

CITY OF OAKLAND

AGENDA REPORT

2011 DEC - 1 PM 12: 58

TO: Office of the City Administrator
ATTN: Deanna J. Santana
FROM: Public Works Agency
DATE: December 13, 2011

RE: 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:

- A. 8th Street, both approaches, at Filbert Street
- B. 13th Street, both approaches, at Willow Street
- C. 3rd Street, both approaches, at Madison Street
- D. 3rd Street, both approaches, at Jefferson Street
- E. 4th Street, both approaches, at Alice Street
- F. Forest Street, both approaches, at Miles Avenue

SUMMARY

A resolution has been prepared for the installation of stop signs on the following streets:

- A. 8th Street, both approaches, at Filbert Street
- B. 13th Street, both approaches, at Willow Street
- C. 3rd Street, both approaches, at Madison Street
- D. 3rd Street, both approaches, at Jefferson Street
- E. 4th Street, both approaches, at Alice Street
- F. Forest Street, both approaches, at Miles Avenue

California Vehicle Code Sections 21351 and 21355, and Oakland Municipal Code Sections 10.12.010 and 10.12.110 authorize the City Traffic Engineer, by Council resolution, to install stop signs at intersections. See *Attachment A* for the locations of the proposed stop signs.

FISCAL IMPACTS

The cost to install stop signs and pavement markings is approximately \$8,400. Funds are available in the Public Works Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246). The recurring costs for maintaining the stop signs and markings are anticipated to be minimal.

BACKGROUND

Transportation Services Division (TSD) staff received requests from local citizens to investigate the six subject intersections for safety and operational improvements. Staff assessed the

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conditions at the intersections and determined that additional stop signs are the most appropriate improvements based on existing traffic patterns, roadway configurations, and surrounding traffic control devices. The proposed stop signs comply with the standard traffic engineering practice of installing stop signs to enhance right-of-way clarification and consistency, pedestrian crossing safety, or reduce demonstrated risks of collisions.

8th Street at Filbert Street

There are currently stop signs on both approaches of Filbert Street. Collision records show that there were two, twelve-month periods where four collisions were reported that were correctable by installing stop signs on 8th Street. Although the California Manual on Uniform Traffic Control Devices (CAMUTCD) recommends five correctable collisions in a twelve-month period as a minimum threshold to install all-way stop signs, the multiple collisions merit the installation of stop signs on 8th Street.

13th Street at Willow Street

There are currently yield signs on both approaches of 13th Street. Traffic on 13th Street is required to stop at every block from Wood Street to Mandela Parkway except at Willow Street where the requirement is to yield. Replacing the yield signs on 13th Street with stop signs will enhance right-of-way clarification and consistency.

3rd Street at Madison Street

There are currently stop signs on both approaches of Madison Street. The width of the street and the absence of stop signs on 3rd Street present difficulties for some pedestrians to cross. Foot traffic at the intersection has increased as the area developed in recent years. The two intersections along 3rd Street west of this intersection also have stop signs on all approaches, including 3rd Street. Therefore, installing stop signs on 3rd Street at Madison Street will enhance pedestrian crossing safety and right-of-way clarity and consistency.

3rd Street at Jefferson Street

There are currently stop signs on both approaches of Jefferson Street. The width of the street and the absence of stop signs on 3rd Street present difficulties for some pedestrians to cross. Foot traffic at the intersection has increased as the area developed in recent years. The two intersections along 3rd Street east of and one intersection west of this intersection also have stop signs on all approaches, including 3rd Street. Therefore, installing stop signs on 3rd Street at Jefferson Street will enhance pedestrian crossing safety and right-of-way clarity and consistency.

4th Street at Alice Street

There are currently stop signs on both approaches of Alice Street. As foot traffic at this intersection increased along with the development of this area, crossing 4th Street without stop signs to control vehicles has become difficult for some pedestrians. The two intersections along

Alice Street south of this intersection also have stop signs on all their approaches, including 4th Street. Therefore, installing stop signs on 4th Street at Alice Street will enhance pedestrian crossing safety and right-of-way clarity and consistency.

Forest Street at Miles Avenue

Forest Street and Miles Avenue is a “T” (three-legged) intersection that is controlled by a stop sign on the single Miles Avenue approach (the minor approach). The volume of pedestrians at this intersection, which is adjacent to the Rockridge BART Station parking lot, and the limited sight distance for motorists turning onto Forest Street from Miles Avenue resulted in the temporary installation of stop signs on both approaches of Forest Avenue during local construction activities for the North Oakland Aerials BART Earthquake Safety Program. The temporary stop signs were well received by the local community, several of whose members requested TSD staff to make the stop signs permanent after the construction activities. Two blocks to the east, Forest Street has stop signs on both approaches at its intersection with Shafter Avenue. All these factors considered, allowing the temporary stop signs to remain permanently will maintain vehicular and pedestrian crossing safety and right-of-way clarity and consistency.

