



## MEMO

July 6, 2016

**To:** Traffic Safety Commission  
**From:** William J. Silva, P. E., Traffic Engineer  
**Subject:** Pine Ave. at Congress Ave.  
**Resident Request for All-Way Stop**

At the Traffic Safety Commission meeting on February 9, 2016, the Commission reviewed a request from Mr. Fred Hardee regarding safety concerns on Pine Avenue including the intersection with Congress Avenue. Mr. Hardee attended the meeting and distributed a drawing of the intersection that depicted a 4-way stop and crosswalks. Others in attendance at the meeting also spoke on the issue. After discussion by the Commission, several suggestions were made for ways to improve the subject intersection, including trimming of trees, extending red painted curbs, adding cross traffic warning signs, and increased enforcement by the Police Department.

After the Commission meeting, staff reviewed the details of the existing conditions at the intersection, including obstruction of visibility by trees, the lengths of red curbs for approaching traffic on Pine Avenue, and the use of cross traffic warning signs. Traffic count data was collected for the approaches to Pine Avenue on Congress Avenue, and detailed turning movement counts were taken for through and turning movements for all approaches at the intersection during the peak hours in the morning and the afternoon. Accident report data was reviewed for two years, 2014 and 2015, and a collision diagram was prepared for the two-year accident history.

There do not appear to be any overhanging trees which obstruct the visibility of traffic approaching the intersection on Pine Avenue for a 2 to 3 block distance of 350 to 500 feet. The curbs at the northeast and southwest corners are painted red, and have a driveway for more than 40 feet east and west of Congress Avenue, that restrict parking of vehicles which might obstruct the visibility of oncoming traffic on Pine Avenue. The opposite corners of Pine Avenue on the northwest and southeast sides have 20 feet or more of red curb, and provide clear visibility of oncoming traffic.

At the Commission meeting it was suggested that a "Cross Traffic Does Not Stop" warning sign could be installed below the Stop signs on Congress Avenue. The standards for installation of the "Cross Traffic Does Not Stop" sign as described in the Manual on Uniform Traffic Control Devices (MUTCD) provide for its use where conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop, or at stop-controlled intersections when a conversion from a four-way stop to a two-way stop operation is implemented. Installation of this warning sign is not appropriate at this intersection.

Traffic count data was collected for Congress Avenue south of Pine Avenue, and north of Pine Avenue, to determine if the warrants for installation of an all-way stop were met. Both Pine Avenue and Congress Avenue have relative low traffic volumes, with a smaller number of vehicles entering the intersection from the north. Of the total number of vehicles entering the intersection on Congress Avenue, 899 vehicles enter from the north compared to 1,384 vehicles from the south. Of the total number of vehicles entering the intersection on Congress Avenue, 60% of the vehicles approach the intersection from the south. Of the total number of vehicles entering the intersection from the south, approximately 50% turn right to eastbound Pine Avenue as described further in this report. To meet the warrants for an all-way Stop, a minimum of 200 vehicles per hour for any 8 hours of an average day are required to enter the intersection from the minor street. This warrant is not met.

The all-way Stop warrants also require at least 300 vehicles per hour entering the intersection from the major street for the same 8 hours. The average daily traffic on Pine Avenue is less than 3,000 vehicles per day, and the 8 hour total warrant is not met. Therefore, an all-way Stop at this intersection is not warranted. The relatively low traffic volumes on Pine Avenue, 3,000 vehicles per day, provide adequate gaps for traffic to cross on Congress Avenue without creating delays.

Vehicle turning movement counts were also taken at the intersection during the morning and evening peak hours. The turning movement counts reflect a high percentage of the vehicles approaching Pine Avenue from the south on Congress Avenue making right turns to eastbound Pine Avenue. Approximately 50% of the vehicles entering the intersection from the south on Congress Avenue turn right to eastbound Pine Avenue. The turning movement counts likewise identify approximately 25% of the vehicles westbound on Pine Avenue turning left to southbound Congress Avenue. These heavy turning movements reflect the overall difference in traffic volumes on Congress Avenue north and south of Pine Avenue, and the reduced number of vehicles entering the intersection from the south that cross Pine Avenue.

Accident reports for the intersection of Pine Avenue and Congress Avenue were reviewed for the two years 2014 and 2015. Two accidents were reported within the intersection during that 2-year period, one of which might have been prevented if a stop sign had been on Pine Avenue.

