

# AGENDA REPORT

**TO:** FRED BLACKWELL  
CITY ADMINISTRATOR

**FROM:** Brooke A. Levin  
Interim Director, PWA

**SUBJECT:** Resolution Approving the  
Installation of Stop Signs

**DATE:** February 24, 2014

City Administrator  
Approval

Date

2/19/14

**COUNCIL DISTRICT:** 1&2

## RECOMMENDATION

Staff recommends that the City Council approve the resolution to install stop signs pursuant to California Vehicle Code (CVC) Sections 21351 and 21355 and Oakland Municipal Code (OMC) Sections 10.12.010 and 10.12.110 on the following streets:

1. Lowell Street, southbound approach, at 53<sup>rd</sup> Street
2. Lowell Street, both approaches, at 62<sup>nd</sup> Street
3. East 31<sup>st</sup> Street, both approaches, at Stuart Street
4. 9<sup>th</sup> Street, eastbound approach, at Alice Street
5. 10<sup>th</sup> Street, westbound approach, at Alice Street

## OUTCOME

Upon adoption of the resolution, stop signs will be installed at these locations. This will reduce the risk of right-angle collisions and enhance driver understanding of right-of-way. Bicyclist safety will improve as vehicles on through streets will be required to stop for slower moving bicycles on side streets. Pedestrians crossing the street will also be better protected as vehicles will be required to come to a complete stop to yield to them, enhancing visibility.

*Attachment A* shows the locations of the proposed stop signs.

## BACKGROUND/LEGISLATIVE HISTORY

Public Works Agency's (PWA) Transportation Services Division (TSD) staff received requests from concerned citizens and community representatives to assess five intersections for safety and operational improvement. Staff analyzed the requests and determined that stop signs are appropriate traffic control devices at these locations based on intersection layout, traffic conditions, collision history, and proximity to pedestrian traffic generators. Stop signs are an

Item: \_\_\_\_\_  
Public Works Committee  
April 8, 2014

appropriate means of improving safety and clarifying right of way when certain conditions are met. The proposed stop signs comply with these standards.

### ANALYSIS

#### Lowell Street at 53<sup>rd</sup> Street

Lowell Street and 53<sup>rd</sup> Street are both residential streets that join to intersect Adeline Street. There is currently a stop sign for the eastbound approach of 53<sup>rd</sup> Street and no controls for the southbound approach of Lowell Street or traffic turning from Adeline Street onto either Lowell or 53<sup>rd</sup> Street. Placing a stop sign on southbound Lowell Street will clarify right-of-way and improve traffic safety.

#### Lowell Street at 62<sup>nd</sup> Street

There are currently stop signs for both approaches of 62<sup>nd</sup> Street. Collision records show that, in a twelve-month period, there were four reported collisions that could be corrected by installing stop signs on Lowell Street. Although the California Manual on Uniform Traffic Control Devices (CAMUTCD) sets five correctable collisions in a twelve-month period as the threshold to install all-way stop signs, the four reported collisions merit installation based on engineering judgment.

#### East 31<sup>st</sup> Street at Stuart Street

East 31<sup>st</sup> Street and Stuart Street is a "T" (three-legged) intersection that is controlled by a stop sign on the Stuart Street approach (minor approach). At the request of Highland Hospital, TSD staff assessed traffic and pedestrian safety at this intersection. Both approaches of East 31<sup>st</sup> Street to this intersection are on an uphill slope and, because of the vertical angle, present a visual challenge to drivers to see crossing pedestrians. Placing stop signs on both approaches of East 31<sup>st</sup> Street will enhance pedestrian safety.

#### 9<sup>th</sup> Street at Alice Street

There are currently stop signs for both approaches of Alice Street. A pedestrian fatality that occurred in late 2013 enacted TSD staff to investigate. The conditions at the intersection meet the CAMUTCD standards to install stop sign on 9<sup>th</sup> Street. It will significantly enhance pedestrian safety.