KEY ISSUES AND IMPACTS

The installation of stop signs at the subject intersections will reduce demonstrated risks of collisions and enhance driver understanding of right-of-way. Bicyclist safety will improve as vehicles on the major street will be required to stop for the slower-moving bicycles on the minor street. Pedestrians crossing the street will also be better protected as vehicles will be required to stop instead of yield to them.

PROGRAM DESCRIPTION

The proposed improvement 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. 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 will incrementally increase air pollution, fuel consumption, and possibly the noise level for nearby dwellers. However, the benefits of improved safety outweigh these impacts. Increased safety for bicyclists may ultimately increase bicycle ridership, further offsetting these impacts.

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

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed stop signs will improve the safety for disabled and senior citizens at the subject intersections.

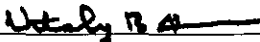
RECOMMENDATION AND RATIONALE

Staff recommends approval of the resolution for the installation of stop signs on 8th Street at Filbert Street, 13th Street at Willow Street, 3rd Street at Madison Street, 3rd Street at Jefferson Street, 4th Street at Alice Street, and Forest Street at Miles Avenue.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt the resolution.

Respectfully submitted,




Vitaly B. Troyan, P.E.
Director, Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency
Department of Engineering & Construction

Wladimir Wiassowsky, P.E.
Transportation Services Manager

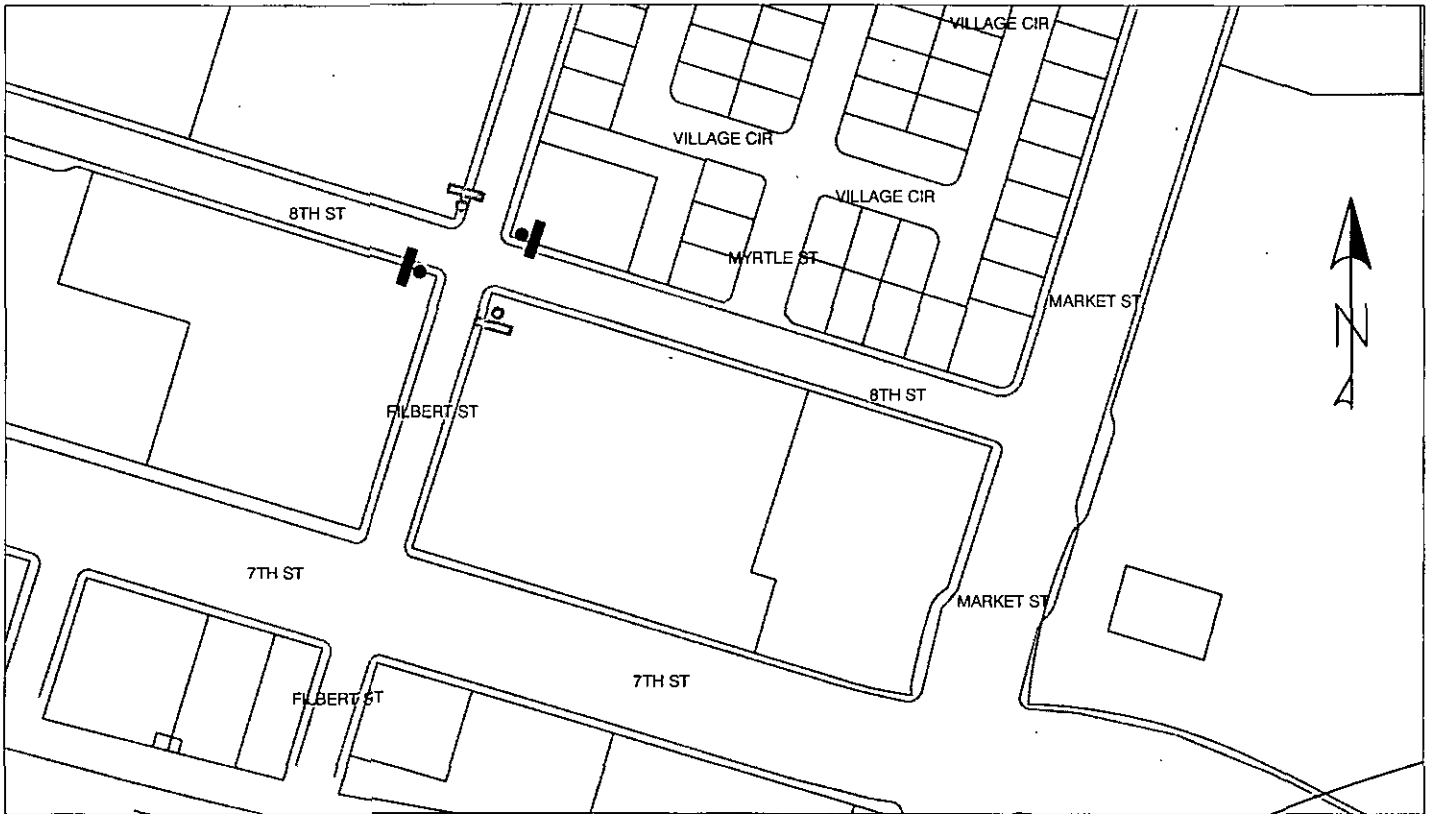
Prepared by:
Joe Wang, P.E.
Supervising Transportation Engineer

