



City Council Staff Report

DATE: January 28, 2021 CONSENT CALENDAR

SUBJECT: APPROVAL OF ALL WAY STOP INTERSECTIONS ON S. PALM CANYON DR. AT LA VERNE WAY, S. PALM CANYON DR. AT MURRAY CANYON DR., AND LA VERNE WAY AT TOLEDO AVE., AND RELATED TRAFFIC SAFETY IMPROVEMENTS

FROM: David H. Ready, City Manager

BY: Development Services Department

SUMMARY:

Approval of this item will allow for the installation of an all-way stop at three intersections: (1) S. Palm Canyon Dr. at La Verne Way, (2) S. Palm Canyon Dr. at Murray Canyon Dr., and (3) La Verne Way at Toledo Ave. The installation of these all-way stop intersections and traffic safety devices is based on a field review performed by the Development Services Department and at the recommendation of the City Engineer in accordance with Section 12.16.030 of the Palm Springs Municipal Code (PSMC).

RECOMMENDATION:

1. Adopt Resolution No. _____, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, AUTHORIZING THE CITY ENGINEER TO ESTABLISH AN ALL-WAY STOP CONTROLLED INTERSECTION AT SOUTH PALM CANYON DRIVE AND LA VERNE WAY, SOUTH PALM CANYON DRIVE AND MURRAY CANYON DRIVE, AND LA VERNE WAY AND TOLEDO AVENUE, IN ACCORDANCE WITH SECTION 12.16.030 OF THE PALM SPRINGS MUNICIPAL CODE."; and
2. Authorize an expenditure of \$100,000 from the Special Gas Tax Fund for installation of related improvements.

BACKGROUND:

The Development Services Department has received requests from concerned motorists and residents for the addition of stop signs at select intersections within the Mesa, Canyon Corridor, and Canyon Palms neighborhoods. Common concerns are locations with pedestrian traffic near trailheads or heavily used walking routes, and sight distance issues due to road geometry or vertical obstructions. A map of existing and proposed crosswalks with the proposed improvements are included as **Attachment 1**.

ITEM NO. 10

STAFF ANALYSIS:

The California Manual on Uniform Traffic Control Devices (MUTCD) 2014 Edition, 3rd Revision (March 9, 2018), Section 2B, identifies several factors to consider when installing stop signs, which include data collection through traffic studies. The MUTCD also states that the installation of these devices rests on engineering judgment to establish intersection control.

Section 12.16.030 of the PSMC authorizes the City Engineer to place and maintain additional traffic control devices deemed necessary to regulate traffic or to guide or warn traffic, on the basis of traffic engineering principles and traffic investigations. A resolution (see **Attachment 2**) has been prepared authorizing the City Engineer to establish new all-way stop controlled intersections at the following locations:

- South Palm Canyon Drive and La Verne Way
- South Palm Canyon Drive and Murray Canyon Drive
- La Verne Way and Toledo Avenue

All new stop signs will be provided with solar powered LED edges to improve visibility. In addition, Staff recommends upgrading existing stop signs at the intersection of Toledo Avenue and Maricopa Drive with solar powered LED edges to improve visibility of the stop signs given the geometry and vertical obstructions along the roadway.

A brief background is provided for each location and figures illustrating the improvements are provided in **Attachment 1**. Based on the guidelines set in the MUTCD and the PSMC, the City Engineer is recommending the improvements as described for each intersection.

South Palm Canyon Drive and La Verne Way

S. Palm Canyon Dr. is classified as a four-lane, undivided secondary thoroughfare with a posted speed limit of 40 mph. La Verne Way is classified as a secondary thoroughfare that was originally four-lanes, but was revised to two-lanes by a “road diet” and has a posted speed limit of 40 mph. This intersection is located within a residential area. La Verne Way terminates at the east side of South Palm Canyon Drive, and becomes West Lilliana Drive to the west. La Verne Way and Lilliana Drive are off-set side streets.

In February 2019, the Development Services Department received a Community Action Request Form (CARF) from 29 residents representing the communities along S. Palm Canyon Dr. citing concern for lack of pedestrian crossings, the need for multi-way stops, and narrowing of traffic lanes on S. Palm Canyon Dr. Multiple meetings occurred with neighborhood representatives and Staff to review their traffic safety requests.

