



CITY HALL 420 South Imperial Avenue, Imperial, California 92251
Phone (760)355-4371 || Fax (760)355-4718 || web: <http://www.cityofimperial.org>

AGENDA

PLANNING AND TRAFFIC COMMISSION REGULAR MEETING

200 West 9th Street
IMPERIAL, CA 92251

WEDNESDAY, July 8, 2020
6:30PM

Members of the audience are invited to speak on any item on or off the agenda. If the item is an agenda item, you will be permitted the opportunity to address the Planning Commission when the matter is considered. If you wish to speak on a matter which is not on the agenda, you will be given the opportunity to do so at the Public Comment section. When wishing to address the Planning Commission, please rise and state your name and address for the record. The Chairman reserves the right to place a time limit on each person's presentation of five (5) minutes.

THIS MEETING WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20

To protect our constituents, City officials and City staff, the City requests all members of the public to follow the California Department of Health Services' guidance and the County of Imperial Public Health Office Order for the control of COVID-19 restricting group events and gatherings and maintaining physical distancing. Additional information regarding COVID-19 is available on the City's website at www.cityofimperial.org

1. If you choose to attend the Commission meeting in person, you will be required to maintain appropriate physical distance, i.e. maintain a 6-foot distance between yourself and other individuals. Please note seating is limited.
2. You are strongly encouraged to observe the Planning Commission meetings via Livestream at the City of Imperial Facebook page.
3. Email public comments to cityclerk@cityofimperial.org by 5:00 pm on Wednesday, July 8, 2020. Comments received by 5:00 pm will be read into the record.

TELECONFERENCE NOTICE

Pursuant to Executive Order N-29-20 issued by Governor Gavin Newsom on March 17, 2020 and to the extent applicable Government Code Section 54953(b), this City Council Meeting may include teleconference participation by the Planning Commission Members and City staff. Consistent with Executive Order N-29-20 teleconference locations utilized by Planning Commission Members shall not be accessible to the public and are not subject to special posting requirements.

The City of Imperial thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.

The Imperial Planning Commission meetings, including public comments, are being Livestreamed on the City's social media pages. By remaining in the room you are giving your permission to be recorded.

A. PLANNING COMMISSION CALL TO ORDER:

**ROLL CALL
PLEDGE OF ALLEGIANCE**

B. PUBLIC APPEARANCES

C. CONSENT CALENDAR

None.

D. NEW BUSINESS: (DISCUSSION/ACTION –RECOMMEND/DENY)

D-1 Public Hearing, Discussion/Action: Aten Road Bicycle Path Project adoption and certification of Negative Declaration per the California Environmental Quality Act.

1. Open Public Hearing
2. Staff Report
3. Public Testimony
4. Close Public Hearing
5. Commission Discussion
6. Recommended Action: Approve **RESO No. PC 2020-09**, adopting and certifying the Negative Declaration for the Aten Road Bicycle Path Project per the California Environmental Quality Act.

E. TRAFFIC COMMISSION:

E-1. Discussion /Action: Placement of new 4- way Stop Signs and Crosswalk at P Street and Worthington Road Intersection; City of Imperial, CA 92251.

1. Staff Report.
2. Commission Discussion.
3. Commission Action.

E-2. Discussion /Action: Placement of new 3-way Stop Signs at intersection of Fonzie Avenue and Cancun Drive; City of Imperial, CA 92251.

1. Staff Report.
2. Commission Discussion.
3. Commission Action.

E-3. Discussion /Action: Placement of new 4-way Stop Signs and crosswalk at the intersection of Canon Drive and Neckel Road; City of Imperial, CA 92251.

1. Staff Report.

2. Commission Discussion.
3. Commission Action.

E-4. Discussion /Action: Placement of new 3-way Stop Signs and crosswalk at the intersection of Brewer Road and Monterey Park Lane; City of Imperial, CA 92251.

1. Staff Report.
2. Commission Discussion.
3. Commission Action.

E-5. Discussion /Action: Placement of new 3-way Stop Signs and crosswalk at the intersection of Marshall Avenue and Crown Court; City of Imperial, CA 92251.

1. Staff Report.
2. Commission Discussion.
3. Commission Action.

F. REPORTS:

F-1. Commissioners Report

F-2. Staff Report

ADJOURN PLANNING COMMISSION MEETING UNTIL NEXT REGULARLY SCHEDULED MEETING.