The intersection will continue to be evaluated, including review of accident records as part of the annual High Accident Intersections report. Red curbs at the intersection are being repainted and/or added to, as part of the Public Works ongoing maintenance program. The relatively unidentified appearance of the intersection and its approaches on Pine Avenue will be reviewed for other signing improvements including installation of Advanced Street Name signs or other appropriate signing. The intersection is included in the City's 2016-2017 Capital Improvement Program budget for improvements in the Pine Avenue corridor from Eardley Avenue to Alder Street.

cc: Daniel Gho, Public Works Director  
Commander Lakind, Police Department

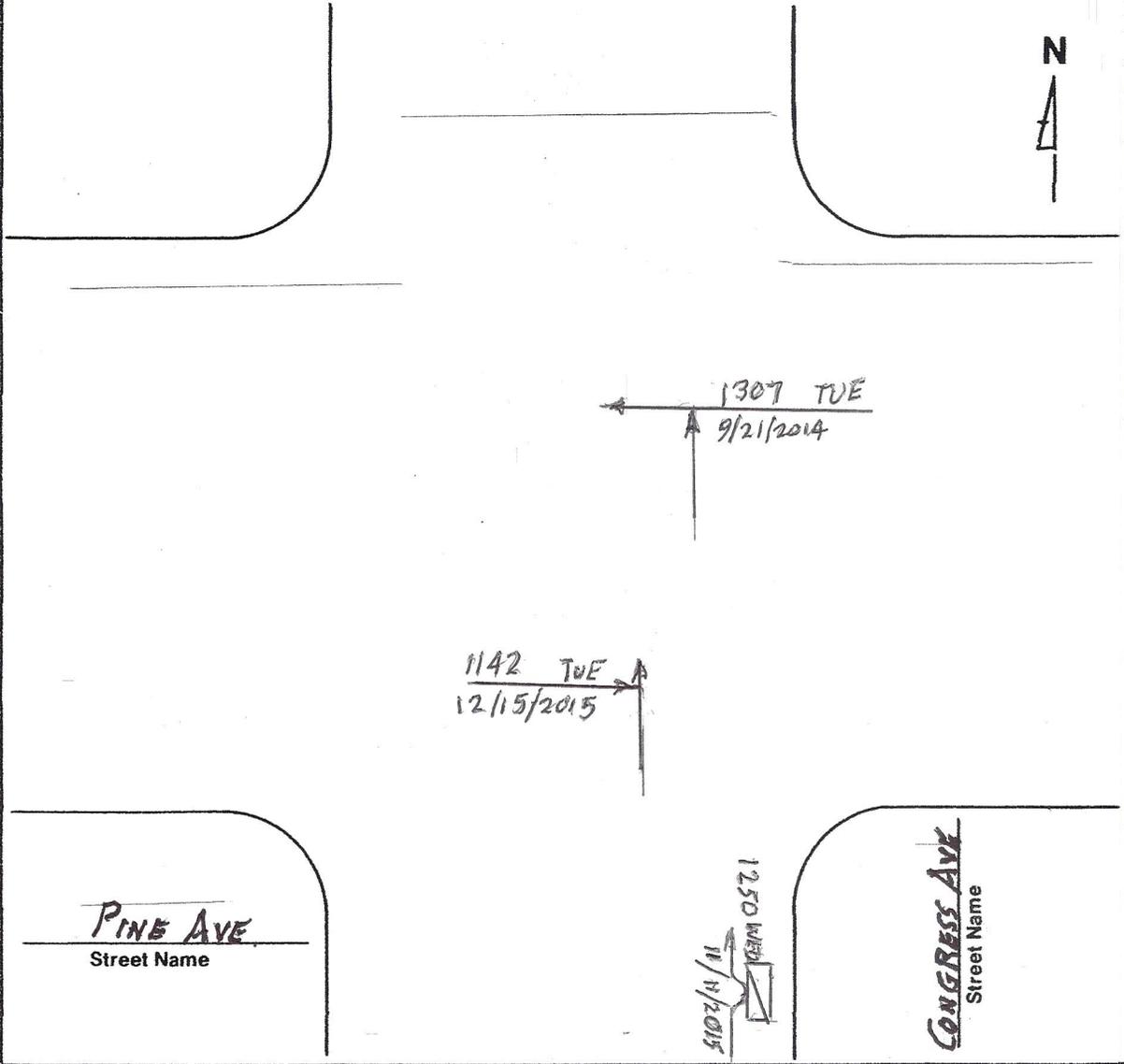
Attachment: Collision Diagram

# COLLISION DIAGRAM

INTERSECTION PINE AVE AND CONGRESS AVE

PERIOD 2 Years FROM 1 Jan 2014 TO 31 Dec 2015

CITY \_\_\_\_\_ PREPARED BY \_\_\_\_\_



NUMBER OF ACCIDENTS	SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
_____ PROPERTY DAMAGE ONLY	← MOVING VEHICLE	↔ REAR END	1 TIME DAY DATE 2 WEATHER AND ROAD SURFACE — IF UNUSUAL CONDITION EXISTED 3 NITE — IF BETWEEN DUSK AND DAWN
===== INJURY OR FATAL	←←← BACKING VEHICLE	⊕ HEAD ON	
===== TOTAL ACCIDENTS	← NON-INVOLVED VEHICLE	— SIDE SWIPE	
	* PEDESTRIAN	↘ OUT OF CONTROL	
	▭ PARKED VEHICLE	↙ LEFT TURN	
	● FIXED OBJECT	↘ RIGHT ANGLE	
	● FATAL ACCIDENT		
	○ INJURY ACCIDENT		



## MEMO

June 8, 2016

**To:** Traffic Safety Commission  
**From:** William J. Silva, P. E., Traffic Engineer   
**Subject:** Pine Ave. – Eardley Ave. to Alder St.  
**Corridor Study and Proposed Capital Improvement Project**

The subject of traffic improvements on Pine Avenue between Eardley Avenue and Alder Street has been discussed at several Traffic Safety Commission meetings. The following is a summary of the Commission meetings at which this subject has been discussed, during the past four years, and the general nature of the discussion.

### May 10, 2016

Mr. Don Nance presented a petition and request to reduce Pine Avenue to one lane in each direction, and add a Bike Lane on each side of the street.

### February 9, 2016

Mr. Fred Hardee requested that the Commission address traffic safety concerns on Pine Avenue, and requested an all-way stop and crosswalks at the intersection of Pine Avenue and Congress Avenue

### January, 2016

Traffic Safety Commission Project Priority List included Pine Avenue as a candidate of reconfiguration with green medians and bulb-outs.

### October 13, 2015

Sara Boyle spoke to the Commission asking how to get more police officers to monitor Pine Avenue, and how to get traffic things done in the City