On December 3, 2019, Staff collected data pertaining to the 85th percentile speed, volume, peak hour volume, and pedestrian counts. The data shows an increase in both vehicular and pedestrian counts.

In December 2020, a stop warrant report was prepared regarding the subject intersection. The report found that although traffic volume and crash history warrants for a stop sign were not satisfied, the off-set geometry of Lilliana Dr. and La Verne Way may represent a potential for left-turn conflicts.

Based on this report, traffic engineering judgment regarding lack of protected crosswalks across S. Palm Canyon Dr. at this location, along with an internal review, the City Engineer recommends converting this intersection to an all-way stop controlled intersection. The existing crosswalk on La Verne Way will be upgraded to a continental (ladder) crosswalk with new marked pedestrian crossings across S. Palm Canyon Dr. on the north and south legs of the intersection as shown in **Figure 1, in Attachment 1**.

South Palm Canyon Drive and Murray Canyon Drive

S. Palm Canyon Dr. is classified as a four-lane, undivided secondary thoroughfare with a posted speed limit of 40 mph. Murray Canyon Dr. is classified as a secondary thoroughfare that was originally four-lanes, but was revised to two-lanes by a “road diet” and has a posted speed limit of 50 mph. This intersection is located within a residential area and adjacent to the Palm Canyon Resort & Spa complex.

In December 2020, a stop warrant report was prepared regarding the subject intersection. The report found that although traffic volume and crash history warrants for a stop sign were not satisfied, a potential sight distance issue exists for vehicles turning onto S. Palm Canyon Dr. (southbound) from Murray Canyon Dr. due to palm trees and utility poles located on the east side of S. Palm Canyon Dr. An internal staff review also noted a potential sight distance issue due to a vertical curve.

Based on this report, traffic engineering judgment regarding lack of protected crosswalks across S. Palm Canyon Dr. at this intersection along with an internal review, the City Engineer recommends converting this intersection to an all-way stop controlled intersection. The existing crosswalk on Murray Canyon Dr. will be upgraded to a continental (ladder) crosswalk with new marked pedestrian crossings across S. Palm Canyon Dr. on the north and south legs of the. New curb ramps will be constructed as shown in **Figure 2, in Attachment 1**.

La Verne Way and Toledo Avenue

La Verne Way is classified as an undivided secondary thoroughfare with a posted speed limit of 40 mph. La Verne Way was originally four-lanes, but was revised to two-lanes by a “road diet”. Toledo Avenue is classified as an undivided secondary thoroughfare with a posted speed limit of 45 mph. Toledo Avenue was originally four-lanes but was revised to two-lanes by a “road diet”. The intersection is in a residential neighborhood.

On April 9, 2019, the Engineering Services Department received a Community Action Request Form (CARF) from 6 residents representing the Twin Palms Neighborhood citing concerns for lack of pedestrian crossings and the need for a crosswalk at the subject

intersection. Multiple meetings occurred with neighborhood representatives and Staff to review their traffic safety requests.

On December 3, 2019, Counts Unlimited, Inc. conducted a speed survey and intersection counts for this intersection. The data collected indicated that most volume warrants were not met for the placement of an all-way stop and that the pedestrian count crossing La Verne Way was low.

At the request of residents, Staff conducted field observations and found that the pedestrian counts are low due to the lack of a safe crossing. Multiple attempts to cross La Verne Way by residents were observed by Staff, but were abandoned due to the unsafe nature of crossing the wide roadway. The next available protected crosswalk is 3,300 feet west of Toledo Ave. at Camino Real.

Based on a traffic engineering review, and lack of protected crosswalks across La Verne Way at this intersection, the City Engineer recommends installation of an all way stop controlled intersection. A new crosswalk will be installed across La Verne Way on the south side of the intersection and new curb ramps installed. The existing crosswalk along Toledo Avenue will be upgraded to a continental style crosswalk and the new stop signs on La Verne Way will consist of solar powered LED stop signs. See **Figure 3, in Attachment 1**.

