

TO: James L. App, City Manager
FROM: Doug Monn, Public Works Director
SUBJECT: **Intersection Controls North River Road and River Oaks Drive**
DATE: October 19, 2010

NEEDS: For the City Council to consider traffic controls at the intersection of North River Road and River Oaks Drive.

- FACTS:**
1. Recent concerns expressed by Councilman Strong prompted the Council to request a discussion of traffic control at the intersection.
 2. North River Road and River Oaks Drive are classified as Collector Streets in the 2003 Circulation Element of the General Plan.
 3. Rick Engineering of San Luis Obispo produced a Preliminary Design Report (PDR) for North and South River Roads which included analysis of the intersection of North River Road and River Oaks Drive.
 4. Rick Engineering found that the predominant traffic volumes are northbound River Road turning right to eastbound River Oaks Drive and westbound River Oaks Drive to southbound River Road.
 5. Rick Engineering recommends reconstruction of the intersection to allow free turning movements between North River Road and River Oaks Drive and a stop for southbound N. River Road traffic.
 6. Since January, 2005, there have been just two (non-injury) accidents at the intersection of North River Road and River Oaks Drive. There have been only two citations issued for intersection violations.

**ANALYSIS &
CONCLUSION:**

The Rick Engineering report offers roundabout analysis versus reconstructing the intersection to allow free turning movements between River Oaks Drive and North River Road. The report does not address the option of providing a three-way stop.

Experience has shown that safety concerns will arise with the installation of an additional stop sign. Several months after the installation of a three-way stop at Charolais and S. River Roads a study was conducted of traffic approaching and leaving the intersection. The study identified serious safety concerns related to motorists "rolling through the intersection" and generally not coming to a complete stop;

“Based upon the results of the results of the obedience survey, the majority of motorists at the intersection fail to come to a complete stop. From a safety perspective and due to the high level of rolling stops at the intersection, the likelihood of a right angle collision increases because of the poor compliance rate. It is recommended that the City increase law enforcement at this intersection in order to deter motorists from breaking the law and to further reduce travel speeds on South River Road.”

Police department citation records supported the observations made in the report.

The Rick Engineering Study includes a cost estimate of \$276,000 for ultimate improvements to the intersection. River Oaks Drive was constructed as the Borkey Specific Plan was developed. Intersection improvement costs should be borne by development in the Borkey Plan. Borkey road funds collected to date have been allocated to the Golden Hill Road-46E intersection reimbursement by Council action earlier this year. The Borkey plan could ultimately produce 357 additional residential units resulting in \$618,681 collected for road improvements (based upon current fee amounts).

POLICY

REFERENCE: 2003 Circulation Element

FISCAL

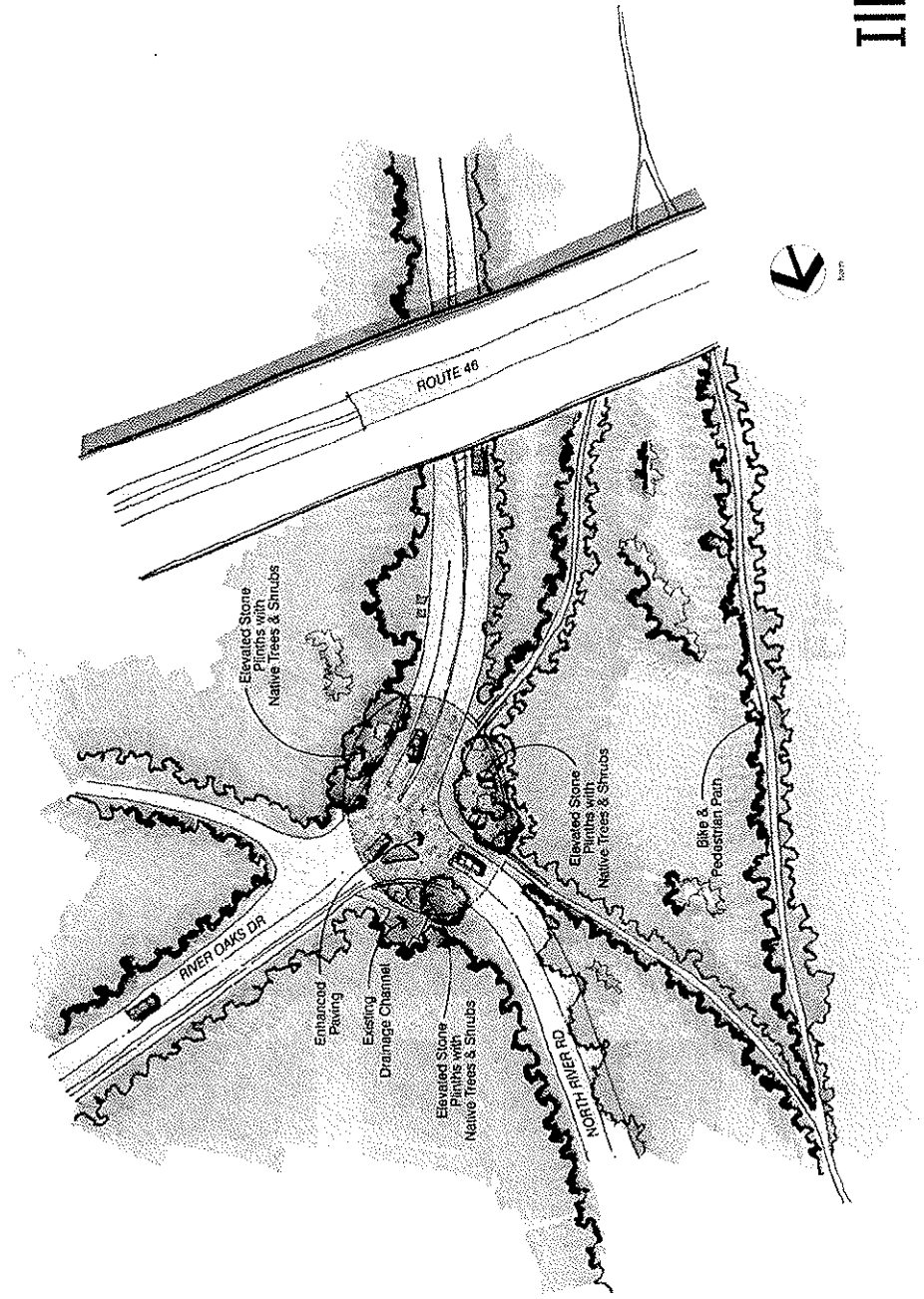
IMPACT: There are Borkey road improvement funds currently on deposit. However, the Council has appropriated those funds to the intersection of Golden Hill Road and Highway 46E. Future Borkey development will pay \$618,681 for road improvements; those funds could be used for River/River Oaks intersection improvements.

OPTIONS:

- a. Receive and file report
- b. Amend, modify or reject the above option.

Attachments: Rick Engineering concept plan

River Oaks Drive Intersection



Illustrative