#### 10<sup>th</sup> Street at Alice Street

10<sup>th</sup> Street and Alice Street is a "T" intersection that is controlled by a stop sign on the Alice Street approach (minor approach). The intersection is adjacent to Lincoln Elementary School and Recreation Center. The traffic data collected at the intersection come close but do not meet CAMUTCD thresholds for installing all-way stop signs. However, the combination of all the factors including proximity to school/recreation center, age of pedestrians, and consistency with adjacent traffic controls led TSD Staff to conclude that a stop sign on 10<sup>th</sup> Street at Alice Street will significantly enhance pedestrian safety.

**PUBLIC OUTREACH/INTEREST**

TSD staff attended numerous Neighborhood Crime Prevention Council and informal ad hoc meetings in these neighborhoods to inform the citizens of investigation results and recommendations. The recommended stop signs were unanimously well received.

**COORDINATION**

The Office of the City Attorney and the City Budget Office reviewed this report and resolution. Upon Council approval of this legislation, TSD will issue a work order to the PWA Traffic Maintenance Division to install the stop signs and the associated pavement markings.

**COST SUMMARY/IMPLICATIONS**

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT:  
Initial Installation Of Signage Cost \$6,000
2. COST ELEMENTS OF AGREEMENT/CONTRACT: The recurring costs for maintaining the signs and pavement markings are expected to be minimal.
3. SOURCE OF FUNDING: The proposed improvement will be funded by PWA Traffic Maintenance Division's operating budget.
4. FISCAL IMPACT: The cost to install stop signs and pavement markings is approximately \$6,000. Funds are available in the Public Works Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246).

**SUSTAINABLE OPPORTUNITIES**

**Economic:** There are no sustainable economic opportunities resulting from the proposed stop signs.

**Environmental:** The proposed stop signs will incrementally increase air pollution, fuel consumption, and possibly the noise level for occupants of nearby properties. However, the benefits of improved safety outweigh these impacts. Increased safety for bicyclists and pedestrians may ultimately increase bicycle ridership and pedestrian activity, further offsetting these impacts.

**Social Equity:** The proposed stop signs will provide equity for all road users by improving safety and clarifying right-of-way for bicyclists and pedestrians.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

The proposed stop signs are categorically exempt from CEQA review under Section 15301(c), Existing Facilities.

For questions regarding this report, please contact Joe Wang, Supervising Transportation Engineer, at 510-238-6107.

