



CITY OF COMMERCE AGENDA REPORT

Item No.: _____

TO: Honorable City Council

FROM: City Administrator

SUBJECT: REQUEST BY STERLING PACIFIC MEAT COMPANY
WAREHOUSE FOR MIDBLOCK CROSSWALK ACROSS SCOTT
WAY TO ACCOMMODATE THEIR OPERATIONS

MEETING DATE: December 4, 2018

RECOMMENDATION:

Council to consider the following:

- Approve a request by Sterling Pacific Meat Company Warehouse to install a midblock cross walk across Scott Way to accommodate their operations.
- As midblock crossings require additional safety improvements to insure safe operations, approve an allocation of up to \$30,000 to install the improvements based on a very rough estimate.

BACKGROUND:

Per the request from Sterling Pacific Meat Company and the City Administrator, in the interest of ensuring pedestrian safety, staff conducted a study for the installation of a midblock crosswalk across of Scott Way north of Randolph Street in front of the Sterling Pacific Meat Company warehouses. Sterling Pacific Meat Company maintains two warehouses in the City of Commerce. Both are located across from each other, at 6263 Randolph Street and at 6114 Scott Way. Sterling Pacific Meat Company operates its two warehouses 24 hours a day 7 days a week. The employees cross between the two warehouses frequently throughout the day between the hours of 6:00am to 5:30pm from Monday through Friday to maintain operations. Sterling Pacific Meat Company is requesting for a midblock crosswalk to be installed to allow passage for pedestrians from warehouse to warehouse in one centralized location. During periods of high pedestrian activity, Sterling Pacific Meat Company has been putting out green cones to “act as a crosswalk” and uses one of its security guards to “act as a crossing guard.”

This request is very similar to analyses that will be taking place in the near future on other parts of the City, specifically Tubeway and Ferguson in response to requests for review made by the public.

ANALYSIS:

The following were summary findings of the report.

Average Daily Traffic (ADT)

Randolph Street is considered a collector roadway and Scott Way is considered a local roadway. A vehicle count during the peak hour times of 6:00AM to 8:00AM, 11:30AM to 1:30PM, and 4:00PM to 6:00PM was conducted on Tuesday, November 27, 2018. In order to see the traffic patterns along Scott Way, a vehicle count was taken on Scott Way north of Randolph Street at the same time the pedestrians counts were conducted. During the peak commute times from 6:00AM to 8:00AM, 11:30AM to 1:30PM, and 4:00PM to 6:00PM a maximum of 259 cars and 75 trucks (3+ Axle) traveled along Scott Way north of Randolph Street. Scott Way is a cul-de-sac, it extends for approximately 960-feet north of Randolph Street before coming to an end.

Pedestrian Counts

To determine how many pedestrians are crossing midblock across Scott Way north of Randolph Street, a pedestrian count during the peak hour times of 6:00AM to 8:00AM, 11:30AM to 1:30PM, and 4:00PM to 6:00PM was conducted on Tuesday, November 27, 2018. There are no existing crosswalks along the segment of Scott Way. During the peak commute times from 6:00AM to 8:00AM, 11:30AM to 1:30PM, and 4:00PM to 6:00PM a maximum of 341 pedestrians crossed midblock across of Scott Way. In just a 30-minute span from 6:00AM to 6:30AM 93 pedestrians crossed midblock across of Scott Way.

Accident Investigation

An accident investigation was conducted using the last 5.5 available years from SWITRS (Statewide Integrated Traffic Records System) records. A total of 4 accidents were reported at the segment of Scott Way north of Randolph Street in the last 5.5 available years (2013 to current available data as of September 2018). All 4 accidents resulted in property damage. Following is accident summary data:

- 1 accident in 2018 (January to September 2018)
- 2 accidents in 2017
- 0 accidents in 2016
- 0 accidents in 2015
- 1 accident in 2014
- 0 accidents in 2013

Table 3: Summary of Accident History							
No.	Location	Dist.	Date	Time	Collision Type	Severity	Factor
1	SCOTT WAY AT RANDOLPH ST	175'N	08/23/18	08:55	REAR END	PDO	NB BACKING VEH HIT EB PARKED VEH
2	SCOTT WAY AT RANDOLPH ST	66'N	11/30/17	12:50	SIDESWIPE	PDO	NB LFT TURN VEH HIT NB ENT TRAF VEH

3	SCOTT WAY AT RANDOLPH ST	375'N	08/17/17	14:30	NOT STATED	PDO	NB THRU VEH HIT OBJ
4	SCOTT WAY AT RANDOLPH ST	870'N	12/15/14	10:00	SIDESWIPE	PDO	NB UNS TURN VEH HIT NB PARKED VEH

Criteria For Determining If A Midblock Crosswalk Is Warranted

Per The California Manual of Uniform Traffic Devices (CAMUTCD), Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.

The California Manual of Uniform Traffic Devices (CAMUTCD) describes applications and placement of crosswalk markings, Section 3B.18 Crosswalk Markings. Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs. At non-intersection locations, crosswalk markings legally establish the crosswalk.