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:





Office of the City Administrator

ATTACHMENT A LOCATION MAP (1/3)



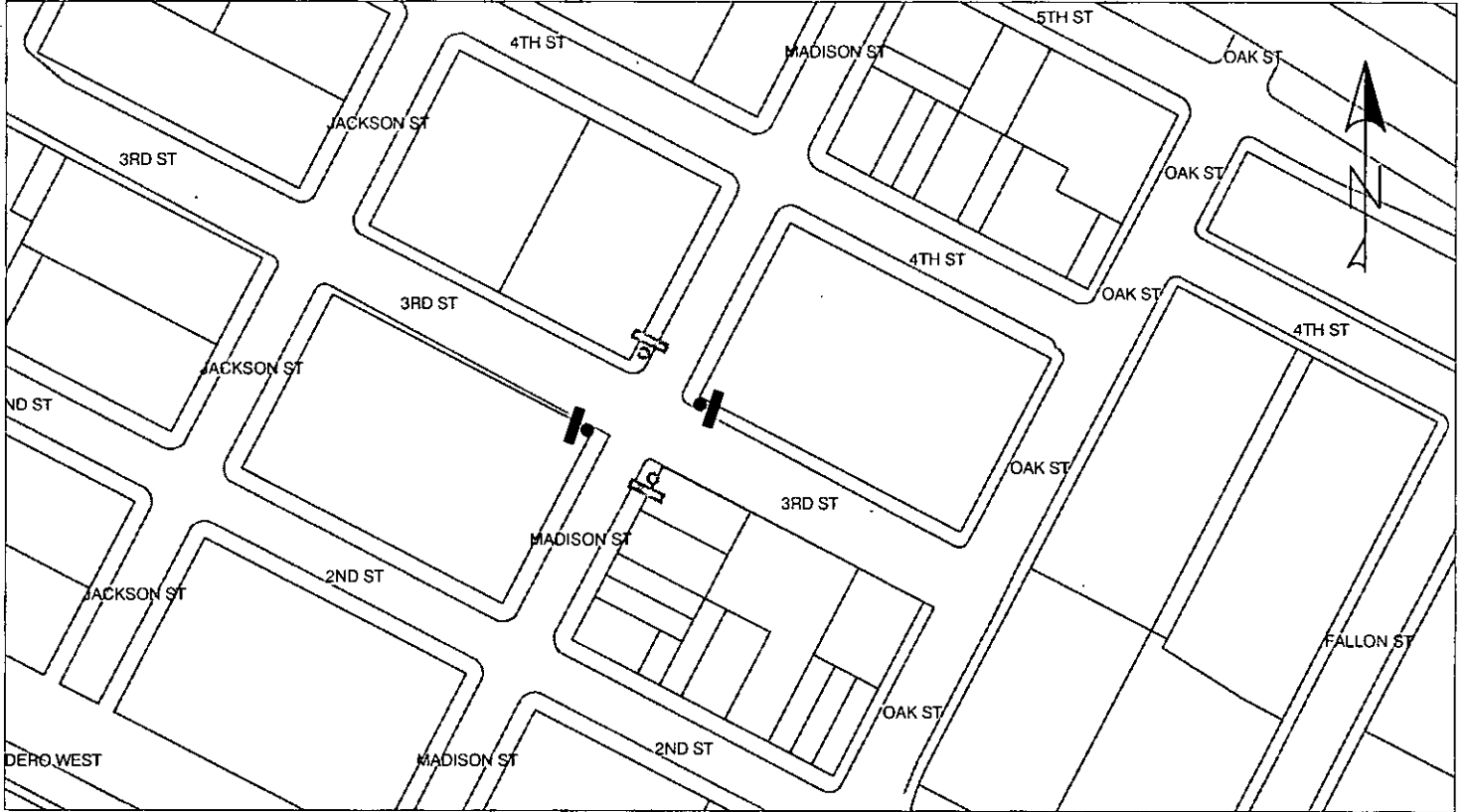