NOTE: Any documents produced by the City and distributed to a majority of the Planning Commission regarding any item on this agenda will be made available at the front counter at City Hall, located at 420 South Imperial Avenue, during normal business hours.



Staff Report

Agenda Item No.

D-1

To: Imperial City Planning Commission

From: Othon Mora

Date: July 8, 2020

Project: Aten Road Bicycle Path From Puerto Vallarta Avenue to Dogwood Road Project

Summary:

Project Location: North Aten Road, Running East From Puerto Vallarta Avenue to Dogwood Road

Zoning: Residential Area (R-1 Single Family)

General Plan: **Existing:** Residential Single Family
Commercial Neighborhood

Environmental: Initial Study/Negative Declaration

Project Description:

The Aten Road Bicycle Path (i.e. Project) is proposed to extend from Puerto Vallarta Avenue to Dogwood Road. The Project consists of a 1.33-mile bikeway extending east-to-west on the north side of Aten Road. The alignment is a Class I bike path (paved right-of-way completely separated from the street) from Dogwood Road to Station (STA) 36+00 (0.82 mile) and a Class II bike path (bike lane within the shoulder of Aten Road) from STA 36+00 to Puerto Vallarta Avenue (0.51 mile). The Class I segment includes an 8-foot-wide asphalt bikeway bordered by a 3.0-foot wide strip of colored decomposed granite on the south, a 3.0-foot wide strip landscaped strip on the north and a 6-inch concrete free-standing curb the south side of the Class I segment for a total width of 14.5 feet. The Project is part of the Imperial Valley College Bike Path and is within City of Imperial right-of-way and Imperial Irrigation District (IID) documented deeded right-of-way extending 25 feet from the center of the Date Lateral 6 (Beltran pers. comm. 2020).

California Environmental Quality Act (CEQA): The City is the lead agency for the CEQA review of the project. The Development Review Committee and the Environmental Assessment Committee, reviewed an Initial Study/ Negative Declaration (IS/ND) for the subject project. The IS/ND determined that the proposed project would not result in any significant on effect on the environment.

Recommendation:

Staff recommends the Planning Commission approve Resolution No. PC2020-06 Adopting and Certifying the Negative Declaration for the Aten Road Bicycle Path From Puerto Vallarta to Dogwood Road Project.

RESOLUTION PC2020-09

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
IMPERIAL ADOPTING AND CERTIFYING A NEGATIVE DECLARATION
FOR THE ATEN ROAD BICYCLE PATH PROJECT BETWEEN PUERTO
VALLARTA AVENUE AND DOGWOOD ROAD.**

WHEREAS, The City is the lead agency for the CEQA review of projects; and

WHEREAS, a duly notified public hearing was held by the Planning Commission on July 8, 2020; and

WHEREAS, upon hearing and considering all testimony and arguments, analyzing the information submitted by staff and considering any written comment received, the Planning Commission considered all facts relating to the request for the Initial Study/Negative Declaration.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Imperial as follows:

- A) That the foregoing recitations are true and correct; and
- B) The project has been reviewed in accordance with the requirements set forth by the City of Imperial for implementation of the California Environmental Quality Act; and
- C) There are no sensitive resources located within the area of the project or adjacent to the area of the project so as to be significantly impacted by the project; and
- D) That based on the evidence presented at the public hearing, the Planning Commission hereby Adopts and Certifies the Negative Declaration under the California Environmental Quality Act;

PASSED, ADOPTED AND APPROVED by the Planning Commission of the City of Imperial, this July 8, 2020.

Planning Commission Chairman

ATTEST:

Planning Secretary



Staff Report

Agenda Item No. E-1

To: City of Imperial Traffic Commission

From: Lisa Tylanda, Planner

Date: July 2, 2020

Subject: Proposed new four-way stop signs and crosswalks @ the intersection of “P” Street and Worthington Road.

