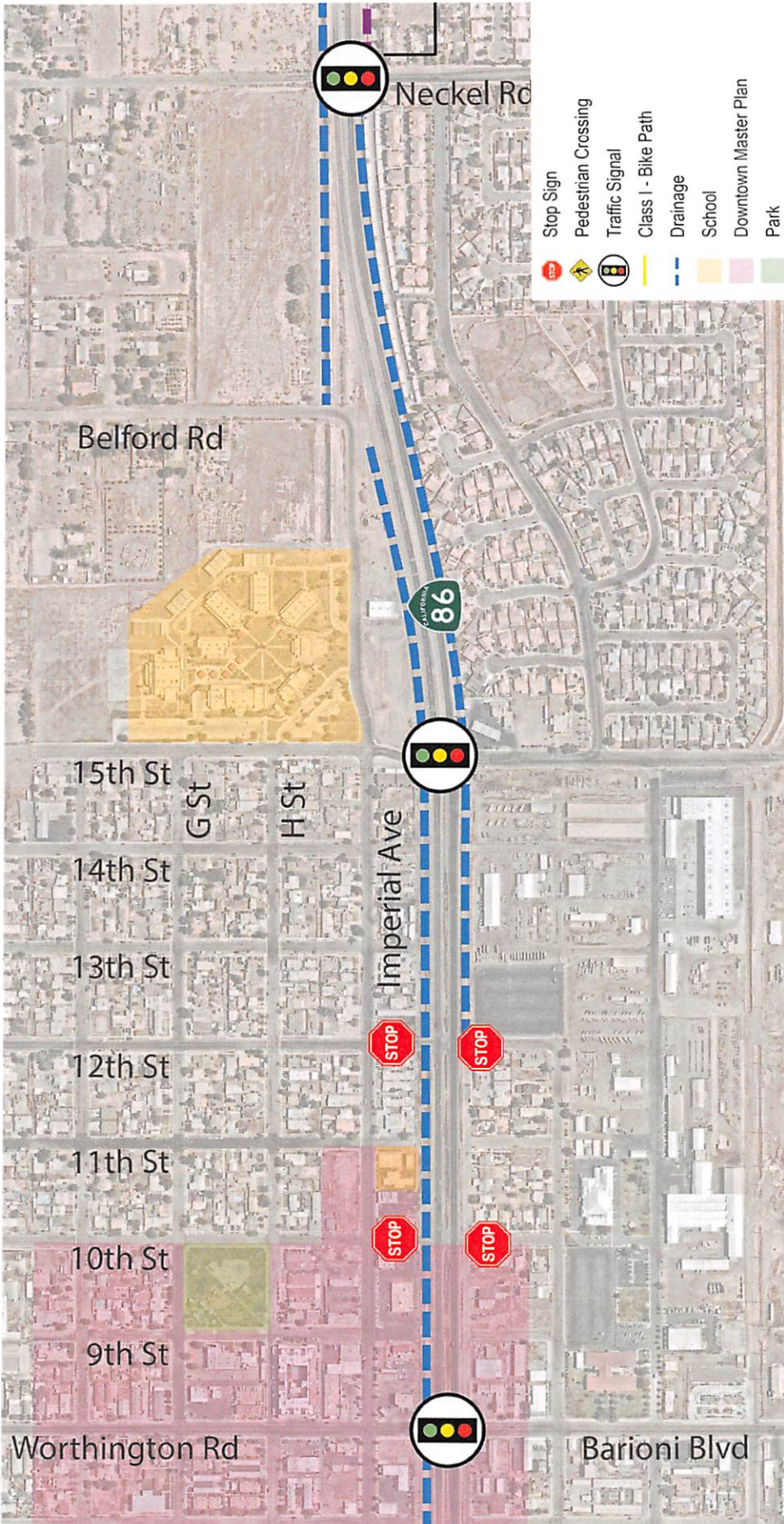


DATE SUBMITTED 12/09/21
 SUBMITTED BY ACM
 DATE ACTION REQUIRED 12/15/21

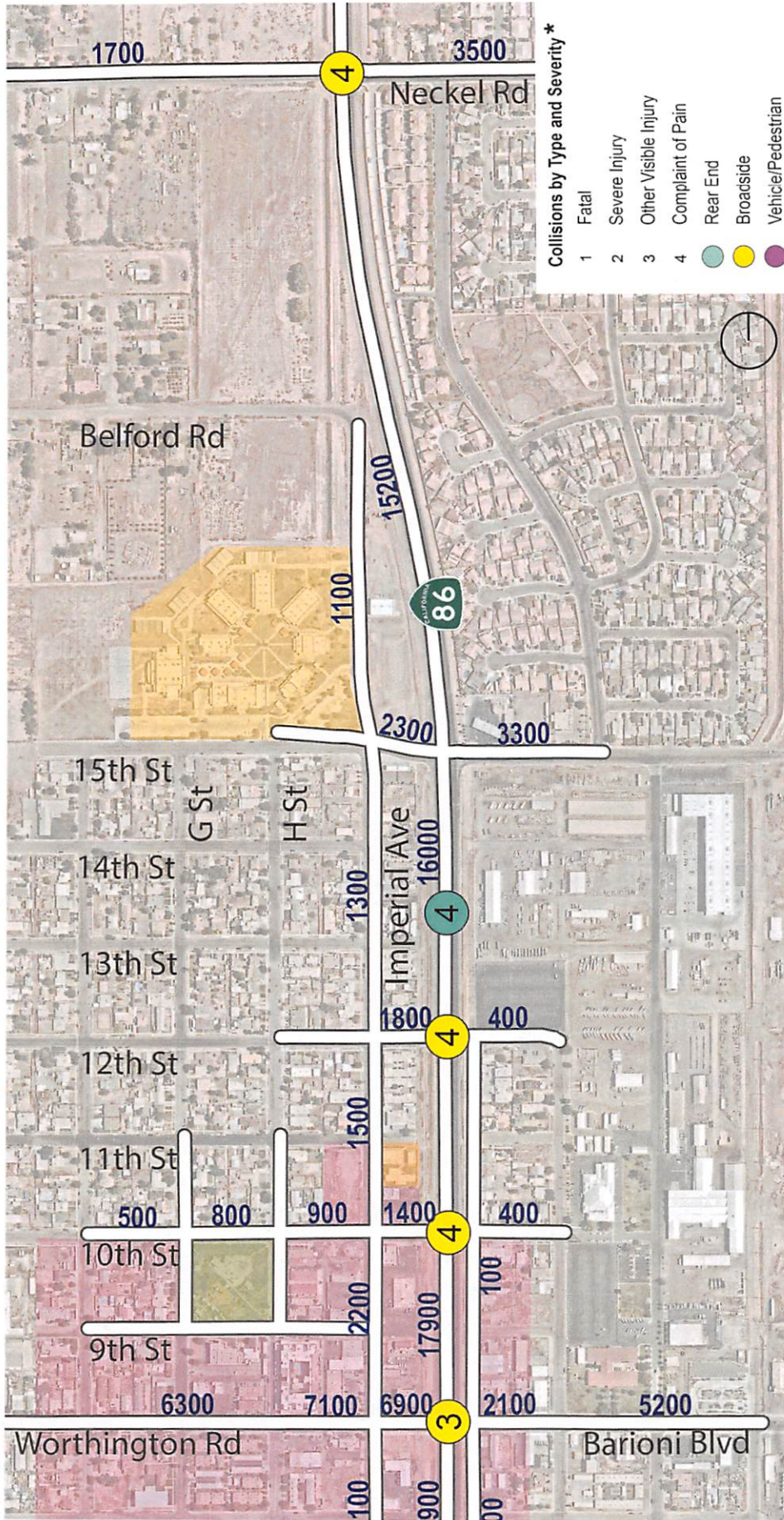
COUNCIL ACTION (X)
 PUBLIC HEARING REQUIRED ()
 RESOLUTION ()
 ORDINANCE 1ST READING ()
 ORDINANCE 2ND READING ()
 CITY CLERK'S INITIALS em