Respectfully submitted,



BROOKE A. LEVIN  
Interim Director, Public Works Agency

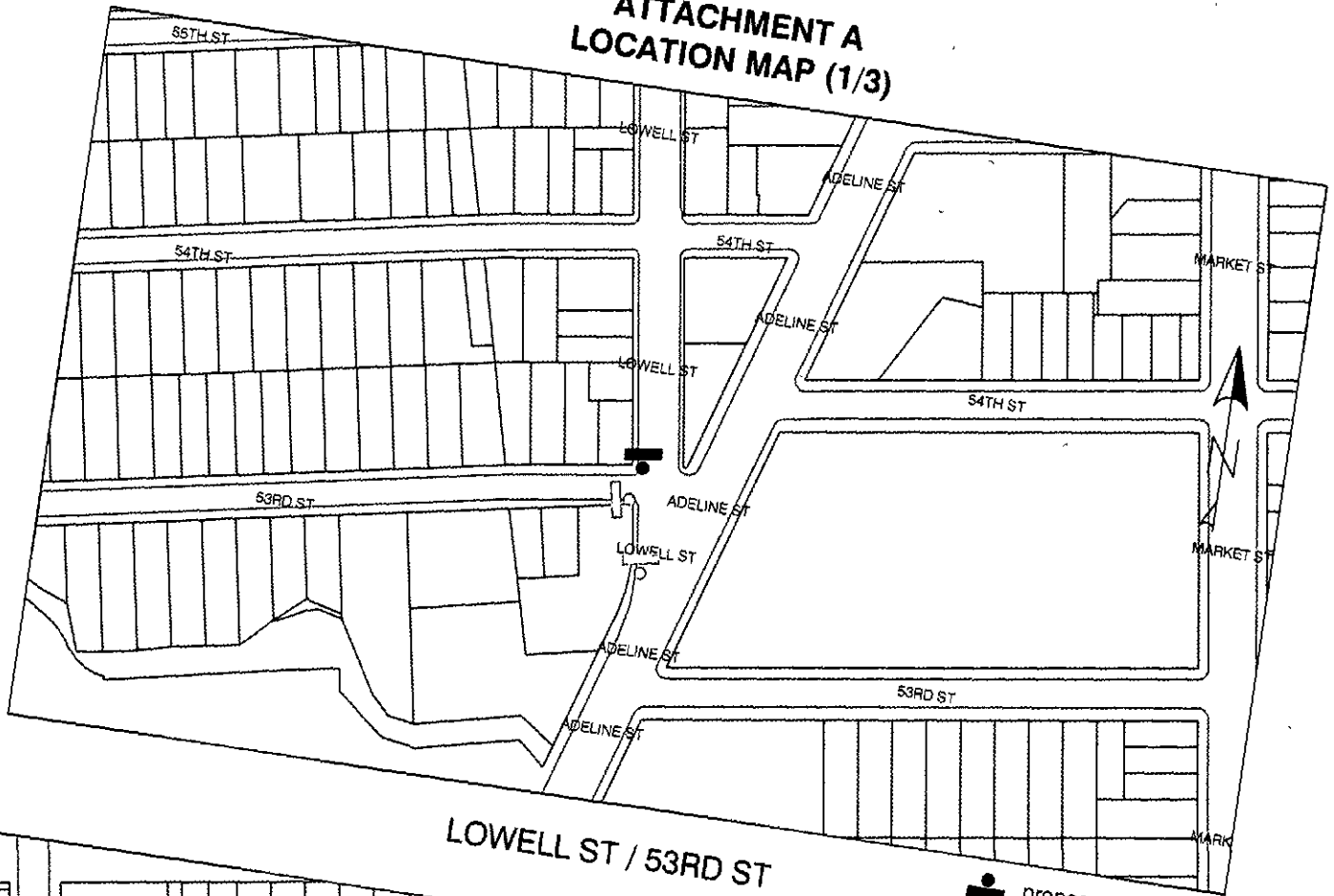
Reviewed by:  
Michael Neary, P.E., Assistant Director  
Department of Engineering and Construction

Reviewed by:  
Wladimir Wlassowsky, P.E., Manager  
Transportation Services Division



Prepared by:  
Joe Wang, P.E., Supervising Transportation Engineer  
Transportation Services Division

