

**TO:** James L. App, City Manager  
**FROM:** Doug Monn, Public Works Director  
**SUBJECT:** Intersection Controls North River Road and River Oaks Drive  
**DATE:** March 15, 2011

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

- FACTS:**
1. Concerns expressed by Councilman Strong prompted the Council to request a discussion of traffic control at the intersection.
  2. Background was provided to the Council at their meeting of October 19, 2010.
  3. In 2008, 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.
  7. The Council requested staff to present interim options for improvements to the intersection.

**ANALYSIS &**

**CONCLUSION:** A potential remedy would be placement of stop signs on N. River Road. However, experience has shown that safety concerns will arise with the installation of additional stop signs. 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.

Striping at the intersection has been carefully reviewed. It appears that, while worn, the limit line on River Oaks Drive has been placed to allow the driver the opportunity to gain adequate sight distance without interference with on-coming traffic. It is recommended that the striping be refreshed.

Further north on River Road, warning signs can be placed to advise southbound traffic of the intersection ahead, limited sight distance and to slow down. Warning signs can be equipped with solar powered yellow flashing lights. Bots dots could be placed for a more emphatic message, however, bots dots create substantial noise, and while residences are not immediately present on River Road, the noise may be heard in the Traditions community above the bluff top.

It has been suggested that a convex mirror may help those waiting to turn from River Oaks Drive. Unfortunately, mirrors are not a device recognized by the California Manual of Uniform Traffic Control Devices. Non-conforming devices raise concerns of liability as well as maintenance.

**POLICY**

**REFERENCE:** California Manual of Uniform Traffic Control Devices

**FISCAL**

**IMPACT:** The cost of fresh striping, installation of warning signs, advisory signs, flashing beacon and/or bots dots will range in cost from \$1,000 to \$20,000 depending upon option/s chosen. The general fund is in deficit. There are no monies available for this work.

**OPTIONS:**

- a. Consider supplemental interim traffic control devices both at the intersection of N. River Road and River Oaks Drive and along N. River Road when the general fund recovers.
- b. Amend, modify or reject the above option.

Prepared by: John Falkenstien, City Engineer