**IMPERIAL CITY COUNCIL
 AGENDA ITEM**

SUBJECT: DISCUSSION/DIRECTION: SR 86 & 15 th STREET INTERSECTION	
DEPARTMENT INVOLVED: City Manager's Office	
BACKGROUND/SUMMARY: During the Regular Meeting on November 3, 2021 the City Council gave direction to staff to bring back a discussion item for the intersection of SR 86 and 15 th Street. Staff has received preliminary data collected as part of the SR 86 Improvement Project – Traffic Study. Information shows that congestion to the areas of SR 86, 15 th Street and Imperial Avenue are limited to a span of 30 to 35 minutes twice daily Monday thru Friday. Attached for your review are the findings for discussion and direction.	
FISCAL IMPACT: To be determined based on Council's direction	ADMIN SERV INITIALS <u>JS</u>
STAFF RECOMMENDATION: It is staff's recommendation to review the data provided and discuss a temporary solution that would be mutually beneficial for the school district, City and residents.	DEPT. INITIALS <u>ab</u>
MANAGER'S RECOMMENDATION: <u>provide direction</u>	CITY MANAGER'S INITIALS <u>ACM</u>
MOTION:	
SECONDED:	APPROVED () REJECTED ()
AYES:	DISAPPROVED () DEFERRED ()
NAYES:	REFERRED TO:
ABSENT:	REFERRED TO:

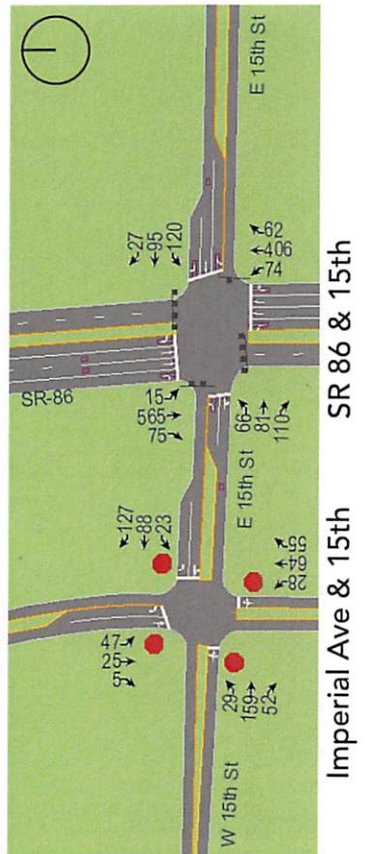


Existing Context



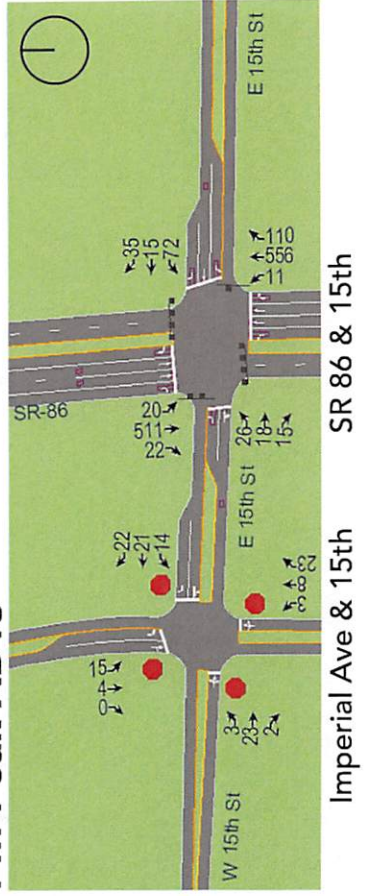
Collision Analysis and Average Daily Traffic (ADTs)
 Collision history is reflected from 2015 to 2019
 Statewide Integrated Traffic Records System (SWITRS)

