



# STAFF REPORT

CITY COUNCIL OF THE CITY OF SAUSALITO

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## AGENDA TITLE:

Establishing 4-way Stop Regulation for the Intersection of Spring Street and Pearl Street  
Subject to Noticing

## RECOMMENDED MOTION:

Adopt Resolution Establishing 4-way Stop Regulation for the Intersection of Spring  
Street and Pearl Street Subject to Noticing

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## SUMMARY

At the Council meeting of October 20, 2009 residents of Spring Street requested that the Council agendaize discussion of vehicle speed on Spring Street for discussion and possible action. The residents who spoke at the meeting expressed concern based on their perception that a significant number of vehicles using Spring Street exceed the posted speed limit of 25 mph. Spring is a wide, steep concrete street with significant sight distances for both uphill and downhill vehicles. The attached images from Google Earth™ and Mapjack™ depict the connections between Bridgeway and State Highway 101 as well as the uphill streetscape on Spring from Bridgeway to Pearl Street.

On the basis of directed speed enforcement actions taken by the Sausalito Police Department in response to complaints received in August of this year a small number of citations were issued. The radar trailer was also stationed on Spring during that time period to act as a traffic-calming device for uphill traffic. From the information available it is not clear that there are a significant number of vehicles exceeding the posted limit in the subject road segment. Nonetheless, even an occasional speeding vehicle creates a concern in a neighborhood with small children. While Spring serves as a neighborhood collector, its convenience as a connection between Bridgeway and northbound 101 via Woodward and Rodeo may be contributing to use by vehicles without the neighborhood situational awareness the residents have. A number of potential traffic-calming measures were identified and evaluated as actions the City could take to address the concern. While edge lines and other pavement markings can be effective in some situations, the width of Spring Street; the lack of contrast between the sidewalks, pavement and white markings; the long sight distances; and the slope render those methods less effective. The construction of chicanes, bulbouts, neckdowns, chokers, a roundabout or whole-segment narrowing would likely increase effectiveness but represent a significant potential cost.

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The potential application of STOP sign(s) was considered. STOP sign warrants are addressed in the California Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD, 2003), published by the State of California, Department of Transportation and issued to adopt uniform standards and specifications for all official traffic control devices in California (in accordance with Section 21400 of the California Vehicle Code).

MUTCD, Section 2B.05, STOP Sign Applications, provides that "STOP signs **should** (*emphasis added*) be used if engineering judgment indicates that one or more of the following conditions exist:

- A. 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. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign."

The one location where the warrants for a STOP as provided above are met is the intersection of northbound Pearl with Spring (where a STOP is currently posted).

Further, the MUTCD indicates that: "STOP signs should **not** (*emphasis added*) be used for speed control," and, "STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop." That being said, the MUTCD also indicates that: "(t)he following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic."

Without having conducted a detailed traffic study, these considerations appear to justify the installation of STOPS on the other three legs of the subject intersection between Spring and Pearl. Staff has not identified any significant adverse affects of doing so. On this basis, Staff recommends that the installation of such a 4-way STOP regulation at the subject intersection be approved in conjunction with "SLOW, STOP AHEAD" pavement markings to be installed on the Spring Street legs in advance of the STOP signs. The pavement markings (including STOP bars) can be visually emphasized by establishing a black, slurry-sealed frame to be overlaid with the white markings in paint or thermoplastic.

## **ISSUES**

Staff has not notified the residents and property owners in the vicinity of the proposed change in traffic regulations. Should Council approve the recommended action, Staff will prepare a written notice to those property owners and residents within 300 feet of the subject intersection and allow 30 days before installing the signage and markings. Should, in the judgment of the City's Traffic Committee, a substantive objection be raised, Staff will report such to Council along with a recommendation and, if warranted, a Public Hearing on the matter.

## **FISCAL IMPACT**

The cost for installation of three STOP signs and the specified pavement markings is expected to be less than \$1,000 and can be accommodated within the existing approved maintenance budget.

