

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2009 JUL -2 AM 10:09

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community and Economic Development Agency
DATE: July 14, 2009

RE: **Resolution Approving The Installation Of: 1) A Stop Sign On Moss Way At Leighton Street; 2) A Stop Sign On Moss Way At Fairmount Avenue; 3) Stop Signs On 13th Street At Willow Street; 4) Stop Signs On Frye Street At Wilshire Boulevard; 5) Stop Signs On Prune Street At Pippin Street; 6) A Stop Sign On Sherwick Drive At Charing Cross Road; 7) A Stop Sign On Balfour Avenue At Walavista Avenue; And 8) A Stop Sign On Walavista Avenue At Balfour Avenue**

SUMMARY

A resolution has been prepared for the installation of stop signs at the following locations: 1) Westbound approach of Moss Way at Leighton Street; 2) Eastbound approach of Moss Way at Fairmount Avenue; 3) Both approaches of 13th Street at Willow Street; 4) Both approaches of Frye Street at Wilshire Boulevard; 5) Both approaches of Prune Street at Pippin Street; 6) Eastbound approach of Sherwick Drive at Charing Cross Road; 7) Eastbound approach on Balfour Avenue at Walavista Avenue; and 8) Westbound approach of Walavista Avenue at Balfour Avenue.

The Oakland Municipal Code Section 10.12.110 authorizes the Traffic Engineer to install stop signs at intersections and railroad crossings, by City Council resolution.

FISCAL IMPACTS

The cost to install the stop signs and pavement markings is approximately \$5,950.00. Funds are available in Measure B Fund (2211), Capital Improvement Projects - Engineering Design: Traffic/Parking Organization (92246), Community and Economic Development Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C315910). The recurring cost for maintaining the signs is anticipated to be minimal.

BACKGROUND

Transportation Services Division (TSD) staff received requests from concerned citizens to address safety issues at the seven (7) subject intersections. Staff analyzed the requests and determined that stop signs are appropriate traffic control devices at the subject locations, based on intersection layout, traffic volumes, accident history and the standard traffic engineering practice of installing stop signs to clarify right-of-way and slow down traffic at intersections where vehicle counts and other data indicate they will be effective.

Item: _____
Public Works Committee
July 14, 2009

Moss Way at Leighton and Fairmount

Moss Way at Leighton Street and Moss Way at Fairmount Avenue are both “T” (three-legged) intersections currently without control on any of the approaches. Placing a stop sign on Moss Way (the minor, “stem” approach) for both intersections will clarify right-of-way and improve safety.

13th Street at Willow Street

The intersection of 13th Street at Willow Street currently has yield signs for vehicles traveling on 13th Street. The approaches on Willow Street are not controlled. Given the volume of traffic at this location, replacing the yield signs on 13th Street with stop signs will improve driver understanding of right-of-way and improve safety at this intersection.

Frye Street at Wilshire Boulevard

All four (4) approaches to the intersection of Frye Street and Wilshire Boulevard are currently without control. Placing stop signs on Frye Street, the less traveled of the two (2) streets, will clarify right-of-way and improve safety at this intersection.

Prune Street and Pippin Street

The intersection of Pippin Street at Prune Street currently has yield signs for both approaches on Prune Street. The approaches on Pippin Street are not controlled. Given the volume of traffic at this location, replacing the yield signs on Prune Street with stop signs will improve driver understanding of right-of-way and improve safety at this intersection.

Sherwick Drive at Charing Cross Road

Sherwick Drive intersects at a “T” with Charing Cross Road. The intersection is currently without control on all three (3) approaches. Placing a stop sign on Sherwick Drive, the “stem” of the “T”, will clarify right-of-way and improve safety at this intersection.

Walavista Avenue at Balfour Avenue and Carlston Avenue

The five-legged intersection of Walavista Avenue, Balfour Avenue, and Carlston Avenue is currently controlled by one yield sign on Balfour Avenue. Replacing that yield sign with a stop sign and installing a stop sign on the westbound approach of Walavista Avenue will clarify right-of-way and improve safety at this intersection.

KEY ISSUES AND IMPACTS

The installation of stop signs at the subject intersections enhances driver understanding of right-of-way. Furthermore, it improves safety for pedestrians and bicyclists by slowing traffic down at intersections and providing gaps in the traffic stream for pedestrians to cross the street.

PROGRAM DESCRIPTION

The proposed improvements will be funded by the Neighborhood Traffic Safety Program (NTSP) which is part of the City's Capital Improvement Program. The NTSP pays for traffic control devices such as signs and pavement markings, and traffic calming devices such as traffic islands, and sidewalk extensions. The goal of the program is to improve safety for all road users with emphasis on residential neighborhoods.

