



City of San Marino

Staff Report

Jeff Boozell, Chair
Eliot Hodges, Vice Chair
Brian Davis, Commissioner
Elizabeth Feffer, Commissioner
Charles Martinson, Commissioner

TO: Chair and Members of the Public Safety Commission

FROM: Amber Shah, Parks & Public Works Director/City Engineer

BY: Robert Bauman, Management Analyst

DATE: April 21, 2025

**SUBJECT: MULTIWAY STOP CONTROL WARRANTS ANALYSIS -
ORLANDO ROAD AND AVONDALE ROAD**

STRATEGIC PLAN CRITICAL SUCCESS FACTORS

Safe Community
Well-Maintained Infrastructure

BACKGROUND

As part of the City's Street Rehabilitation Program, curb ramps that are non-compliant with ADA standards are required to be replaced as part of the overall improvements to the street. Given this requirement, during resurfacing of Orlando Road, staff determined an evaluation of the curb ramps to be constructed at the Orlando/Avondale intersection warranted further evaluation for potential additional improvements for pedestrians. Recently, staff issued a task order to Hartzog & Crabill Inc. (HCI) to perform a multiway stop control warrant analysis at the intersection of Orlando Road and Avondale Road, as there are currently no stop controls at the intersection. This analysis provides information on whether a multi-way stop is warranted at the location, as well as other recommendations for potential improvements to the intersection to improve safety and/or ensure compliance with applicable laws and regulations.

DISCUSSION

The traffic review of Orlando Road and Avondale Road, prepared by HCI is included with this report as Attachment 1.

In order to justify the installation of a multi-way stop, intersections should

generally meet at least one, if not multiple warrants based on the California Manual on Uniform Traffic Control Devices (MUTCD) minimum guidelines regarding traffic volumes, collisions, speeds, visibility, and other location-specific criteria in order to justify the installation of a 3-way stop. After performing an analysis that included field observation/data gathering and looking at historical data, HCI found that the intersection did not meet any of the warrants for installation of a multi-way stop control, and therefore is not recommending the installation of multiway stop signage at the intersection. However, HCI is recommending the installation of a stop sign, stop pavement marking, and limit line for the side-street northbound approach of Avondale Road.

Despite the overall recommendation related to the multi-way stop, HCI's report includes multiple recommendations for the location that can improve traffic/pedestrian safety (diagrams displaying recommendations available on page 32, Appendix E, of Attachment 1):

- 1.** Installation of Pedestrian Crossing Ahead signage and post and "PED XING" pavement markings on eastbound Orlando Road approaching the Avondale intersection and westbound Orlando Road approaching the Avondale intersection.
- 2.** Installation of double yellow striping between eastbound and westbound lanes of Orlando Road on either side of intersection with Avondale Road.
- 3.** Installation of white, high visibility marked crosswalk with ladder-style bars across the west leg of the intersection of Orlando Road and Avondale Road to channelize pedestrian and bicycle crossings.
- 4.** Installation of solar-powered, pedestrian-push-button activated Rectangular Rapid Flashing Beacons (RRFB) system at location of high visibility marked crosswalk to increase crossing awareness for drivers approaching intersection.
- 5.** Installation of "STOP" sign and post, and "STOP" pavement marking and 12" white limit line on northbound Avondale Road approaching intersection with Orlando Road.
- 6.** Installation of white "YIELD" line approximately 60' from high visibility crosswalk on westbound Orlando Road and 25' from high visibility crosswalk on eastbound Orlando Road.
- 7.** Installation of red curb on north side of Orlando Rd between "PED XING" pavement markings and high visibility crosswalk, and on south side of Orlando Road between white yield line and high visibility crosswalk.

Staff has reviewed and supports HCI's recommendations with respect to traffic and safety improvements at the intersection of Orlando Road and Avondale Road. Staff recommends the Public Safety Commission review and approve the recommended improvements as proposed by HCI. The next step will be

for staff to begin implementation of the improvements.

FISCAL IMPACT & PROCUREMENT REVIEW

This work is part of the Street Rehabilitation Program Account # 394-48-4600-9271 for FY 24-25 to upgrade various locations citywide. Sufficient funds are available to complete the upgrades associated with this project.

LEGAL REVIEW

Not applicable

RECOMMENDATION

Staff recommends the Public Safety Commission receive and file the attached Traffic Review for Orlando Road and Avondale Road, and recommend staff begin the implementation of Transtech's recommended improvements. If the Commission concurs with staff's recommendation, an appropriate motion would be:

"I move to receive and file the attached Multiway Stop Control Warrants Analysis prepared by Hartzog & Crabill Inc., for Orlando Road and Avondale Road, and recommend staff begin the implementation of the proposed improvements."

ATTACHMENTS

1. HCI MultiWay Stop Control Warrants Analysis - Orlando Road and Avondale Road