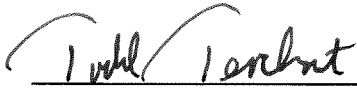
## **STAFF RECOMMENDATIONS**

Adopt Resolution Establishing 4-way Stop Regulation for the Intersection of Spring Street and Pearl Street Subject to Noticing

## **ATTACHMENTS:**

Google Earth™ and MapJack™ images of Spring between Bridgeway and Pearl  
Resolution Establishing 4-way Stop Regulation for the Intersection of Spring Street and Pearl Street Subject to Noticing

REVIEWED BY:



Todd Teachout, City Engineer

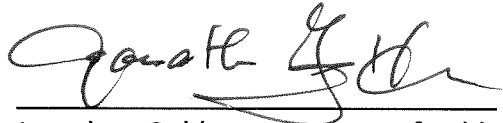
REVIEWED BY:

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Scott Paulin, Chief of Police

SUBMITTED BY:

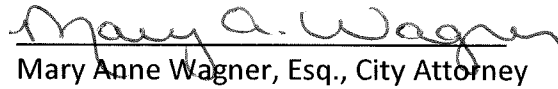
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Adam W. Politzer, City Manager

PREPARED BY:



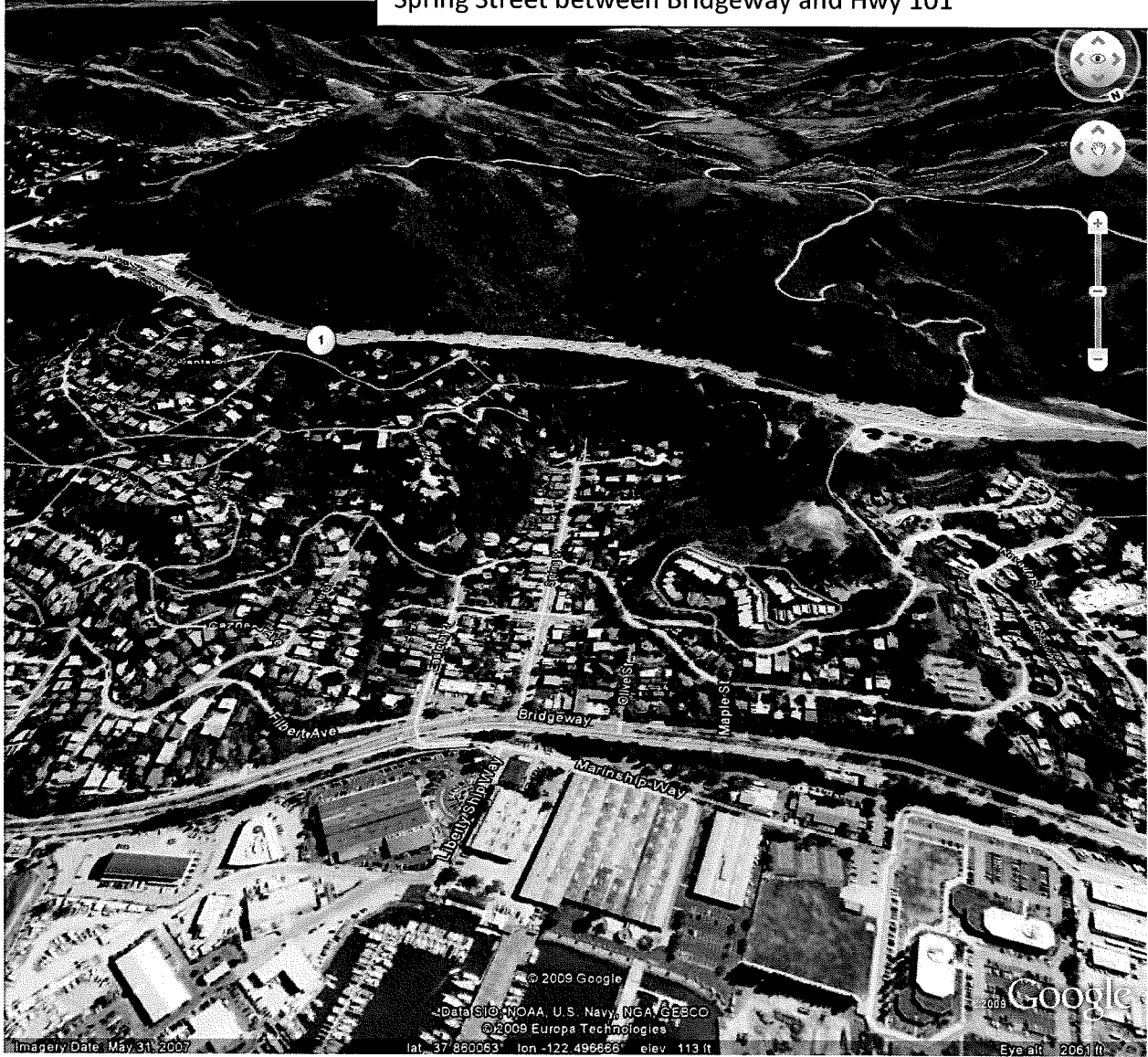
Jonathon Goldman, Director of Public Works

