



Shasta County

DEPARTMENT OF PUBLIC WORKS

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Shasta County Intersection Report For Curve Street and Third Street in Fall River Mills Prepared by Moises Lozano

Concerns

The Department received an inquiry from Lacey and Chris Cordova, residents of Fall River Mills, with concerns about the operational safety of the intersection of Curve Street at Third Street in Fall River Mills. The Cordova's believe that there is not adequate sight distance from motorist approaching the intersection along Curve Street due to the geometric configuration of the intersection.

Site Description

Within a residential neighborhood, Curve Street and Third Street intersect adjacent to Fall River Elementary. The intersection does not cross at right angles or at diagonal angle. The intersection is elongated along Curve Street with horizontal and vertical changes along Curve Street and Third Street. Both Streets are undivided with unmarked lanes.

CURVE STREET

South Approach: Uncontrolled, the approach is uphill as it nears the intersection, driveways and continuous on street parking, no sidewalks along the street. Sight distance to cross traffic is limited due to the vertical change in alignment and wood fencing installed on private property. Pavement Markings used are "SLOW" "SCHOOL" "XING" and yellow Crosswalk at the intersection. Sign Assembly with (R2-1) "SPEED LIMIT 25", (S4-2) "When Children are Present", (S4-3P) "SCHOOL", and School Crossing Assembly (S1-1) and (W16-7P) at the Crosswalk.

North Approach: Uncontrolled, the approach is level with driveways and continuous on street parking, no sidewalks along the street. School parking lot is continuously accessible on the east side. Pavement Markings used are "SLOW" "SCHOOL" "XING". Signage include School Crossing Assembly (S1-1) and (W16-7P) ahead of Crosswalks.

THIRD STREET

East Approach: Controlled, the approach is uphill as it nears the intersection, no driveways or sidewalks located on either side. Traffic is controlled with (R1-1) "STOP" sign and Pavement Markings "STOP" legend and white Limit Line. Other Pavement Markings are "SLOW" "SCHOOL" "XING" and marked with a yellow Crosswalk at the intersection. A School Zone sign (S1-1) and (S4-3P) "SCHOOL" are located ahead of the intersection.

West Approach: Controlled, the approach is leveled with driveways and continuous on-street parking, no sidewalks. Sign Assembly with (R1-1) "STOP" sign and Pavement Markings "STOP" legend and white Limit Line.

Speed Limit

Within a residential neighborhood and along school routes, prima facie speed limit is 25 MPH. Sign Assembly (R2-1) "SPEED LIMIT 25", (S4-2) "When Children are Present" and (S4-3P) "SCHOOL" are used to delineate the school zone.

Intersection Characteristics

Observations were made while school pickup time, traffic flow was stable and traffic was not backed up. Volume of traffic on Curve Street and Third Street is approximately equal. Vehicles typically driving to school came through Third Street east approach and from Curve Street south approach. Traffic leaving school travels from Curve Street north approach to either Third Street east approach or Curve Street south approach. Traffic using Curve Street south approach slow down as they travel uphill and curve along the road alignment. The slowing down maneuver of Curve Street confuses pedestrians using the crosswalk and motorists.

Crosswalks were used by pedestrians and one group crossed the intersection with the assistance of school staff.

Traffic entering and exiting the school parking lot created conflicts. Without a defined entrance or exit motorist access the parking lot from anywhere along the street. Two motorists were seen backing into the intersection in order to maneuver out of the parking lot.

The "Sight Triangles" were measured in accordance with AASHTO standards. See the attached drawing. Intersection sight distance is not adequate on Curve Street. A 4 ft tall wood fence and the horizontal/vertical changes in alignment obstruct the line of sight to both Curve Street approaches. The wood fence is within the boundaries of private property.

Collision History

There have been no reported collisions at this intersection in the last five years.


Traffic Volumes

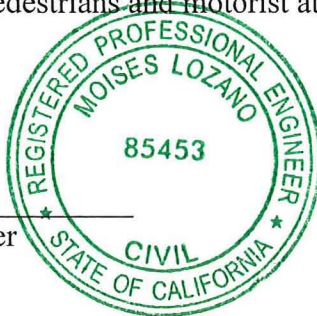
A traffic survey was not performed for the intersection. Traffic occurring at this intersection is mostly generated during school days during drop-off and pick-up time.

Conclusion(s)

Intersection sight distance is not adequate, causing poor visibility near the intersection due to the geometric configuration of the intersection. Engineering judgement determines that a Multi-Way Stop Application would be appropriate at this location. The installation of a Multi-Way Stop will allow motorist to safely identify pedestrians and motorist at or approaching the intersection.

Signed:


Moises Lozano, Associate Engineer



Date: 3/14/2018

Attachments:
Drawing

Intersection Layout for Curve Street at Third Street