Per MUTCD, Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. New marked crosswalks across uncontrolled roadways should include measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence. Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

RECOMMENDATION:

The study concluded that the intersection meets the criteria for the installation of a midblock crosswalk across of Scott Way north of Randolph Street as set forth by the California Manual of Uniform Traffic Control Devices (CAMUTCD). If the crosswalk is installed, it is then recommended to install further traffic measures to improve the overall safety of the midblock crosswalk including bulb-outs, warning flashing beacons with crosswalk warning signs, additional red curb to provide a clear line of sight, advanced crosswalk sign with pavement markings, "yield here to pedestrian" signs with yield lines, additional lighting above midblock crosswalk, and reflective pavement markers delineating the midblock crosswalk. As part of the study, a field review of existing conditions, vehicle counts, pedestrian counts, line of sight were analyzed. Please refer to **Figure 1: Proposed Recommendations Diagram** for a visual demonstration of the proposed recommendations. The recommendations are as follows:

- ① Install a midblock ladder crosswalk in white high visibility paint in the location specified in Figure 16 per CAMUTCD Section 3B.18.
 - White high visibility ladder striped crosswalk will improve sight visibility for pedestrians crossing and will channelize pedestrians to one centralized location.
- ② Install bulb-out with ADA compliant ramps, approximately 8-feet wide from the edge of the curb, on the east and west side of the midblock crosswalk. See Figure 2.
 - A bulb-out shortens the crossing distance and allows the pedestrian waiting to cross to be more visible to the approaching driver.
- ③ Install white reflective pavement markers delineating the midblock crosswalk.
- ④ Install double sided “Pedestrian Crossing with Diagonal Downward Pointing Arrow” signs (W11-2/size 36x36 and W16-7P/size 30x18) with a yellow flashing Warning Beacon above the signs on the east and west side of the midblock crosswalk.
- ⑤ Install “Yield Here to Pedestrians” signs (R1-5) and “Yield” lines in white high visibility paint at a distance of 20 to 50 in advance of the midblock crosswalk for northbound and southbound direction.
- ⑥ Install new “Pedestrian Ahead” signs (W11-2/size 36x36 and W16-9P/size 30x18) and “PED XING” in white high visibility paint for northbound and southbound direction.
- ⑦ Install pedestrian light on the west side of Scott Way above midblock crosswalk to provide adequate illumination of the crosswalk and allow pedestrians to be more visible during nighttime conditions.
- ⑧ Paint curb on the west side of Scott Way on the north and south side of bulb-out from driveway to driveway in red and paint curb of bulb-outs in red.

Figure 1: Proposed Recommendations Diagram

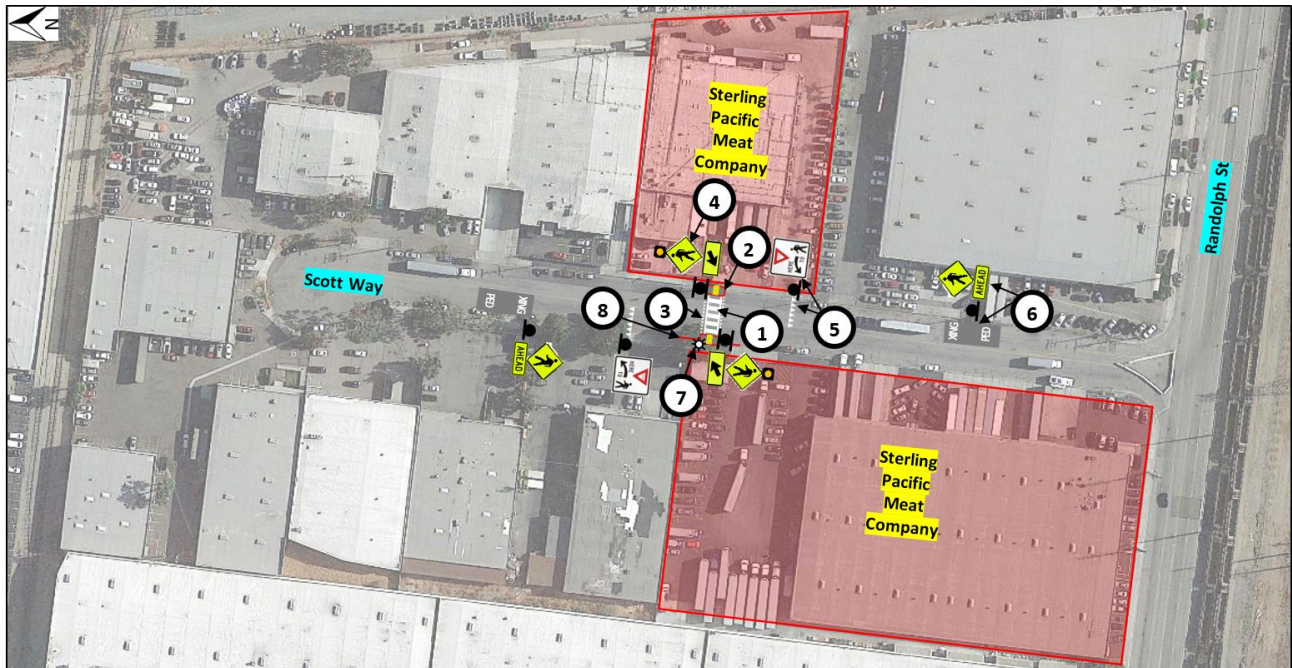


Figure 2: Sample of Bulb-out



ALTERNATIVES:

1. Approve staff recommendation
2. Disapprove staff recommendation
3. Provide further direction to staff

FISCAL IMPACT:

If the City Council approves the full scope as presented in consultant's traffic report, an allocation of up to \$30,000 from the General Fund's Unallocated Fund Balance (reserves) will need to be appropriated.

RELATIONSHIP TO STRATEGIC GOALS:

This item is related to a specific 2017 Strategic Goal to "Develop and invest in infrastructure and beautification projects and support economic growth."

ATTACHMENTS:

Traffic Study Report
Rough Estimate

Recommended by: Maryam Babaki, Director of Public Works & Development Services

Reviewed by: Vilko Domic, Finance Director

Approved as to form: Noel Tapia, City Attorney

Respectfully submitted: Edgar P. Cisneros, City Administrator