AM Peak ADTs



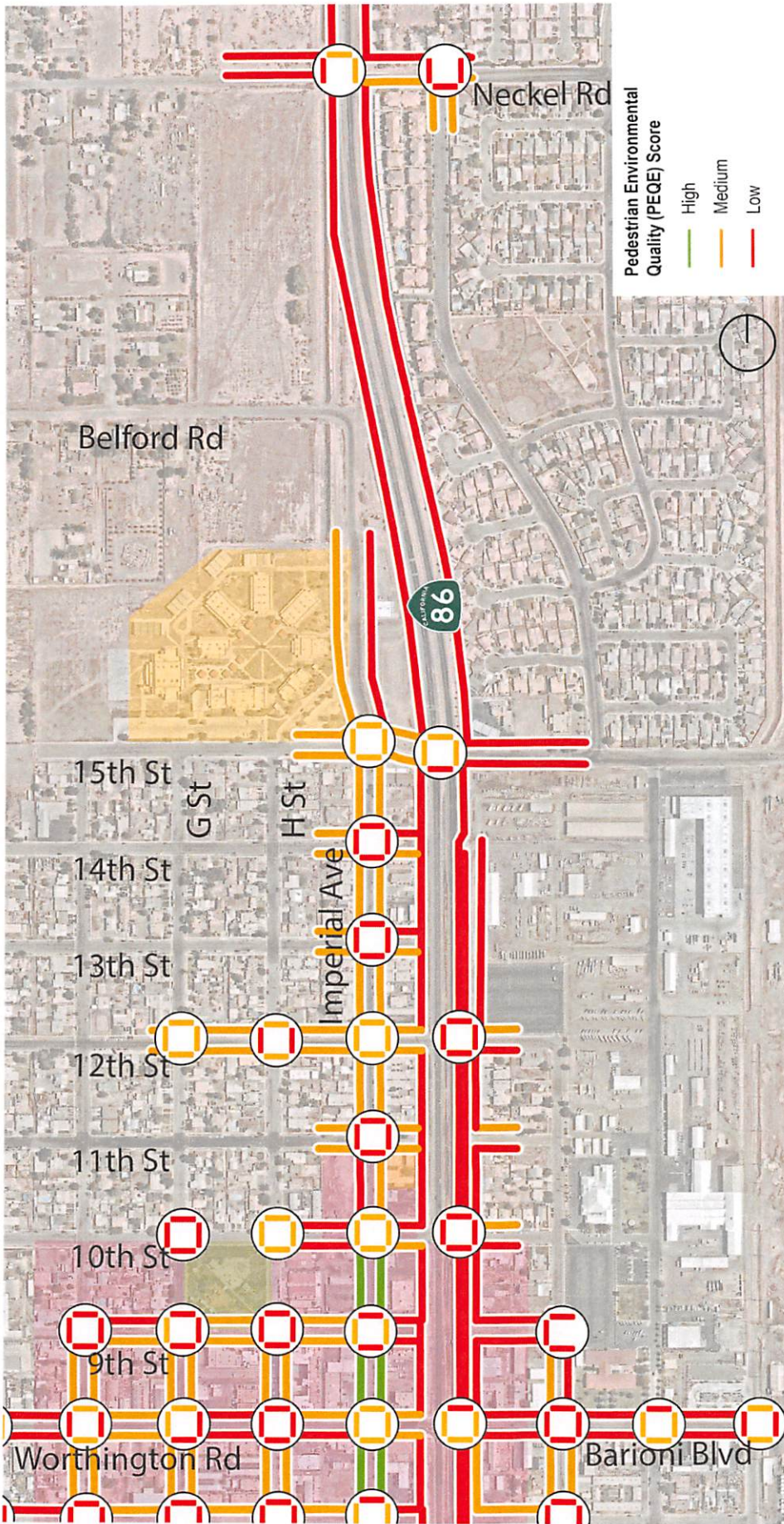
Imperial Ave & 15th

PM Peak ADTs



Imperial Ave & 15th

SR 86 & 15th



Pedestrian Environment Quality Evaluation (PEQE)