Toledo Avenue and Maricopa Drive

Based on a traffic engineering review, the City Engineer recommends upgrading the stop signs on Toledo Avenue to solar powered LED signs. A new curb ramp on the north side of Toledo Avenue will need to be constructed to create a 2-leg cross walk as shown in **Figure 4, of Attachment 1**. The proposed new and existing crosswalks will consist of a continental style crosswalk.

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 1c projects consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing facilities of existing highways and streets, sidewalks, gutters and similar facilities involving negligible or no expansion of existing use. Therefore, the installation of the proposed all-way stop intersections, is considered categorically exempt from CEQA.

FISCAL IMPACT:

The estimated cost for installation of the proposed improvements is \$100,000. Sufficient funds are budgeted and available in the Special Gas Tax Improvement Fund (Fund 133) Residential Traffic Speed Reduction Account No. 133-4298-50190.

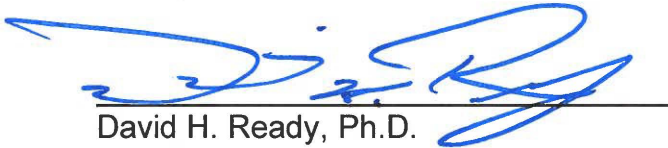
SUBMITTED:



Flinn Fagg, AICP
Director of Development Services



Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager

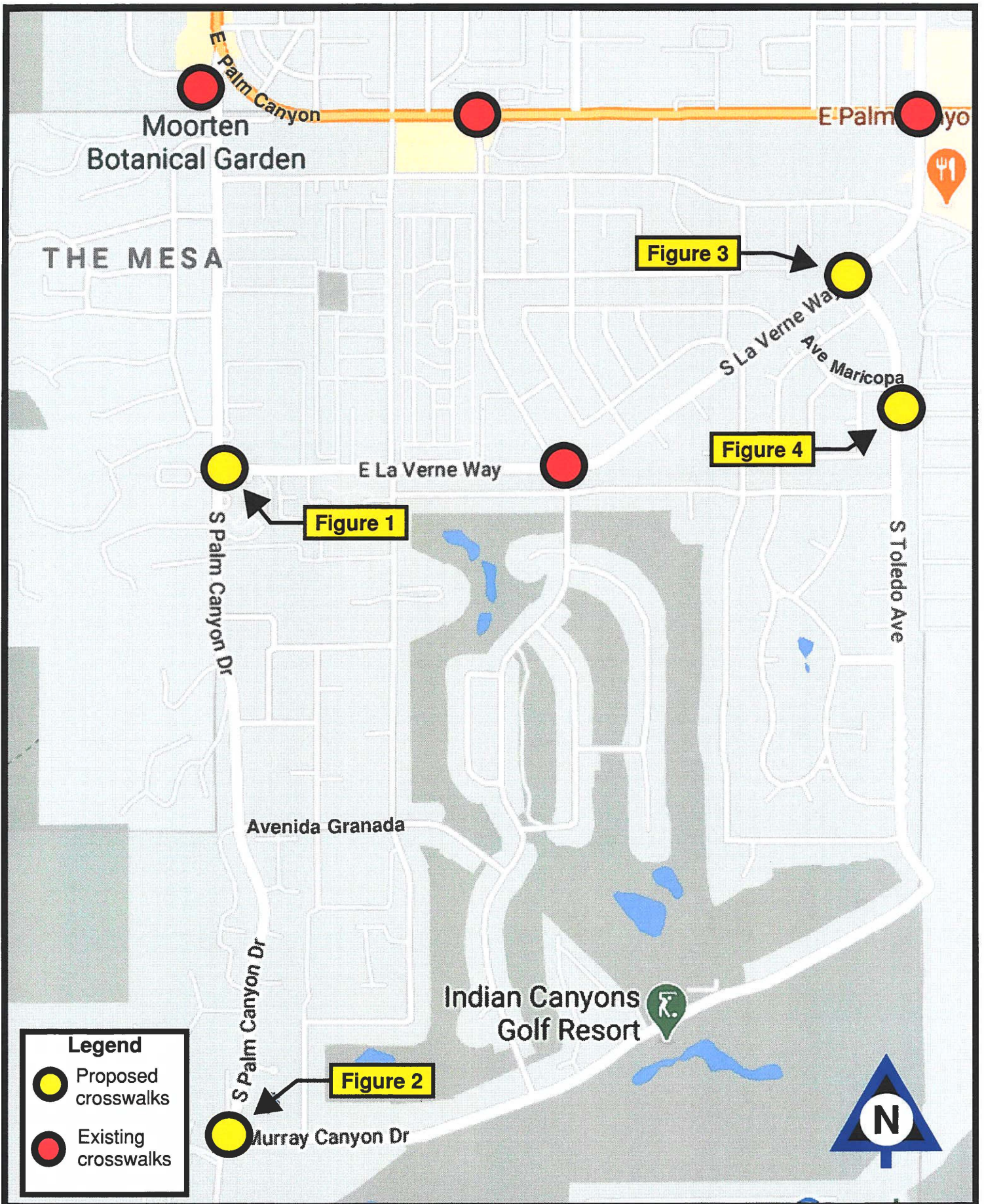


David H. Ready, Ph.D.
City Manager

Attachment:

1. Figures
2. Resolution

Attachment 1



Proposed Crosswalks on along Major and Secondary Thoroughfares within the project area

