

## KENSINGTON POLICE PROTECTION AND COMMUNITY SERVICES DISTRICT

### BOARD OF DIRECTORS MEETING

October 15, 2019

#### ITEM 4.c.i.

##### Traffic Meeting with the County

On Tuesday, September 10, 2019, General Manager Constantouros, Interim Chief of Police Rickey Hull, and Directors Nottoli and Sherris-Watt met with Kate Rauch, Supervisor John Gioia's District Coordinator, Monish Sen, Senior Traffic Engineer, John Swann, Traffic Safety Investigator, and Fernando Valdez, Senior Engineering Technician. David Spath, President of the Kensington Property Owners Association, also attended the meeting. The purpose of the meeting was to discuss several problematic intersections to see what improvements could be made.

##### Summary

Kensington was developed by different developers with apparently little coordination. As a result, Kensington has narrow, hilly, and winding streets. With parked cars and overgrown vegetation, visibility at several intersections is limited.

The County follows the "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD) to determine whether and what traffic control device may be warranted. For example, stop signs are not used to control speed but rather to determine right-of-way. The County will determine if a stop sign is warranted using data – accidents or volume on all relevant streets feeding into an intersection. Public Works must also prepare a resolution that would be adopted by the County Board of Supervisors. The County will not install traffic control devices at intersections that do not meet the criteria for several reasons including unintended consequences of creating new traffic problems or neighbors complaining about noise resulting from the improvements such as speed bumps or buttons in the pavement. Over time, drivers on a primary road will roll through the stop sign if there is minimal cross traffic.

Any corrections to problematic intersections must meet current codes including ADA requirements. In addition, addressing grade changes within Kensington improvements is expensive and generally run into millions of dollars. County Public Works has a limited budget. It would help if Kensington residents could agree on the priority of projects for improvement and then work with Supervisor Gioia's office to get County Public Works to focus on which improvements are the most important.

Rincon and Arlington. Rincon Road and Kensington Park Road come into Arlington at odd angles. Improving the intersection would be costly because of the need to bring it into compliance with ADA requirements. In addition, the pedestrian operated light is considered one of the most effective traffic control devices. The County will look into whether there should be another traffic signal for northbound traffic because the existing light may be not be

sufficiently visible. The County will also review the flashing red light at the bottom of the signal for drivers on Kensington Park Road which may be difficult for color-blind drivers to detect. The County will also consider additional pavement markings to alert northbound drivers to the traffic signal coming up.

In general, residents adjust their driving to the challenges within Kensington whereas non-residents are not as aware of those challenges.

Sunset and Arlington. This intersection is problematic for several reasons including that northbound traffic on Arlington must enter the southbound lane for some distance when turning left onto Sunset. This intersection would not be allowed today. Because of the change of grade between the north and southbound lanes and the presence of an underground vault and fire hydrant, corrections to this intersection would cost several million dollars.

While there have been several near miss collisions and some bicycle and/or pedestrian and/or vehicle collisions, the traffic off Sunset would not warrant a stop sign on Arlington and any stop sign would likely cause traffic to back up on Arlington causing other problems. The radar sign on Arlington is permanent and has helped to reduce speed of southbound cars entering that intersection; it may also be responsible for reducing traffic comments.

Arlington and Coventry and Amherst. This intersection is problematic with the addition of traffic coming in and out of the gas station. However, the change in grade from the two lanes at Arlington present a significant challenge to any improvement.

The County will look into narrowing the southbound lane of Arlington with pavement markings to force cars further toward the wall in order to slow traffic turning onto Coventry. There is no crosswalk at that intersection and there are challenges in putting in a proper crosswalk.

Kenyon and Willamette. This is a challenging intersection because of the blind hill for both northbound and southbound traffic on Kenyon along with parked cars. There was a 2017 warrant study which determined that there was not sufficient traffic to warrant stop signs. In addition, this intersection is heavily used at commute times but not at other times. The County will look into whether removing some vegetation would improve visibility.

Arlington and Cowper. There was a recent accident when a car going southbound on Arlington attempted to turn left to go east onto Cowper. Traffic going northbound on Arlington are coming out of a curve and visibility for the southbound driver is limited. The County will consider placing a No Left Turn sign to prohibit southbound traffic turning left onto Cowper.

The County will not put "Blind Driveway" or other similar signs on Arlington for homeowners with driveways along Arlington.

Kenyon and Highland. Children walking to school may take the Kenyon and Westminster Path and walk along Highland to Hilltop School. There is only a sidewalk on the east side of Highland and parents will need to instruct their children to use the sidewalk.

**SUBMITTED BY:** Eileen Nottoli