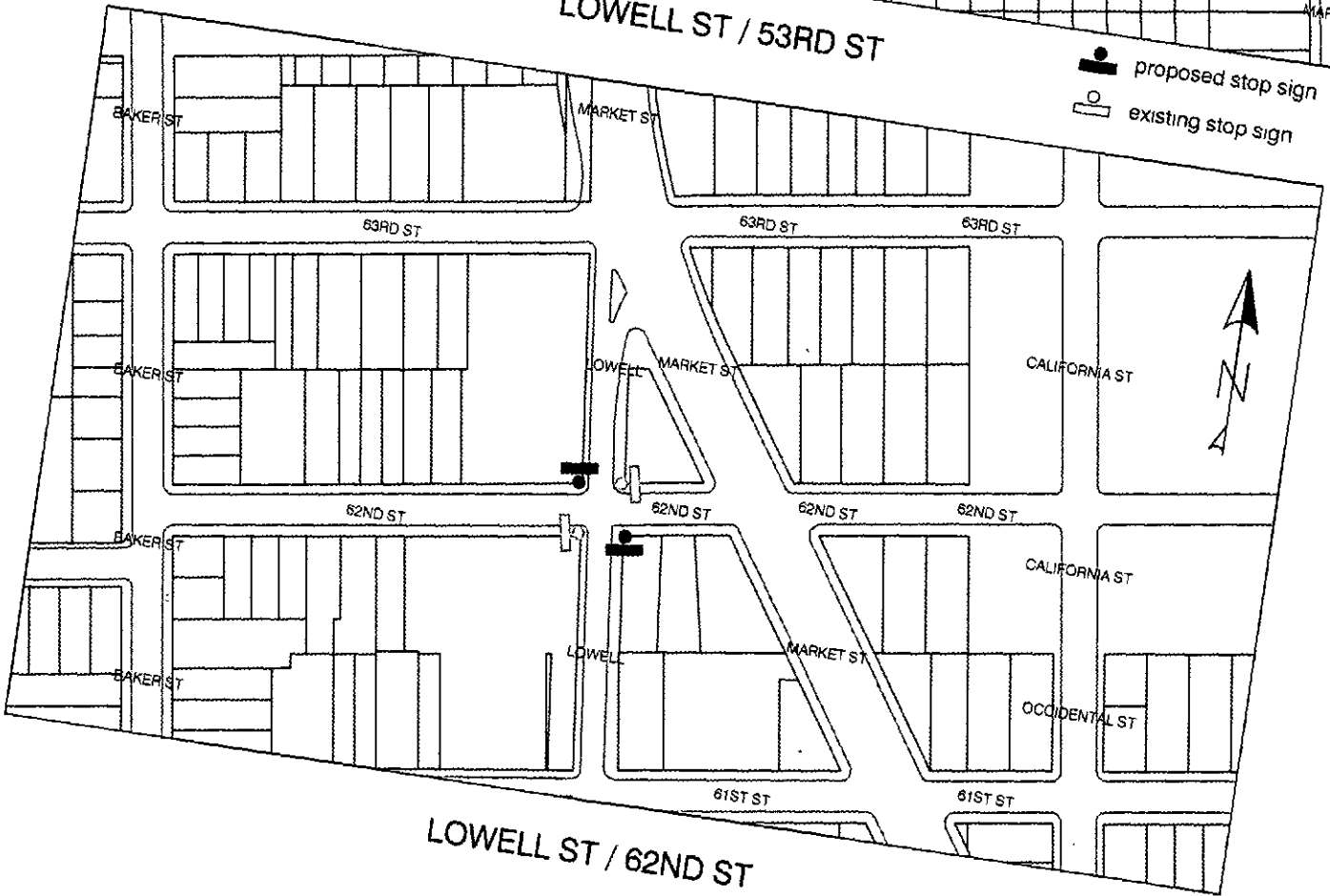
Attachment A: Locations of Proposed Stop Signs