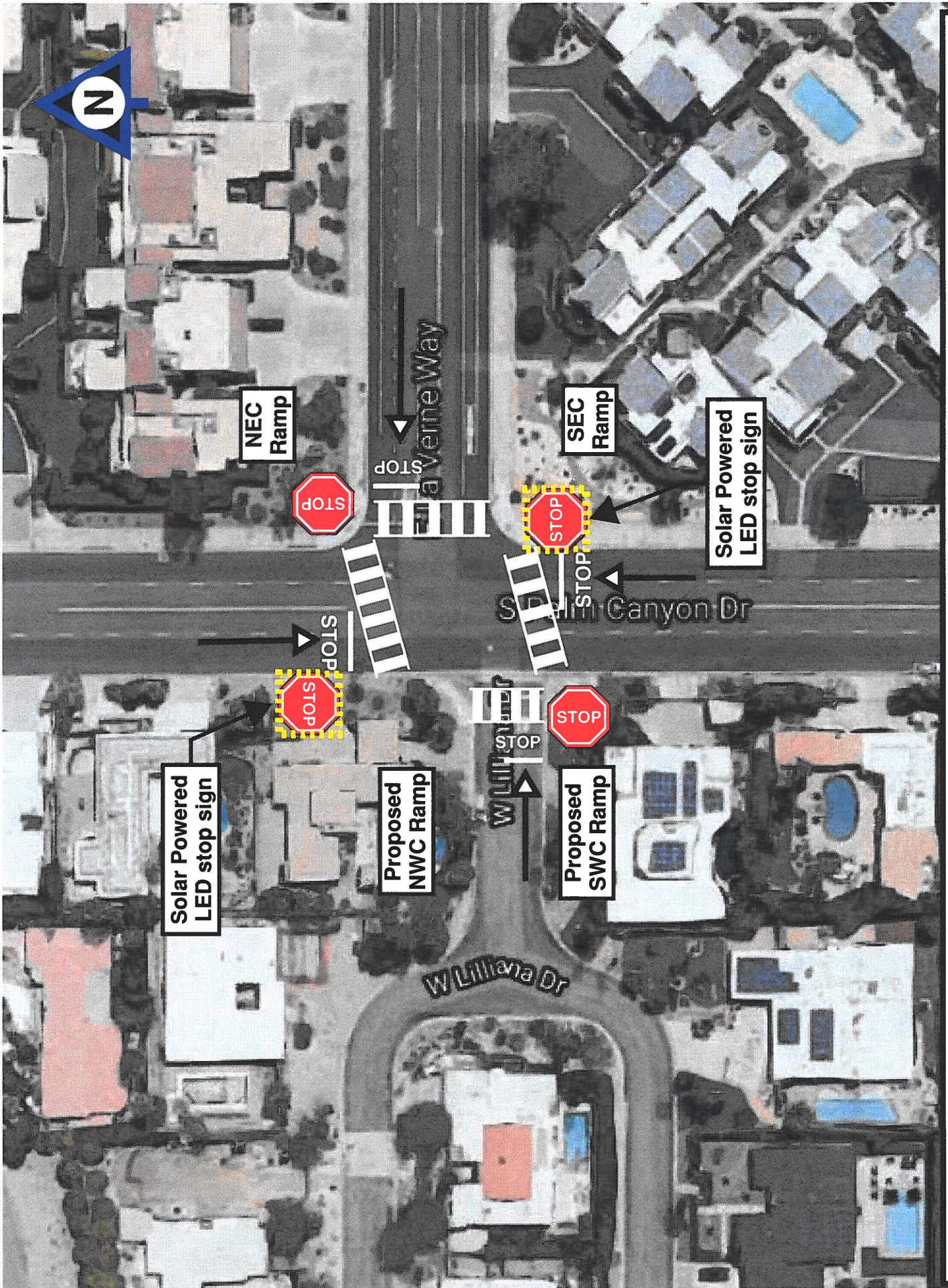


Figure 1 - South Palm Canyon @ La Verne Way

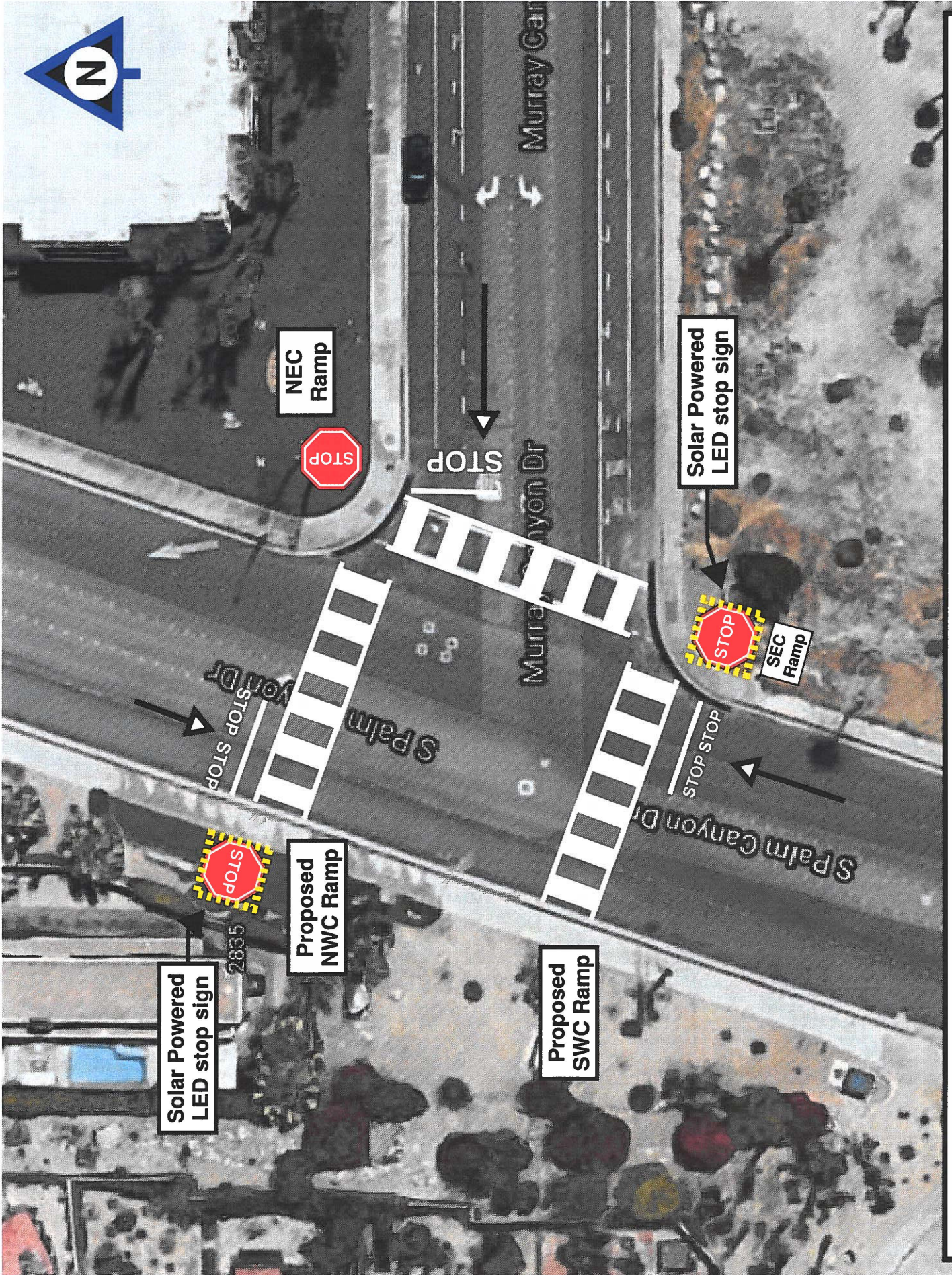


Figure 2 - South Palm Canyon @ Murray Canyon

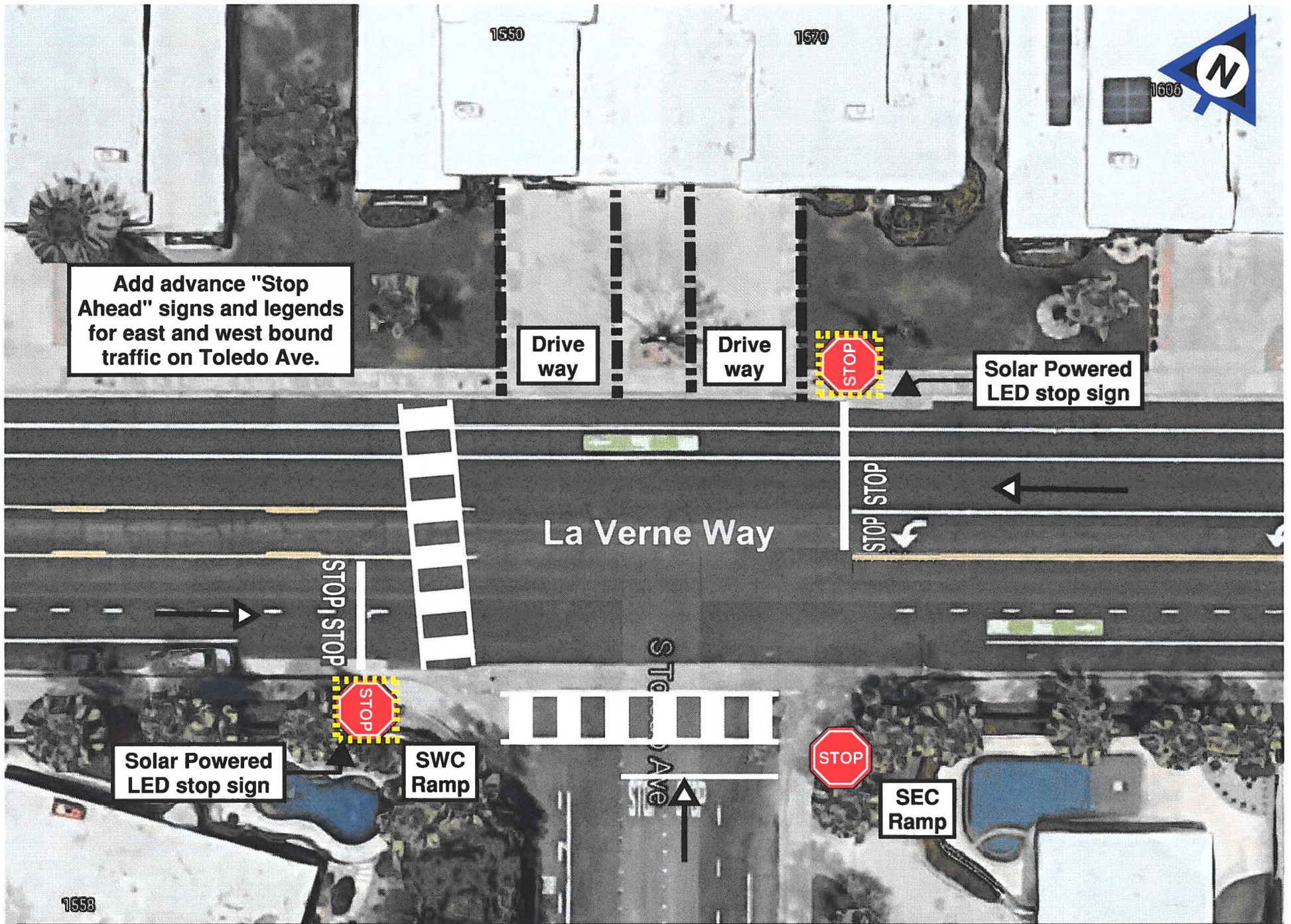


Figure 3 - Toledo Avenue @ La Verne Way



Figure 4 - Toledo Avenue @ Maricopa Drive

Attachment 2

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, AUTHORIZING THE CITY ENGINEER TO ESTABLISH AN ALL-WAY STOP CONTROLLED INTERSECTION AT SOUTH PALM CANYON DRIVE AND LA VERNE WAY, SOUTH PALM CANYON DRIVE AND MURRAY CANYON DRIVE, AND LA VERNE WAY AND TOLEDO AVENUE, IN ACCORDANCE WITH SECTION 12.16.030 OF THE PALM SPRINGS MUNICIPAL CODE.

WHEREAS, Title 12 "Vehicles and Traffic" of the Palm Springs Municipal Code ("PSMC") establishes procedures for the administration, implementation, enforcement, evaluation, and maintenance of traffic regulations within the City consistent with the California Vehicle Code; and

WHEREAS, Section 12.08.060 of the PSMC established the office of the City Traffic Engineer, and designated the City Engineer, to serve in addition to such other functions, with authority to exercise the powers and duties with respect to traffic as provided for in Title 12; and

WHEREAS, Section 12.08.070 of the PSMC requires that the City Traffic Engineer determine the installation and proper timing and maintenance of traffic control devices and signals, to conduct engineering analyses of traffic accidents, and to devise remedial measures; to conduct engineering and traffic investigations of traffic conditions and to cooperate with other city officials in the development of ways and means to improve traffic conditions; and

WHEREAS, Section 12.16.010 of the PSMC authorizes the City Traffic Engineer to place and maintain or cause to be placed and maintained official traffic control devices when and as required under the traffic ordinances of this city to make effective the provisions of said ordinances; and

WHEREAS, Section 12.16.030 of the PSMC authorizes the City Traffic Engineer to place and maintain or cause to be placed and maintained such additional traffic control devices as he may deem necessary to regulate traffic or to guide or warn traffic, but he shall make such determination only upon the basis of traffic engineering principles and traffic investigations and in accordance with such standards, limitations and rules as may be set forth in the traffic ordinances of this city or as may be determined by ordinance or resolution of the legislative body of this city; and

WHEREAS, based on traffic engineering principles, the City Traffic Engineer has evaluated the intersections of South Palm Canyon Drive and La Verne Way, South Palm Canyon Drive and Murray Canyon Drive, and La Verne Way and Toledo Avenue; and

WHEREAS, on the basis of the City Traffic Engineer's investigations, in accordance with sound traffic engineering principles, the City Traffic Engineer has recommended that the intersections of South Palm Canyon Drive and La Verne Way, South Palm Canyon Drive and Murray Canyon Drive, and La Verne Way and Toledo Avenue be established as all-way stop controlled intersections.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PALM SPRINGS DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The true and correct recitals above are incorporated by this reference herein as the basis and foundation for the City's adoption of this Resolution.

Section 2. In accordance with Section 12.16.010 and 12.16.030 of the Palm Springs Municipal Code, the City Engineer is hereby authorized to establish all-way stop controlled intersections at the following locations:

- 1) South Palm Canyon Drive and La Verne Way
- 2) South Palm Canyon Drive and Murray Canyon Drive
- 3) La Verne Way and Toledo Avenue

Section 3. The City Engineer shall install and maintain appropriate traffic control devices as necessary to implement this Resolution.

ADOPTED THIS 28th day of January, 2021.

David H. Ready, City Manager

ATTEST:

Anthony J. Mejia, MMC
City Clerk

Resolution No. _____
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CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, Anthony J. Mejia, MMC, City Clerk of the City of Palm Springs, hereby certify that Resolution No. _____ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on January 14, 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Anthony J. Mejia, MMC, City Clerk
City of Palm Springs, California