



CONSENT CALENDAR

City of San Bernardino Request for Council Action

Date: May 15, 2024

To: Honorable Mayor and City Council Members

From: Charles A. Montoya, City Manager
Lynn Merrill, Director of Public Works, Operations and Maintenance

Department: Public Works

Subject: **Approve Stop Signs at Various Locations - Wards (1,2, 3,4,5)**

Recommendation:

It is recommended that the Mayor and City Council of the City of San Bernardino, California, Adopt Resolution No. 2024-108;

1. Authorizing the City Manager and or designee to amend Resolution No. 655 entitled, in part, "A Resolution... designating certain streets or portions thereof as through highways..." and authorizing the establishment of stop control at the following intersections:
 - a) Gardena St. & Vine St.
 - b) Santolinas St. & Pampas Ave.
 - c) Cherry St. & Pampas Ave.
 - d) Morgan Rd. & Teton St.
 - e) Argyle Ave. & 18th St.
 - f) Piedmont Dr. & Seine Ave.
 - g) Acacia Ave. & 35th St.
 - h) Dover St. & Louise St.

Executive Summary

The installation of stop signs at the intersections listed in the recommendations is essential to enhance traffic safety, control, and streamline traffic flow. The overall benefit is the reduction of collisions, and improved pedestrian safety.

Background

Staff received citizen requests to consider the installation of stop signs for traffic control at eight intersections within the following residential areas:

- Area #1 – Gardena St. & Vine St. (Ward 1)
- Area #2 – Santolinas St. & Pampas Ave. (Ward 3)
- Area #3 – Cherry St. & Pampas Ave. (Ward 3)
- Area #4 – Morgan Rd. & Teton St. (Ward 5)
- Area #5 – Argyle Ave. & 18th St. (Ward 2)
- Area #6 – Piedmont Dr. & Seine Ave. (Ward 4)
- Area #7 – Acacia Ave. & 35th St. (Ward 5)
- Area #8 – Dover St & Louise St. (Ward 4)

Guidelines published in the California Manual of Uniform Traffic Control Devices (CA MUTCD) on the use of stop signs have been adopted by the city. The guidelines recommend the use of a stop sign facing the minor street of a 4-legged intersection and the terminating leg of a T-intersection, if certain conditions exist to better clarify and regulate right-of-way at an intersection.

Discussion

The Traffic Engineering Division of the Public Works Department has been focused on installing stop signs at uncontrolled intersections and implementing two-way and four-way stops at intersections with limited visibility and a history of collisions. These uncontrolled intersections have led to confusion among drivers, making it challenging for vehicles, bicyclists, and pedestrians to safely navigate crossings without clear stop signs. This lack of signage can result in drivers not having enough time to notice pedestrians, cyclists, and cross traffic, leading to difficulties in deciding whether to come to a full stop at these intersecting streets.

Staff investigated traffic conditions at the intersections referenced above and found that stop signs should be installed to better clarify the rules of the road at each intersection. Stop signs are also recommended to mitigate sight distance issues such as corner landscaping, corner perimeter or structure walls, and/or horizontal or vertical road curvature which may exist at these locations.

The table below identifies the types of sight distance issues found at each intersection.

Intersection	Cause of Visual Impairment	Location of Visual Impairment
Gardena St & Vine St	Existing House	All Corners
Santolinas St & Pampas Ave	Existing House	NW Corner
Cherry St & Pampas Ave	Existing House	SW Corner
Morgan Rd & Teton St	Existing House	NE Corner

Argyle Ave & 18 th St	Privately owned trees	SW Corner
Piedmont Dr & Seine Ave	Existing House	NW Corner
Acacia Ave & 35 th St	Existing House	SE Corner
Dover St & Louise St	Existing House	NW Corner

Staff presented the proposed stop sign locations to the City’s Public Safety and Human Relations Commission (PS&HR) at its February 12, 2024, meeting. The Commission has recommended the establishment of the stops at the intersections indicated in the above table.

2021-2025 Strategic Targets and Goals

This project is consistent with Key Target No. 3d: Improved Quality of Life –The project will evaluate and enhance the quality of public safety services.

Fiscal Impact

The estimated cost to install the “Stop” signs and add pavement markings is \$15,000. Sufficient funding is included and available in the adopted FY 2023/24 Budget.

Conclusion

It is recommended that the Mayor and City Council of the City of San Bernardino, California, Adopt Resolution No. 2024-108;

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 - h) Dover St. & Louise St.

Attachments

1. Attachment 1: Resolution 2024-108
2. Attachment 2: Area Maps
3. Attachment 3: Stop Sign Warrants

Ward:
1,2,3,4,5

Synopsis of Previous Council Actions:

None