Background:

City Council has directed staff to begin the process for the potential placement of a new four (4) way stop sign and crosswalk at the intersection of “P” Street and Worthington Road, creating a four (4) way stop intersection. The item has been reviewed by the Development Review Committee. Based on the following guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) staff is not recommending the proposed stop sign placements:

MUTCD Section 2B.04 Right-of-Way at Intersections

State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*

- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

YIELD or STOP signs should not be used for speed control. Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection. Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;*
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or*
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal. Sect. 2B.04 December 2009 2009 Edition Page 51*

Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal. Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

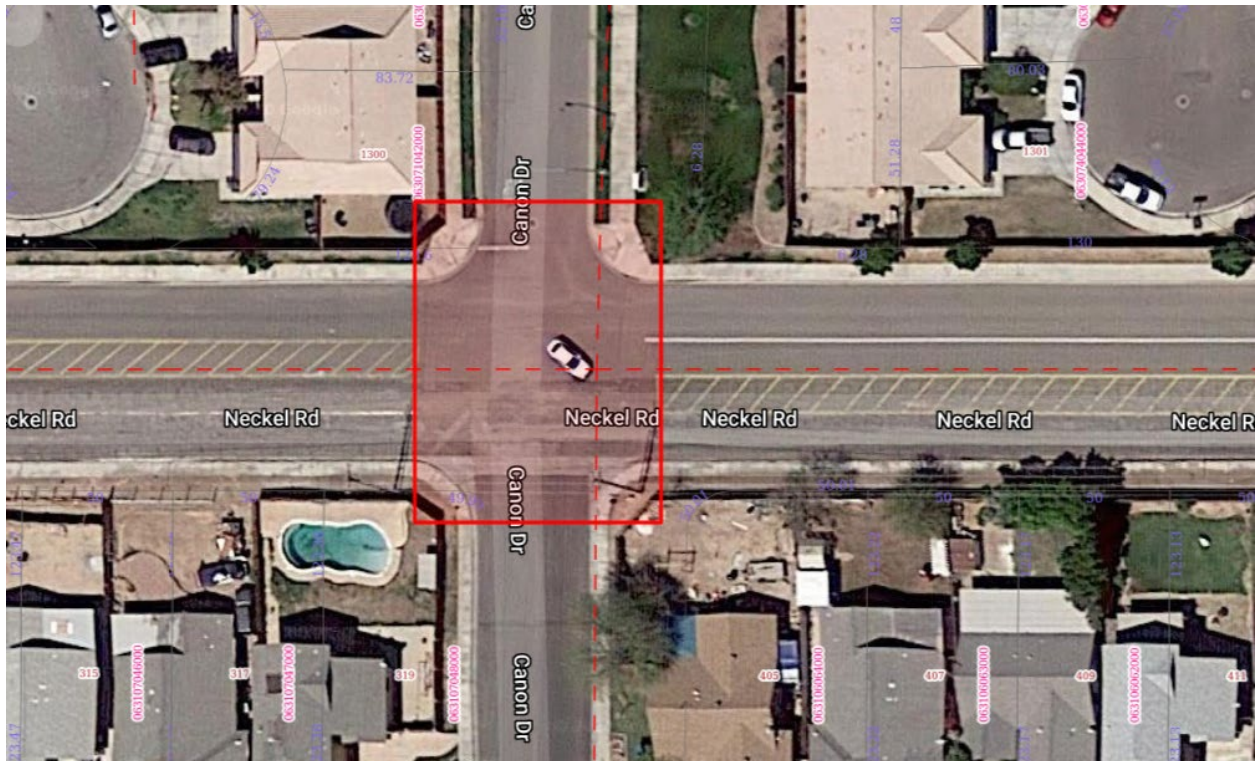
Reference:

<https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2b.pdf>

Staff Recommendation:

The Development Review Committee did not recommend the item due to not identifying a need and the lack of a traffic study for the proposed changes.

Location Map:





Staff Report

Agenda Item No. E-2

To: City of Imperial Traffic Commission

From: Lisa Tylenda, Planner

Date: July 2, 2020

Subject: Proposed placement of new 3-way stop signs @ the intersection of Fonzie Avenue and Cancun Drive.