### September 8, 2015

Mr. Sam Bevis submitted a request as to how to slow down drivers by Robert Down School, and awareness of the school area from Fountain Avenue to Carmel Avenue.

### August 11, 2015

Mr. Albrecht request to relief from truck traffic using Pine Avenue.

### April 14, 2015

Mr. Rick Reidl (e-mail of March 8, 2015) submitted a proposal with cost estimates for a “road diet” plan with medians, green bike lanes, curb ramps, etc. on Pine Avenue from Eardley Avenue to Alder Street, with possible grant applications.

October 14, 2014

Mr. Jim Colbert addressed the Commission regarding making Pine Avenue into One Lane and put in bike lanes to keep children from riding bicycles on the sidewalks.

September 9, 2014

Mr. Jim Colbert submitted an e-mail request that striping for bike lanes be added on all streets like Pine Avenue with new slurry seal work.

August 12, 2014

Mr. Don Murphy addressed the Commission and commented on the slurry seal of Pine Avenue from Forest Avenue to Alder Street, and that (the City) “did not take the time to add improvements for signage and to help slow traffic”

September 10, 2013

Mr. Robert Wing spoke to the Commission and provided information regarding the use of lighted crosswalks.

July 9, 2013

Mr. Donald Murphy, resident on Pine Avenue, addressed the Commission regarding Pine Avenue at 18<sup>th</sup> Street, crosswalks from Forest Avenue to Eardley Avenue, lack of crosswalks west of Forest Avenue, and general pedestrian safety. He requested that the Commission take these items under consideration.

May 14, 2013

Mr. Donald Murphy, resident on Pine Avenue, spoke on the need “for the Commission to take the time for thoughtful considerations rather than jump to hasty conclusions”. Ideas were presented to narrow Pine Avenue from Eardley Avenue to Forest Avenue and add more street lights.

April 9, 2013

Mr. Robert Wing addressed the Commission regarding the pedestrian crossing at 13<sup>th</sup> Street at Robert Down School

March 12, 2013

Mr. Robert Wing

The City’s 2016-17 Budget includes a Capital Improvement Project to develop conceptual plans for improvements to Pine Avenue to improve traffic and pedestrian safety. Previous reports and references include the Pedestrian Safety Assessment report prepared for the City of Pacific Grove in 2008 by the Institute of Transportation Studies (U. C. Berkeley). Copies of the relevant pages of the ITS report were distributed to the Commission at the April 14, 2015 meeting.

cc: Daniel Gho, Public Works Director  
Commander Lakind, Police Department