9	4.2	39.2	2.6	46	

Start Time	Civic Drive Southbound				Tahquitz Canyon Way Westbound				Civic Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	1	1	4	3	50	4	57	3	0	0	3	3	50	4	57	121
07:15 AM	2	0	2	4	0	54	4	58	0	1	0	1	5	50	2	57	120
07:30 AM	7	1	8	16	0	85	12	97	0	2	2	4	12	95	8	115	232
07:45 AM	4	0	9	13	2	108	12	122	2	1	1	4	12	77	5	94	233
Total Volume	15	2	20	37	5	297	32	334	5	4	3	12	32	272	19	323	706
% App. Total	40.5	5.4	54.1		1.5	88.9	9.6		41.7	33.3	25		9.9	84.2	5.9		
PHF	.536	.500	.556	.578	.417	.688	.667	.684	.417	.500	.375	.750	.667	.716	.594	.702	.758

City of Palm Springs
 N/S: Civic Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCITA 6 to 18
 Site Code : 06716076
 Start Date : 2/4/2016
 Page No : 3



Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	1	1	4	3	50	4	57	3	0	0	3	3	50	4	57
+15 mins.	2	0	2	4	0	54	4	58	0	1	0	1	5	50	2	57
+30 mins.	7	1	8	16	0	85	12	97	0	2	2	4	12	95	8	115
+45 mins.	4	0	9	13	2	108	12	122	2	1	1	4	12	77	5	94
Total Volume	15	2	20	37	5	297	32	334	5	4	3	12	32	272	19	323
% App. Total	40.5	5.4	54.1		1.5	88.9	9.6		41.7	33.3	25		9.9	84.2	5.9	
PHF	.536	.500	.556	.578	.417	.688	.667	.684	.417	.500	.375	.750	.667	.716	.594	.702

Location: Palm Springs
 N/S: Civic Drive
 E/W: Tahquitz Canyon Way



Date: 2/4/2016
 Weather: Clear

PEDESTRIANS

Time	North Leg Tahquitz Canyon Way	East Leg 0	South Leg Tahquitz Canyon Way	West Leg 0	TOTAL
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	1	1	1	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	1	2
8:00 AM	0	1	1	0	2
8:15 AM	4	3	4	0	11
8:30 AM	2	1	0	0	3
8:45 AM	1	1	0	1	3
9:00 AM	0	1	1	0	2
9:15 AM	2	1	1	0	4
9:30 AM	0	1	0	0	1
9:45 AM	0	2	3	0	5
10:00 AM	2	2	0	0	4
10:15 AM	3	1	2	0	6
10:30 AM	3	0	1	0	4
10:45 AM	0	0	2	0	2
11:00 AM	0	1	1	1	3
11:15 AM	0	0	1	0	1
11:30 AM	3	0	0	0	3
11:45 AM	0	0	0	0	0
12:00 PM	0	0	2	0	2
12:15 PM	1	0	2	0	3
12:30 PM	0	0	0	0	0
12:45 PM	2	0	0	1	3
1:00 PM	1	0	1	0	2
1:15 PM	3	0	1	0	4
1:30 PM	1	0	0	0	1
1:45 PM	2	0	0	0	2
2:00 PM	1	0	0	0	1
2:15 PM	0	0	1	0	1
2:30 PM	0	0	1	0	1
2:45 PM	5	0	2	0	7
3:00 PM	1	2	1	0	4
3:15 PM	1	0	0	0	1
3:30 PM	0	0	5	4	9
3:45 PM	0	0	3	1	4
4:00 PM	1	1	1	0	3
4:15 PM	2	0	1	0	3
4:30 PM	0	0	1	0	1
4:45 PM	1	0	1	0	2
5:00 PM	0	1	2	0	3
5:15 PM	0	0	1	0	1
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	43	20	46	9	118

Location: Palm Springs
 N/S: Civic Drive
 E/W: Tahquitz Canyon Way



Date: 2/4/2016
 Weather: Clear

BICYCLES

Time	North Leg Civic Drive	East Leg Tahquitz Canyon Way	South Leg Civic Drive	West Leg Tahquitz Canyon Way	TOTAL
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	1	0	0	0	1
9:00 AM	0	0	1	0	1
9:15 AM	2	0	0	0	2
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
10:00 AM	3	3	2	0	8
10:15 AM	0	0	0	0	0
10:30 AM	0	1	1	0	2
10:45 AM	0	0	1	1	2
11:00 AM	0	0	2	0	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	1	0	1
1:30 PM	0	0	0	0	0
1:45 PM	1	0	0	0	1
2:00 PM	0	0	1	0	1
2:15 PM	0	0	0	0	0
2:30 PM	1	0	0	0	1
2:45 PM	0	0	0	0	0
3:00 PM	3	0	0	0	3
3:15 PM	0	1	1	0	2
3:30 PM	0	0	2	0	2
3:45 PM	0	0	2	0	2
4:00 PM	1	0	0	0	1
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	14	5	18	1	38

ATTACHMENT 2

NOTICE OF EXEMPTION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Clerk of the Board
County of Riverside
P.O. Box 751
Riverside, CA 92502-0751

Project Title: Tahquitz Canyon Way and Civic Drive Traffic Signal Installation, City Project No. 15-21

Project Applicant: City of Palm Springs

Project Location (Specific): The intersection of Tahquitz Canyon Way and Civic Drive, Palm Springs

Project Location (City): City of Palm Springs

Project Location (County): Riverside

Project Description: The scope of work includes the installation of a new traffic signal at the intersection of Tahquitz Canyon Way and Civic Drive. The proposed work includes the installation of a fully functional controller cabinet, electrical service pedestal, traffic signal poles and equipment, video camera detection, emergency vehicle preemption, signal interconnect system, and any other appurtenant work.

Name of Public Agency Approving Project: City of Palm Springs

Name of Person or Agency Carrying Our Project: City of Palm Springs, Public Works & Engineering Department
3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262

Exempt Status: (check one)

- Ministerial (Sec. 21080(b) (1); 15268);
- Declared Emergency (Sec. 21080(b) (3); 15269(a));
- Emergency Project (Sec. 21080(b) (4); 15269 (b)(c));
- Categorical Exemption. State type and section number: 15301 Class 1 (c) – Existing Facilities
- Statutory Exemptions. State code number:

Reasons why project is exempt: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures. Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, therefore, the Tahquitz Canyon Way and Civic Drive Traffic Signal Installation, City Project No. 15-21, is considered categorically exempt from CEQA.

Lead Agency Contact Person: Marcus L. Fuller Area Code/Telephone/Extension: (760) 322-8380

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature:  Date: 2/23/16

Title: Asst. City Manager/ City Engineer

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date received for filing at OPR: _____