Background:

The City of Imperial has received various concerns regarding traffic, speeding, and visibility from residents, with in the area of Fonzie Avenue and Cancun Drive. The Development Review Committee has assessed the area in regards to the placement of a three-way stop at the intersections of Fonzie Avenue and Cancun Drive and has determined the following, based on the following guidelines from the Manual on Uniform Traffic Control Devices (MUTCD), the Development Review Committee is not recommending the proposed stop sign placements:

MUTCD Section 2B.04 *Right-of-Way at Intersections*

State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*

- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

YIELD or STOP signs should not be used for speed control. Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection. Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. *Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. *Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. *Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. *If the signal indication for an approach is a flashing red at all times;*
- B. *If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or*
- C. *If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal. Sect. 2B.04 December 2009 2009 Edition Page 51*

Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal. Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

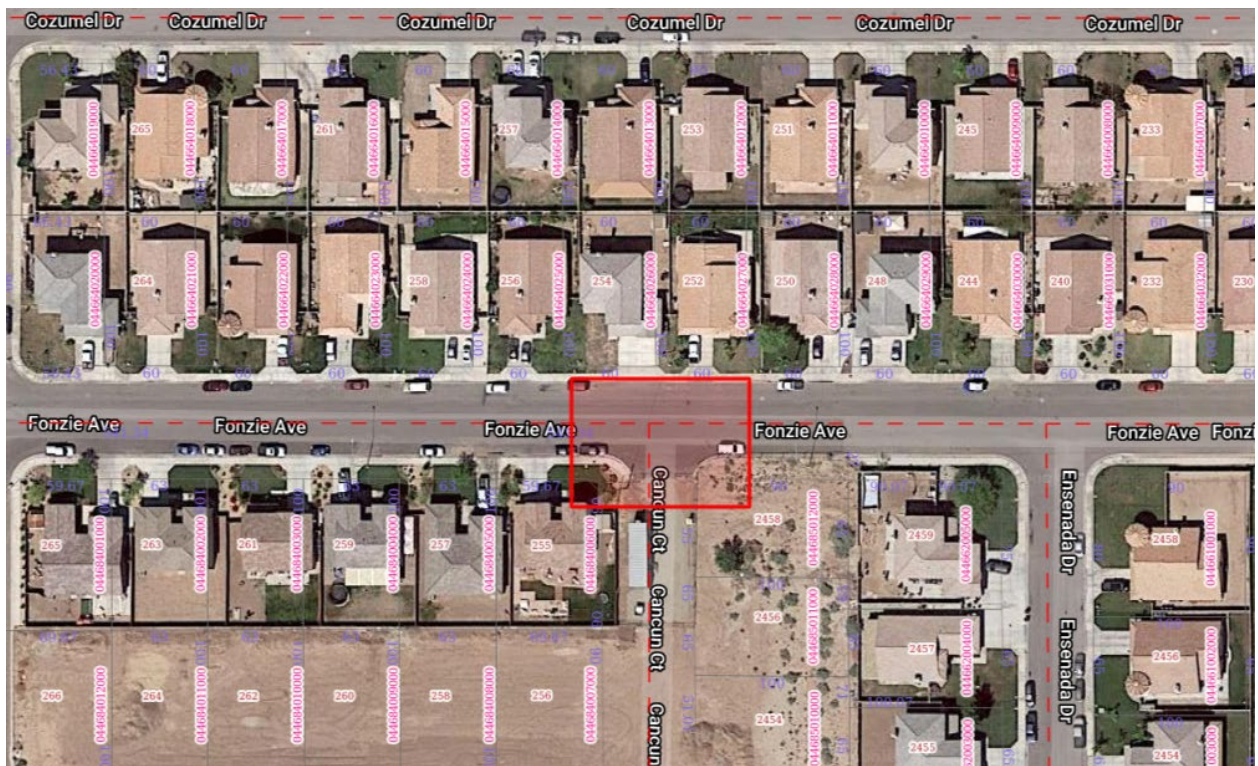
Reference:

<https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2b.pdf>

Staff Recommendation:

The Development Review Committee did not recommend the item due to not identifying a need and the lack of a traffic study of the area for the proposed changes.

Location Map:





Staff Report

Agenda Item No. E-3

To: City of Imperial Traffic Commission

From: Lisa Tylanda, Planner

Date: July 2, 2020

Subject: Proposed new four-way stop signs and crosswalks @ the intersection of Canon Drive and Neckel Road.

Background:

City Council has directed staff to begin the process for the potential placement of two (2) new stop signs and crosswalks at the east and west intersections of Canon Drive and Neckel Road. The item has been reviewed by the Development Review Committee.