# ATTACHMENT A LOCATION MAP (1/3)



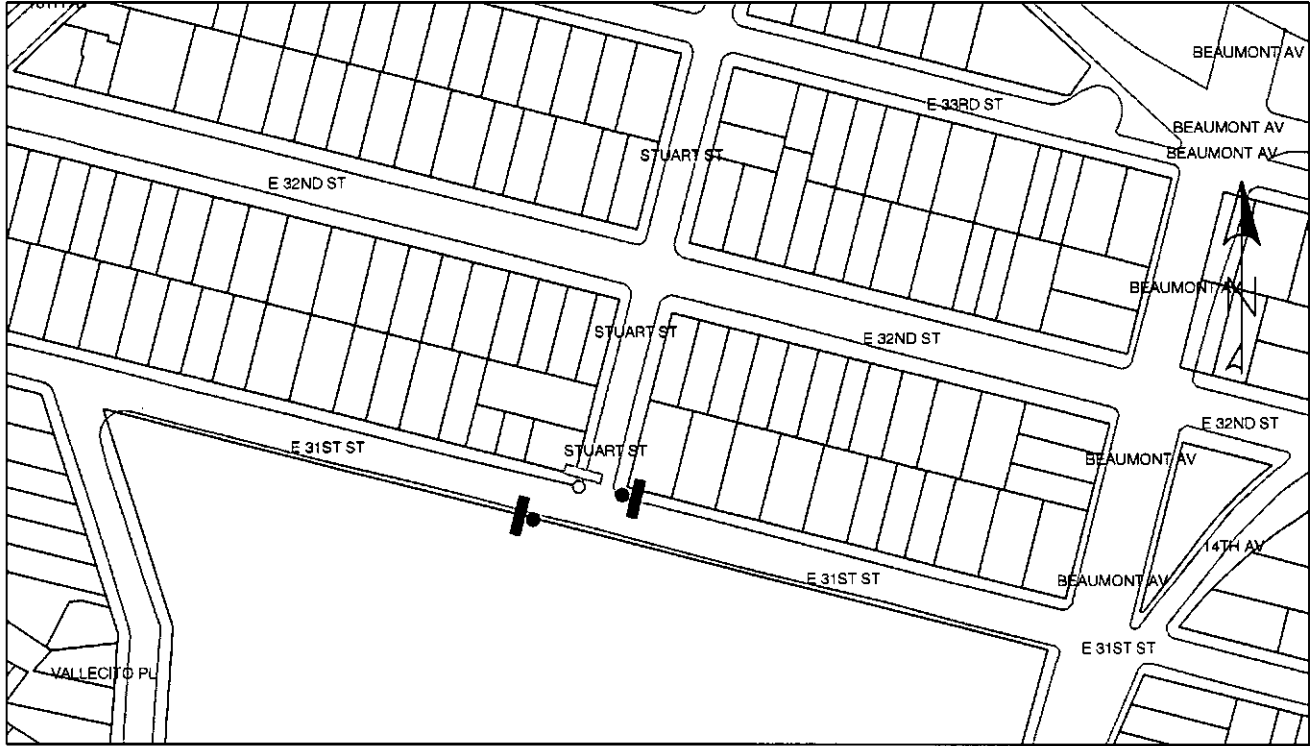
## LOWELL ST / 53RD ST

-  proposed stop sign
-  existing stop sign





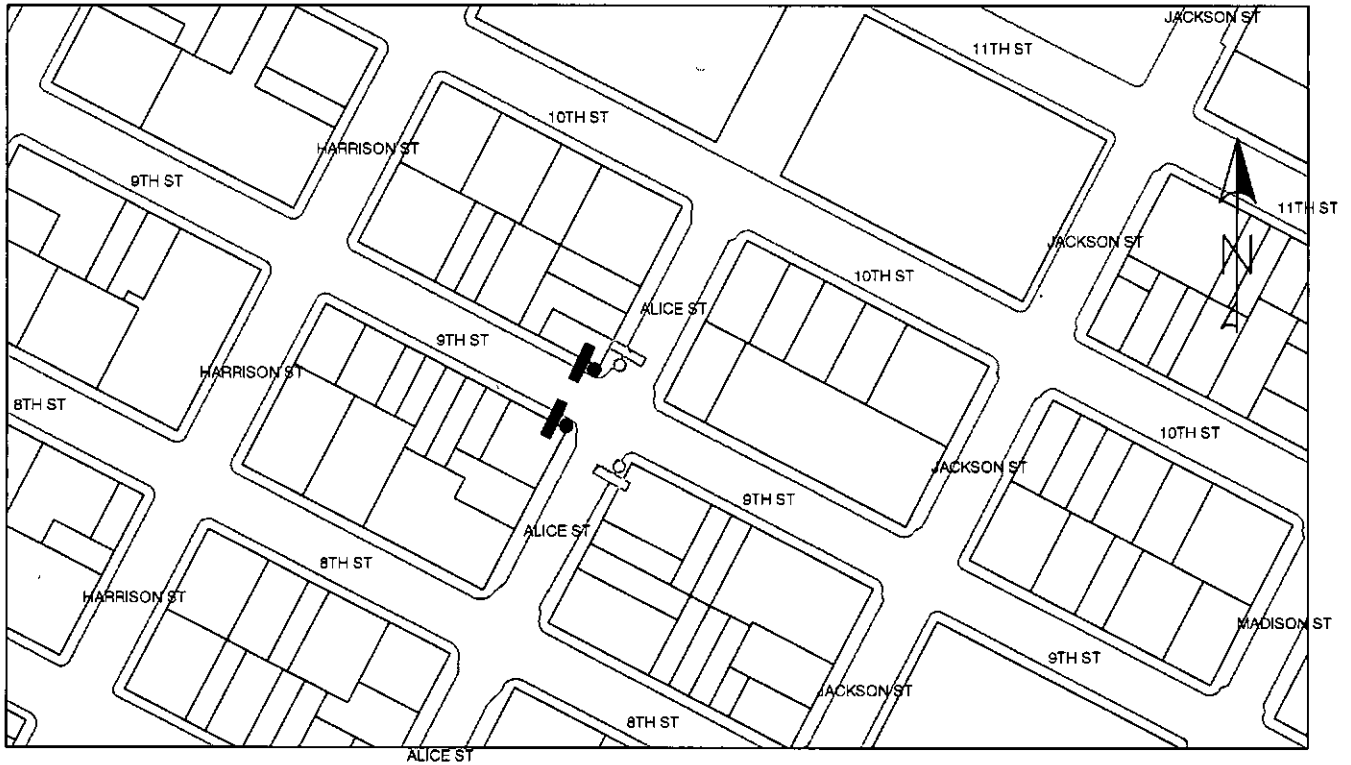
## LOWELL ST / 62ND ST

# ATTACHMENT A LOCATION MAP (2/3)



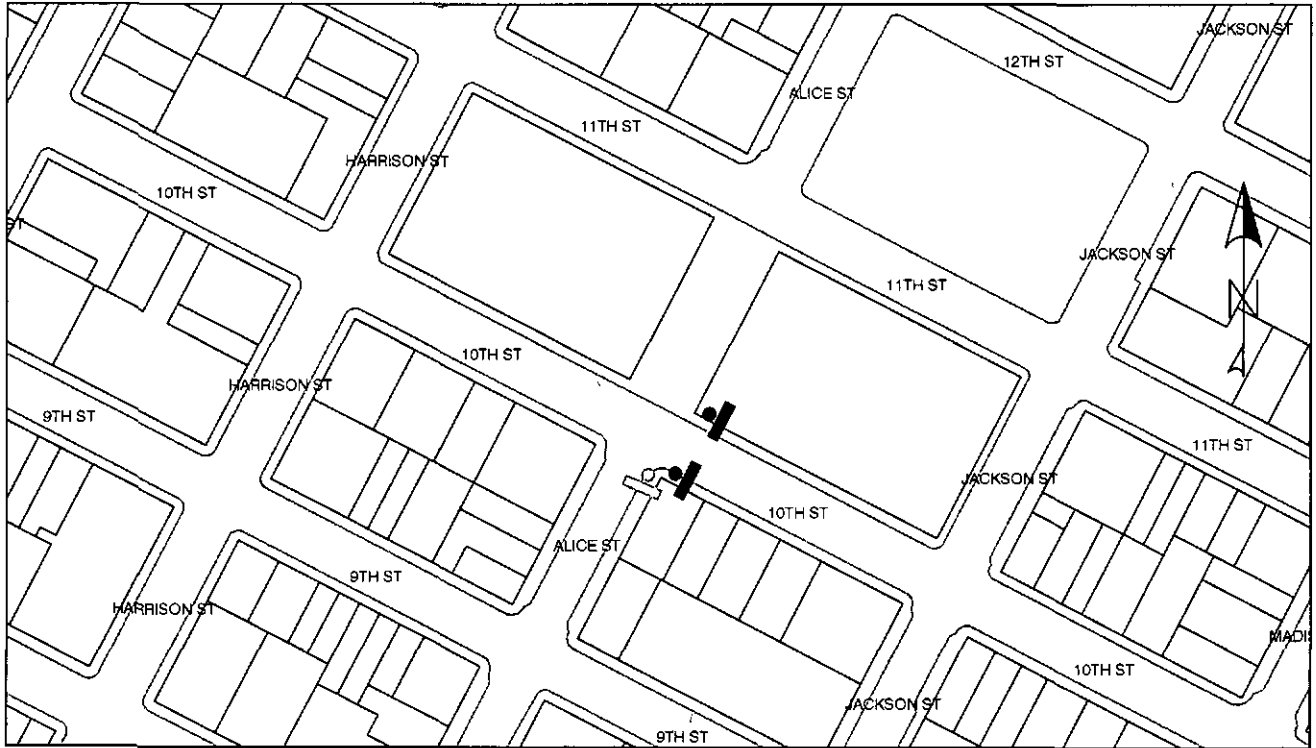
E 31ST ST / STUART ST

-  proposed stop sign
-  existing stop sign





9TH ST / ALICE ST

# ATTACHMENT A LOCATION MAP (3/3)

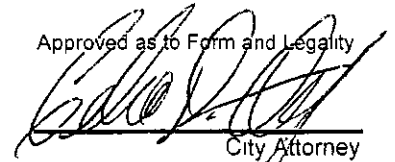


10 ST / ALICE ST

-  proposed stop sign
-  existing stop sign

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

Approved as to Form and Legality



City Attorney

# OAKLAND CITY COUNCIL

2014 MAR 27 PM 12:43

RESOLUTION No. \_\_\_\_\_ C.M.S.

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION APPROVING THE INSTALLATION OF STOP SIGNS PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 21351 AND 21355 AND OAKLAND MUNICIPAL CODE SECTIONS 10.12.010 AND 10.12.110 ON THE FOLLOWING STREETS:**

1. LOWELL STREET, SOUTHBOUND APPROACH, AT 53<sup>RD</sup> STREET