REVIEWED BY:



Mary Anne Wagner, Esq., City Attorney

Spring Street between Bridgeway and Hwy 101

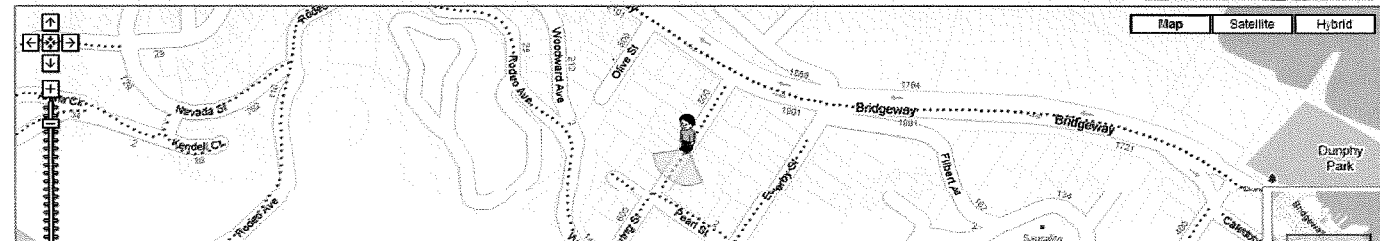
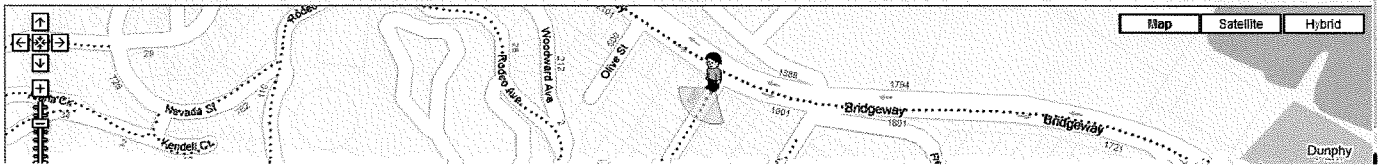


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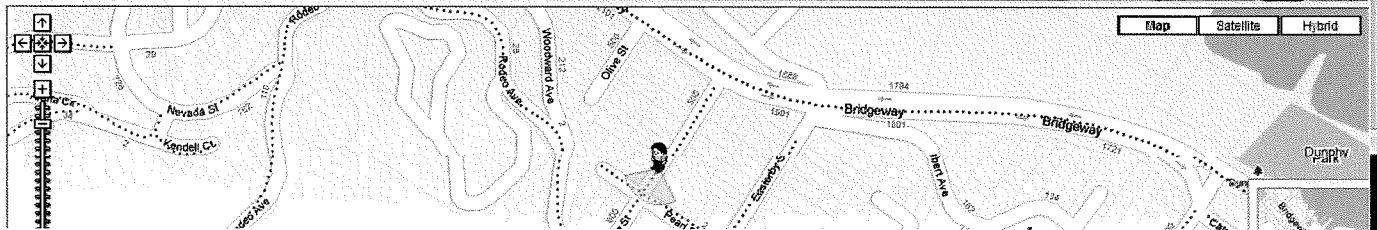
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Spring Street between Bridgeway and Pearl