Based on the following guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) staff is not recommending the proposed stop sign placements:

MUTCD Section 2B.04 *Right-of-Way at Intersections*

State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;

- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

YIELD or STOP signs should not be used for speed control. Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection. Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

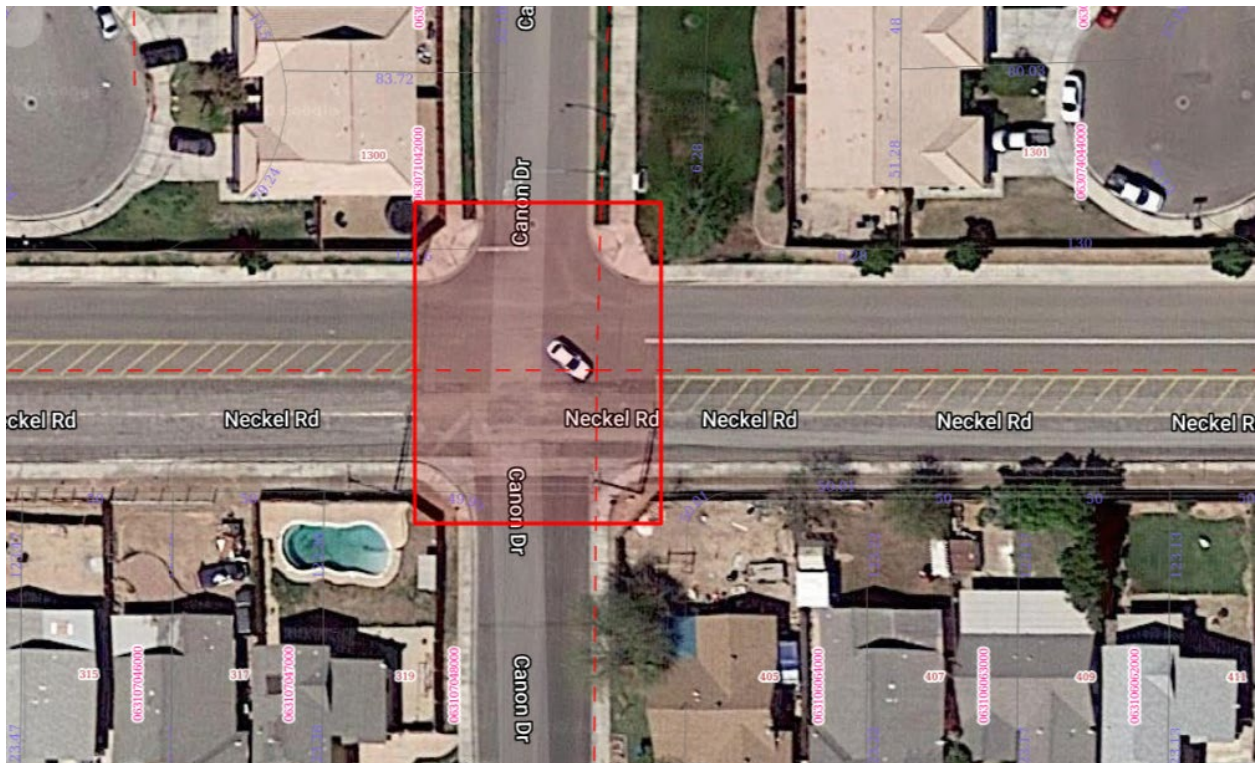
- A. If the signal indication for an approach is a flashing red at all times;*
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or*
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal. Sect. 2B.04 December 2009 2009 Edition Page 51*

Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal. Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.





Staff Report

Agenda Item No. E-4

To: City of Imperial Traffic Commission

From: Lisa Tylanda, Planner

Date: July 2, 2020

Subject: Proposed new three-way stop signs and crosswalks @ the intersection of Brewer Road and Monterey Park Lane.

Background:

Per direction of the City Council due to concerns from the residents in the area of Monterey Park and Brewer Road, Staff reviewed potential placement of a new three-way stop sign and crosswalk installation at the intersection of Brewer Road and Monterey Park Lane. The item has been reviewed by the Development Review Committee (DRC). Based on the following guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) staff is not recommending the proposed stop sign placements:

MUTCD Section 2B.04 *Right-of-Way at Intersections*

State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;

- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

YIELD or STOP signs should not be used for speed control. Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection. Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;*
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or*
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal. Sect. 2B.04 December 2009 2009 Edition Page 51*

Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal. Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