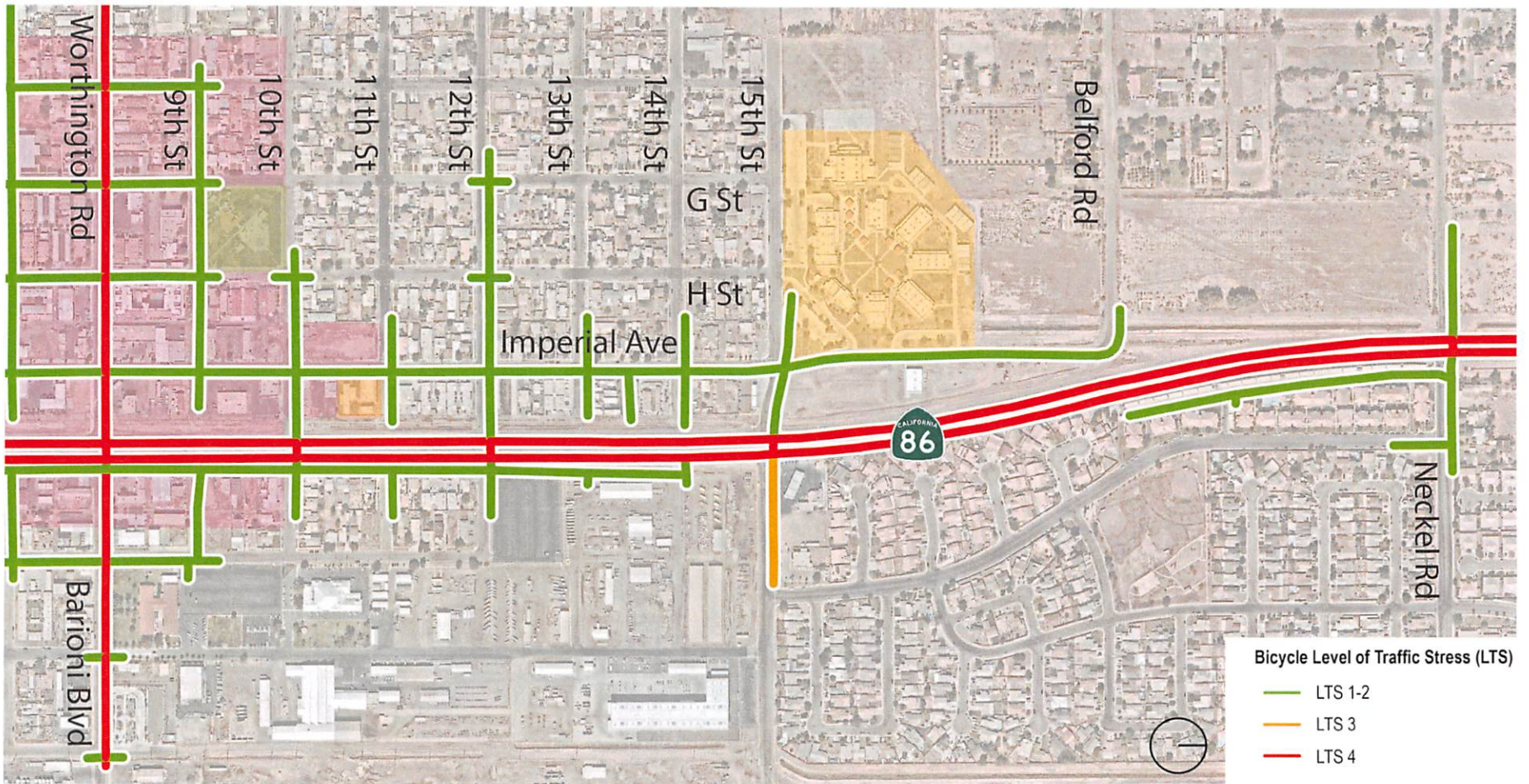
Pedestrian Facility Quality

The quality of all pedestrian facilities (roadway segments, intersections and mid-block crossings) within the project area were evaluated using the Pedestrian Environment Quality Evaluation (PEQE) methodology. The table on the next page (Table 1.1) outlines the evaluation scale and ranking system. The quality of the pedestrian environment quality is categorized as High, Medium or Low, based upon the following scoring system:

- High > 6 points
- Medium = 4 - 6 points
- Low < 4 points

Table 1.1 - Pedestrian Environment Quality Ranking System

Facility Type	Measure	Description/Feature	Scoring
Segment <i>between two intersections</i>	Horizontal Buffer	Between the edge of auto travel way and the edge of clear pedestrian zone	0 point: < 6 feet 1 point: 6 - 14 feet 2 points: > 14 feet or vertical buffer
	Lighting		0 point: below standard/requirement 1 point: meet standard/requirement 2 points: exceed standard/requirement
	Clear Pedestrian Zone	5' minimum	0 point: has obstructions 2 points: no obstruction
	Posted Speed Limit		0 point: > 40 mph 1 point: 30 - 40 mph 2 points: < 30 mph
Maximum			8 points
Intersection by Leg	Physical Feature	<ul style="list-style-type: none"> • Enhanced/High Visibility Crosswalk • Raised Crosswalk/Speed Table • Advanced Stop Bar • Bulb out/Curb Extension 	0 point: < 1 feature per ped crossing 1 point: 1 - 2 features per ped crossing 2 points: > 2 features per ped crossing
	Operational Feature	<ul style="list-style-type: none"> • Pedestrian Countdown Signal • Pedestrian Lead Interval • No-Turn <u>On</u> Red Sign/Signal • Additional Pedestrian Signage 	0 point: < 1 feature per ped crossing 1 point: 1 - 2 features per ped crossing 2 points: > 2 features per ped crossing
	ADA Curb Ramp		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	Traffic Control		0 point: no control 1 point: signalized (permissive left-turn for receiving leg) / side-street stop controlled 2 points: signalized (protected left-turn for receiving leg) / all-way stop controlled / roundabout
Maximum			8 points
Mid-block Crossing	Visibility		0 point: w/o high visibility crosswalk 2 points: with high visibility crosswalk
	Crossing Distance		0 point: no treatment 2 points: with bulb out or median pedestrian refuge
	ADA		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	Traffic Control		0 point: no control 1 point: flashing beacon (In-pavement, RRFB, etc.) 2 points: signal/pedestrian hybrid beacon (HAWK)
Maximum			8 points



Bicycle Level of Stress Analysis

Bicycle Facility Quality

The bicycle environment was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al. (2012) of the Mineta Transportation Institute and reported in *Low-Stress Bicycling and Network Connectivity*. LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into consideration a cyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings.

The table on the next page (Table 1.2) identifies the four LTS categories and provides a description of the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadways that different populations may find suitable for riding on, considering their stress tolerance.

Table 1.2 - Level of Traffic Stress Classifications and Descriptions

LTS Category	LTS Description	Description of Environment	Comfort Level
LTS 1	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	<ul style="list-style-type: none"> • Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction • A shared roadway where cyclists only interact with the occasional motor vehicle with a low-speed differential • Ample space for cyclist when alongside a parking lane • Intersections are easy to approach and cross 	Interested but Concerned – Vulnerable Populations
LTS 2	Presenting little traffic stress but demanding more attention that might be expected from children.	<ul style="list-style-type: none"> • Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes • A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential • Unambiguous priority to the cyclist where cars must cross bike lanes (e.g., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds • Crossings not difficult for most adults 	Interested but Concerned – Mainstream Adult Populations
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	<ul style="list-style-type: none"> • An exclusive cycling zone (lane) next to moderate-speed vehicular traffic • A shared roadway that is not multilane and has moderately low automobile travel speeds • Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians 	Enthusied & Confident
LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	<ul style="list-style-type: none"> • An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic • A shared roadway with multiple lanes per direction with high traffic speeds • Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds 	Strong & Fearless

Source: Mekuria, et al., (2012)