2. LOWELL STREET, BOTH APPROACHES, AT 62<sup>ND</sup> STREET
3. EAST 31<sup>ST</sup> STREET, BOTH APPROACHES, AT STUART STREET
4. 9<sup>TH</sup> STREET, EASTBOUND APPROACH, AT ALICE STREET
5. 10<sup>TH</sup> STREET, WESTBOUND APPROACH, AT ALICE STREET

**WHEREAS**, California Vehicle Code Sections 21351 and 21355 and Oakland Municipal Code Sections 10.12.010 and 10.12.110 authorize the Traffic Engineer, by City Council resolution, to install stop signs at intersections; and

**WHEREAS**, traffic investigations conducted in response to requests from local citizens and community representatives indicate that the installation of stop signs at the subject intersections will enhance safety and right-of-way clarification for all road users; and

**WHEREAS**, the Traffic Engineer found the installation of stop signs, according to traffic engineering standards and practices, to be the most appropriate action to mitigate existing conditions; and

**WHEREAS**, funds totaling \$6,000 are available in the Public Works Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246); now, therefore, be it

**RESOLVED:** That, pursuant to Oakland Municipal Code Sections 10.12.010 and 10.12.110, California Vehicle Code Sections 21351 and 21355, and the findings of the Traffic Engineer set forth above and in the accompanying report, the City Council hereby approves the installation of stop signs on the following streets:

1. Lowell Street, southbound approach, at 53<sup>rd</sup> Street
2. Lowell Street, both approaches, at 62<sup>nd</sup> Street
3. East 31<sup>st</sup> Street, both approaches, at Stuart Street
4. 9<sup>th</sup> Street, eastbound approach, at Alice Street
5. 10<sup>th</sup> Street, westbound approach, at Alice Street



**FURTHER RESOLVED:** That the stop signs shall be installed in accordance with the City's traffic engineering standards and procedures.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, GIBSON-MCELHANEY, KALB, KAPLAN, GALLO, SCHAAF, REID and PRESIDENT KERNIGHAN

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California