SUSTAINABLE OPPORTUNITIES

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

Environmental: The proposed stop signs may increase air and noise pollution and fuel consumption minimally. However, the benefits of improved roadway safety outweigh these disadvantages.

Social Equity: The proposed stop signs will enhance roadway safety for pedestrians and bicyclists as well as persons driving in automobiles and their passengers.

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed stop signs will enhance roadway safety for disabled and senior citizens crossing the street at the subject intersections.

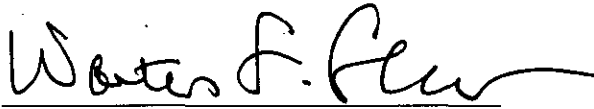
RECOMMENDATION AND RATIONALE

Staff recommends adoption of the resolution installing: 1) a stop sign on the westbound approach of Moss Way at Leighton Street; 2) a stop sign on the eastbound approach of Moss Way at Fairmount Avenue; 3) stop signs on both approaches of 13th Street at Willow Street; 4) stop signs on both approaches of Frye Street at Wilshire Boulevard; 5) stop signs on both approaches of Prune Street at Pippin Street; 6) a stop sign on the eastbound approach of Sherwick Drive at Charing Cross Road; 7) a stop sign on the eastbound approach on Balfour Avenue at Walavista Avenue; and 8) a stop sign on the westbound approach of Walavista Avenue at Balfour Avenue.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



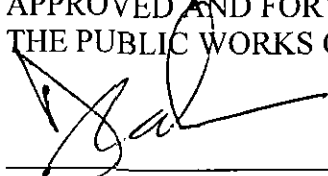
Walter S. Cohen, Director
Community and Economic Development Agency

Reviewed by:
Michael J. Neary, P.E.
Deputy Director
Community & Economic Development Agency

Wladimir Wlassowsky, P.E.
Transportation Services Division Manager

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


APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



Office of the City Administrator

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2009 JUL -2 AM 10:09

Approved as to Form and Legality


Oakland City Attorney's Office

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION APPROVING THE INSTALLATION OF: 1) A STOP SIGN ON MOSS WAY AT LEIGHTON STREET; 2) A STOP SIGN ON MOSS WAY AT FAIRMOUNT AVENUE; 3) STOP SIGNS ON 13th STREET AT WILLOW STREET; 4) STOP SIGNS ON FRYE STREET AT WILSHIRE BOULEVARD; 5) STOP SIGNS ON PRUNE STREET AT PIPPIN STREET; 6) A STOP SIGN ON SHERWICK DRIVE AT CHARING CROSS ROAD; 7) A STOP SIGN ON BALFOUR AVENUE AT WALAVISTA AVENUE; AND 8) A STOP SIGN ON WALAVISTA AVENUE AT BALFOUR AVENUE

WHEREAS, Oakland Municipal Code Section 10.12.110 authorizes the Traffic Engineer to install stop signs at intersections and railroad crossings; and

WHEREAS, traffic investigations conducted in response to requests from concerned citizens indicate that the installation of stop signs at the subject intersections will enhance safety 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 solution to improving right-of-way understanding and reducing vehicle speed at the subject intersections; and

WHEREAS, funds totaling \$5,950.00 are available in the Community and Economic Development Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C315910), Measure B Fund (2211), Transportation Services Organization (92246) to install stop signs and pavement markings; now, therefore, be it

RESOLVED: That, pursuant to Oakland Municipal Code Section 10.12.110, California Vehicle Code Section 22507(a), 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 at the following locations:

- Moss Way
Install a stop sign, stopping the westbound approach of Moss Way, at Leighton Street;
- Moss Way
Install a stop sign, stopping the eastbound approach of Moss Way, at Fairmount Avenue;
- 13th Street
Install stop signs, stopping both approaches of 13th Street, at Willow Street;
- Frye Street
Install stop signs, stopping both approaches of Frye Street, at Wilshire Boulevard;
- Prune Street
Install stop signs, stopping both approaches of Prune Street, at Pippin Street;
- Sherwick Drive
Install a stop sign, stopping the eastbound approach of Sherwick Drive, at Charing Cross Road;
- Balfour Avenue
Install a stop sign, stopping the eastbound approach of Balfour Avenue, at Walavista Avenue;
- Walavista Avenue
Install a stop sign, stopping the westbound approach of Walavista Avenue, at Balfour Avenue.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT BRUNNER

NOES -

ABSENT -

ABSTENTION -

ATTEST:

LATONDA SIMMONS
City Clerk and Clerk of the Council of
the City of Oakland, California