



City of Arts & Innovation

Transportation Board

TO: TRANSPORTATION BOARD **DATE: OCTOBER 6, 2021**

FROM: PUBLIC WORKS DEPARTMENT **WARD: 2**

**SUBJECT: SYCAMORE CANYON BOULEVARD AT Eastridge AVENUE – NO U-TURN
FOR NORTHBOUND TRUCKS WITH 3 OR MORE AXLES**

ISSUE:

Restriction of U-turn movements for trucks with 3 or more axles on northbound Sycamore Canyon Boulevard at Eastridge Avenue.

RECOMMENDATION:

That the Transportation Board review and provide input regarding the proposed U-turn restriction for trucks with 3 or more axles on northbound Sycamore Canyon Boulevard at Eastridge Avenue.

BACKGROUND:

The Public Works Department may enact U-turn movement restrictions at intersections as deemed necessary by the City Traffic Engineer. U-turn restrictions may be implemented for various reasons including safety and/or traffic operation concerns such as conflicting movements or limited visibility of approaching traffic, or at intersections where receiving travel lanes are insufficient in width to accommodate a full, smooth U-turn movement without requiring backing. There are currently no existing U-turn restrictions specifically pertaining to trucks or based on number of axles in place throughout the City.

DISCUSSION:

The Public Works Department received a request to evaluate U-turn movements for the northbound direction on Sycamore Canyon Boulevard at Eastridge Avenue due to confusion regarding if U-turns were allowed or prohibited for this approach. The northbound approach to the intersection is currently equipped with dual left-turn lanes and does not have any posted U-turn movement restriction. The intersection configuration includes a triangular raised median near the southwest corner adjacent to the eastbound lane which serves the free eastbound to southbound right-turn movements. The median also serves as a refuge for pedestrians crossing to or from the west side of Sycamore Canyon Boulevard via connections to the marked crosswalks at the south and west legs of the intersection. Additionally, the traffic signal pole with mast arm for southbound traffic and a type 1-A smaller signal pole for eastbound traffic are both

equipped with pedestrian push button devices which are located within the raised median.

The Traffic Engineering Division commissioned vehicle data collection at the intersection and determined that northbound passenger vehicles have sufficient street width to make U-turn movements. Although, large vehicles/trucks equipped with 3 or more axles do not have the available space to complete U-turn movement and can impact traffic operations and cause safety concerns as they struggle to complete the U-turn. The triangular raised median and width of the southern receiving lanes on Sycamore Canyon Boulevard south of Eastridge Avenue limit the space available for U-turn movements by larger trucks with 3 or more axles. Implementation of the proposed northbound U-turn restriction for trucks with 3 or more axles will promote safe operations, augment pedestrian safety, and deter any potential damage to the raised median or traffic signal pole equipment by larger trucks attempting to make northbound U-turn movements at the intersection.

STRATEGIC PLAN COMPLIANCE:

This effort is in keeping with Strategic Plan Goal 2.4, to “Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust.” Additionally, proposed signage relates to the cross-cutting threads as demonstrated below:

1. Community Trust: This project is directly responsive to a request to examine U-Turn restrictions at the subject intersection approach.
2. Equity: Alternative routes and paths of travel are available for 3 axle (or greater) vehicles.
3. Fiscal Responsibility: Traffic signage is a cost-effective means to regulate vehicle movements and improve safety at our intersections.
4. Innovation: This project is neutral towards this cross-cutting thread.
5. Sustainability & Resiliency: This project will help to preserve the existing raised median and traffic signal infrastructure by restricting wide-turning vehicles more likely to damage this infrastructure.

FISCAL IMPACT:

The cost of sign fabrication and installation is estimated to be \$400. Funding is available in the existing Public Works Department budget, Signing Supplies account number 4110100-424143, to cover this cost.

Prepared by: Philip Nitollama, City Traffic Engineer
Approved by: Gilbert Hernandez, Interim Public Works Director

Attachments:

1. Site Map
2. Aerial Map