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Spring Street and Pearl



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**RESOLUTION No. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO  
ESTABLISHING A FOUR-WAY STOP AT THE INTERSECTION OF SPRING AND  
PEARL STREETS SUBJECT TO NOTICING**

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**WHEREAS**, members of the community have requested that the City evaluate the vehicular speed on the entirety of Spring Street between Bridgeway and its westernmost terminus; and

**WHEREAS**, the City's Engineer, Director of Public Works and Chief of Police have met and considered the request in conformance with their respective duties under the Sausalito Municipal Code; and

**WHEREAS**, the City Engineer, Director of Public Works and Chief of Police have determined that while it is not clear that there are a significant number of vehicles exceeding the posted limit in the subject road segment, even an occasional speeding vehicle creates a valid concern in a neighborhood with small children; and

**WHEREAS**, Spring serves as a neighborhood collector, its convenience as a connection between Bridgeway and northbound 101 via Woodward and Rodeo may contribute to its use by vehicles without the neighborhood situational awareness that the residents have; and

**WHEREAS**, the City Engineer, Director of Public Works and Chief of Police have identified and number of potential traffic-calming measures as actions the City could take to address the concern; and

**WHEREAS**, edge lines and other pavement markings can be effective in some situations, the width of Spring Street; the lack of contrast between the sidewalks, pavement and white markings; the long sight distances; and the slope render those methods less effective in the judgment of the City Engineer, Director of Public Works and Chief of Police; and

**WHEREAS**, the construction of chicanes, bulbouts, neckdowns, chokers, a roundabout or whole-segment narrowing would likely increase effectiveness but represent a significant potential cost; and

**WHEREAS**, the California Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD, 2003), published by the State of California, Department of Transportation and issued to adopt uniform standards and specifications for all official traffic control devices in California (in accordance with Section 21400 of the California Vehicle Code); and

**WHEREAS**, the MUTCD expressly indicates that STOP signs should not be used for speed control, it also indicates that STOP signs might be warranted in circumstances where (a) two streets with relatively equal volumes and/or characteristics intersect, (b) obscured vision, dips, or bumps are present that already require drivers to use lower operating speeds and (c) the direction that has the longest distance of uninterrupted flow approaching the intersection; and

**WHEREAS**, without having conducted a detailed traffic study, the considerations provided for in the MUTCD appear to allow the installation of STOPS on the three legs of the intersection between Spring and Pearl not already so regulated; and



**WHEREAS**, the City Engineer, Director of Public Works and Chief of Police have not identified any significant adverse affects of installing said regulation to the intersection between Spring and Pearl and on that basis recommend that the installation of such a four-way STOP regulation at the subject intersection be approved in conjunction with "SLOW, STOP AHEAD" pavement markings to be installed on the Spring Street legs in advance of the STOP signs; and

**WHEREAS**, in conformance with Article 15, Section 15.04.050 of the Sausalito Municipal Code the City Council has the authority to designate any intersection as a STOP intersection by resolution and therefore to similarly modify or eliminate such prohibitions or restrictions; and

**WHEREAS**, Staff has not notified the residents and property owners in the vicinity of the proposed change in traffic regulations.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Sausalito:

1. Directs that Staff prepare adequate written notice to those property owners and residents within 300 feet of the intersection of Spring and Pearl Streets and allow 30 days before Article 2 of this Resolution below shall be put into effect. Should, in the judgment of the City's Traffic Committee, a substantive objection be raised during that 30 day period, Staff shall not put the regulation under Article 2 into effect and shall report such to Council along with a recommendation and, if warranted, a Public Hearing on the matter.
2. Approves the installation of a Four-Way STOP regulation at the intersection of Spring Street and Pearl in conjunction with "SLOW, STOP AHEAD" pavement markings to be installed on the Spring Street legs in advance of the STOP signs subject to the Noticing requirement established in Article 1 of this Resolution above.

**PASSED AND ADOPTED** at a regular meeting of the City Council of the City of Sausalito on the 10th day of November, 2009 by the following vote:

**AYES:** Councilmembers:  
**NOES:** Councilmembers:  
**ABSTAIN:** Councilmembers:  
**ABSENT:** Councilmembers:

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MAYOR OF THE CITY OF SAUSALITO

ATTEST:

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CITY CLERK