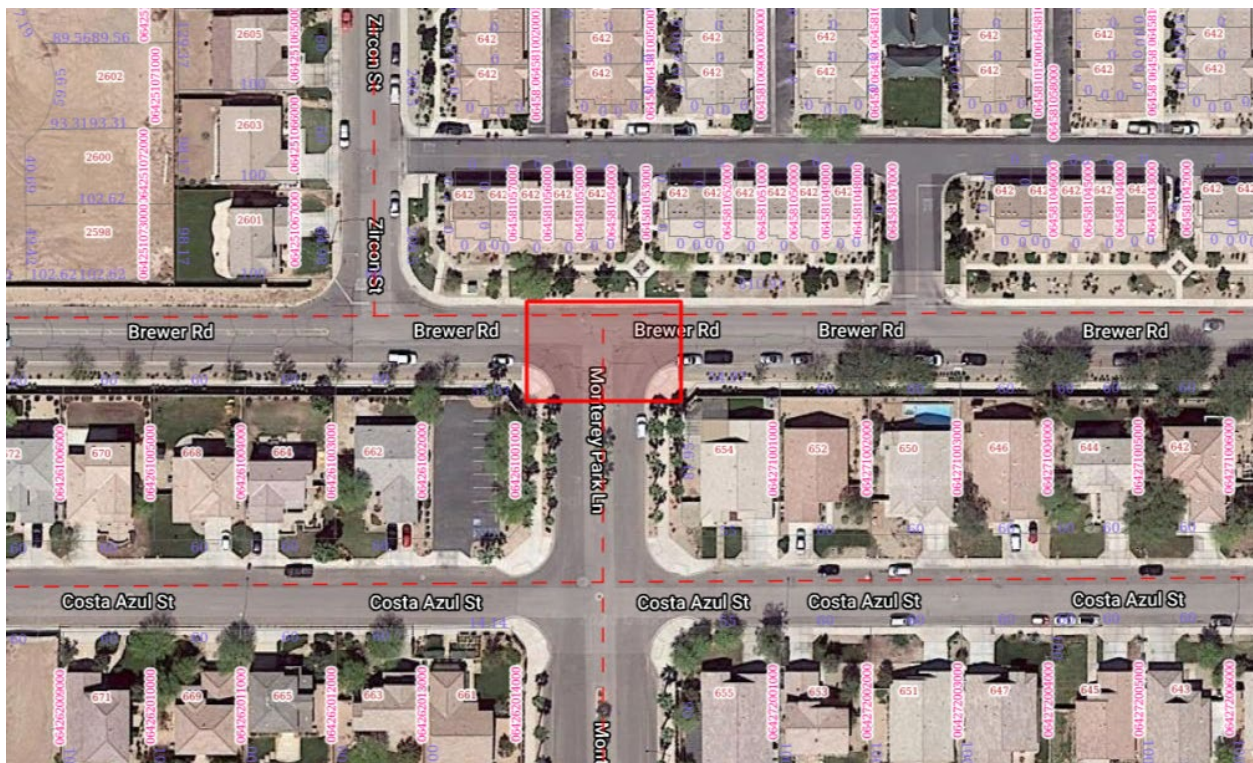
Reference:

<https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2b.pdf>

Staff Recommendation:

The Development Review Committee did not recommend the item due to not identifying a need and the lack of a traffic study for the proposed changes.

Location Map:





Staff Report

Agenda Item No. E-5

To: City of Imperial Traffic Commission

From: Lisa Tylanda, Planner

Date: July 2, 2020

Subject: Proposed placement of new 3-way stop signs @ the intersection of Marshall Avenue and Crown Court.

Background:

The City of Imperial has received various concerns regarding traffic, speeding, and visibility from residents and surrounding Business owners, with in the area of Marshall Avenue and Crown Court and various intersections throughout the Marshall Avenue stretch. The Development Review Committee has assessed the area in regards to the placement of a three-way stop at the intersections of Marshall Avenue and Crown Court and has determined the following, based on the following guidelines from the Manual on Uniform Traffic Control Devices (MUTCD), the Development Review Committee is not recommending the proposed stop sign placements:

MUTCD Section 2B.04 *Right-of-Way at Intersections*

State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

YIELD or STOP signs should not be used for speed control. Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection. Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;*
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or*
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal. Sect. 2B.04 December 2009 2009 Edition Page 51*

Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal. Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Reference:

<https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2b.pdf>

Staff Recommendation:

The Development Review Committee did not recommend the item due to not identifying a need and the lack of a traffic study of the area for the proposed changes.

Location Map:

