



Legislation Details (With Text)

File #: 2022-1101
Type: Consent Calendar Item **Status:** Passed
File created: 9/26/2022 **In control:** Transportation and Public Works
On agenda: 11/8/2022 **Final action:** 11/8/2022
Title: Designate the Intersection of Todd Road and Standish Avenue as an All Way Stop Intersection
Sponsors: Transportation and Public Works
Indexes:
Attachments: 1. Summary Report, 2. Exhibit Todd Rd at Standish Ave

Date	Ver.	Action By	Action	Result
11/8/2022	1	Board of Supervisors	Approved as recommended	Pass

To: Board of Supervisors
Department or Agency Name(s): Sonoma County Public Infrastructure
Staff Name and Phone Number: Johannes J. Hoevertsz, 707-565-2231
Vote Requirement: Majority
Supervisorial District(s): Third, Fifth

Title:
Designate the Intersection of Todd Road and Standish Avenue as an All Way Stop Intersection

Recommended Action:
Designate the intersection of Todd Road and Standish Avenue as an all way stop intersection and approve installation of appropriate signage and striping. (Third and Fifth District)

Executive Summary:
Vehicle Code Section 21354 authorizes local authorities to designate intersections under their authority as stop-controlled intersections. In the interest of public safety and the orderly movement of traffic, Sonoma County Public Infrastructure (SPI), (formerly known as the Department of Transportation and Public Works and the General Services Departments) recommends that the Board of Supervisors designate Todd Road at Standish Avenue as an all way stop intersection and approve installation of appropriate signage and striping by County forces.

Discussion:
The existing setting at Todd Road at Standish Avenue is a four-way intersection. Ghilotti Avenue, a private road, forms the southerly leg and Standish Avenue is on the northerly side. Standish Avenue and Ghilotti Avenue are currently stop-controlled, while traffic on Todd Road is free flowing.

The Department is currently seeking funding from One Bay Area Grant (OBAG 3), a Federal Highways Administration (FHWA) grant, in coordination with Sonoma County Transportation Authority (SCTA) to construct a traffic signal at this location. OBAG 3 is a competitive grant program administered by the Metropolitan Transportation Commission (MTC) and Caltrans with recipients scheduled to be announced in spring 2023. If the County's efforts to secure an OBAG 3 grant are not successful, another (yet to be

determined) funding source will need to be secured for this signalization project.

In order address public safety issues at the intersection right now using currently available financial resources, SPI staff commissioned a warrant analysis by W-Trans to determine the feasibility of converting the existing 2-way stop controlled intersection to an all way stop controlled intersection. The W-Trans analysis determined warrants were met for both traffic volume and potential for left-turn conflicts and recommended conversion to an all stop intersection.

If approved by the Board, County Road Maintenance crews will install the improvements, comprised of two additional stop signs, striping to freshen the existing lane lines, and temporary ‘change of existing conditions’ signage to alert drivers to the new stop controls. These improvements will enhance public safety until project funding is secured and construction of traffic signals is complete.

Strategic Plan:

This item directly supports the County’s Five-year Strategic Plan and is aligned with the Healthy and Safe Communities Pillar.

Prior Board Actions:

None.

FISCAL SUMMARY

Expenditures	FY 22-23 Adopted	FY23-24 Projected	FY 24-25 Projected
Budgeted Expenses	\$6,500		
Additional Appropriation Requested			
Total Expenditures	\$6,500		
Funding Sources			
General Fund/WA GF			
State/Federal			
Fees/Other	\$6,500		
Use of Fund Balance			
Contingencies			
Total Sources	\$6,500		

Narrative Explanation of Fiscal Impacts:

Appropriations are available in the FY 2022-23 Road Maintenance Adopted Budget (11051-34010102) for required signs and striping associated with this Board Item. Funding will come from the County’s annual allocations from the State Highway User Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (SB1).

Narrative Explanation of Staffing Impacts (If Required):

None.

Attachments:

Exhibit of intersection

Related Items “On File” with the Clerk of the Board:

None.