8TH ST / FILBERT ST

-  proposed stop sign
-  existing stop sign





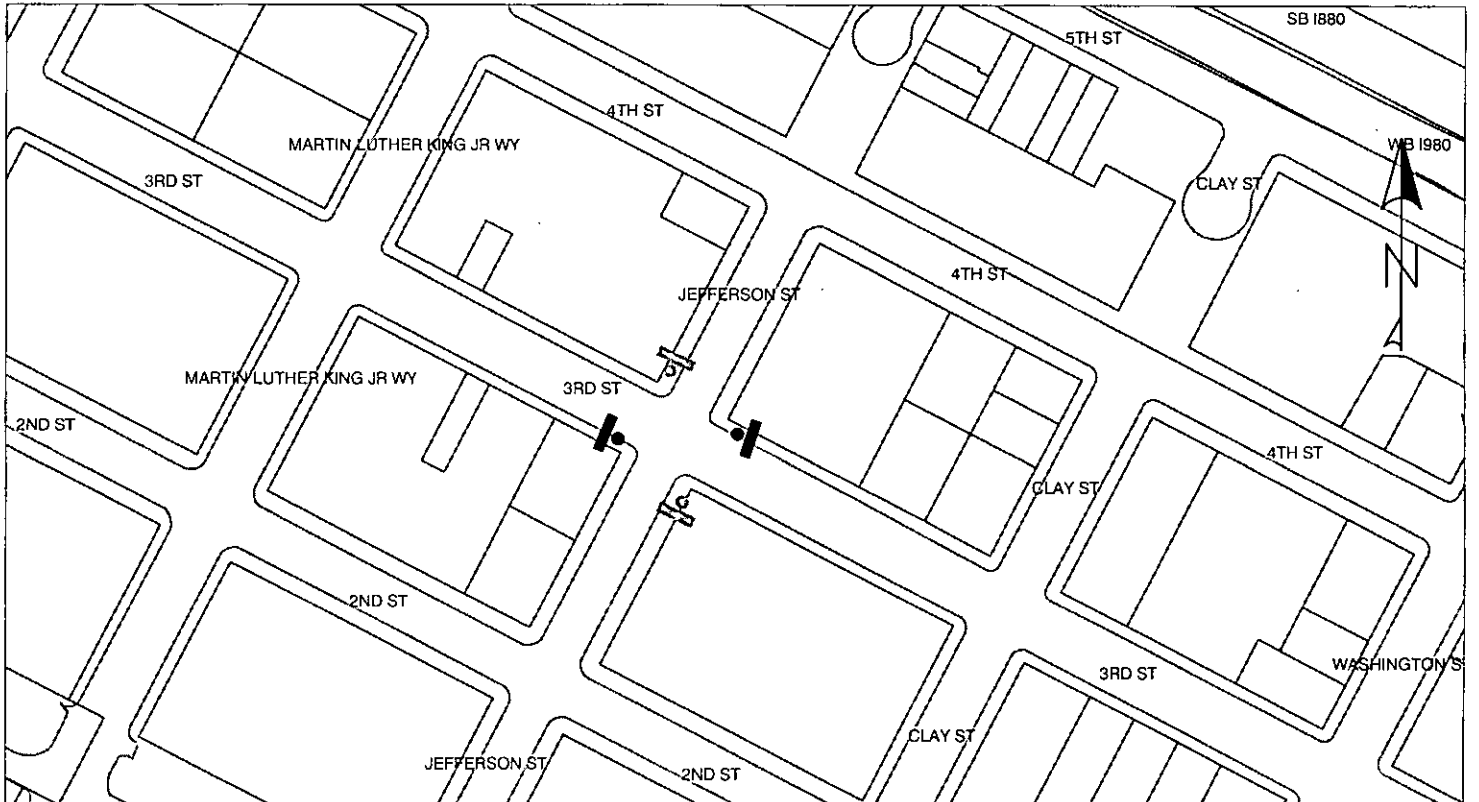
13TH ST / WILLOW ST

ATTACHMENT A LOCATION MAP (2/3)



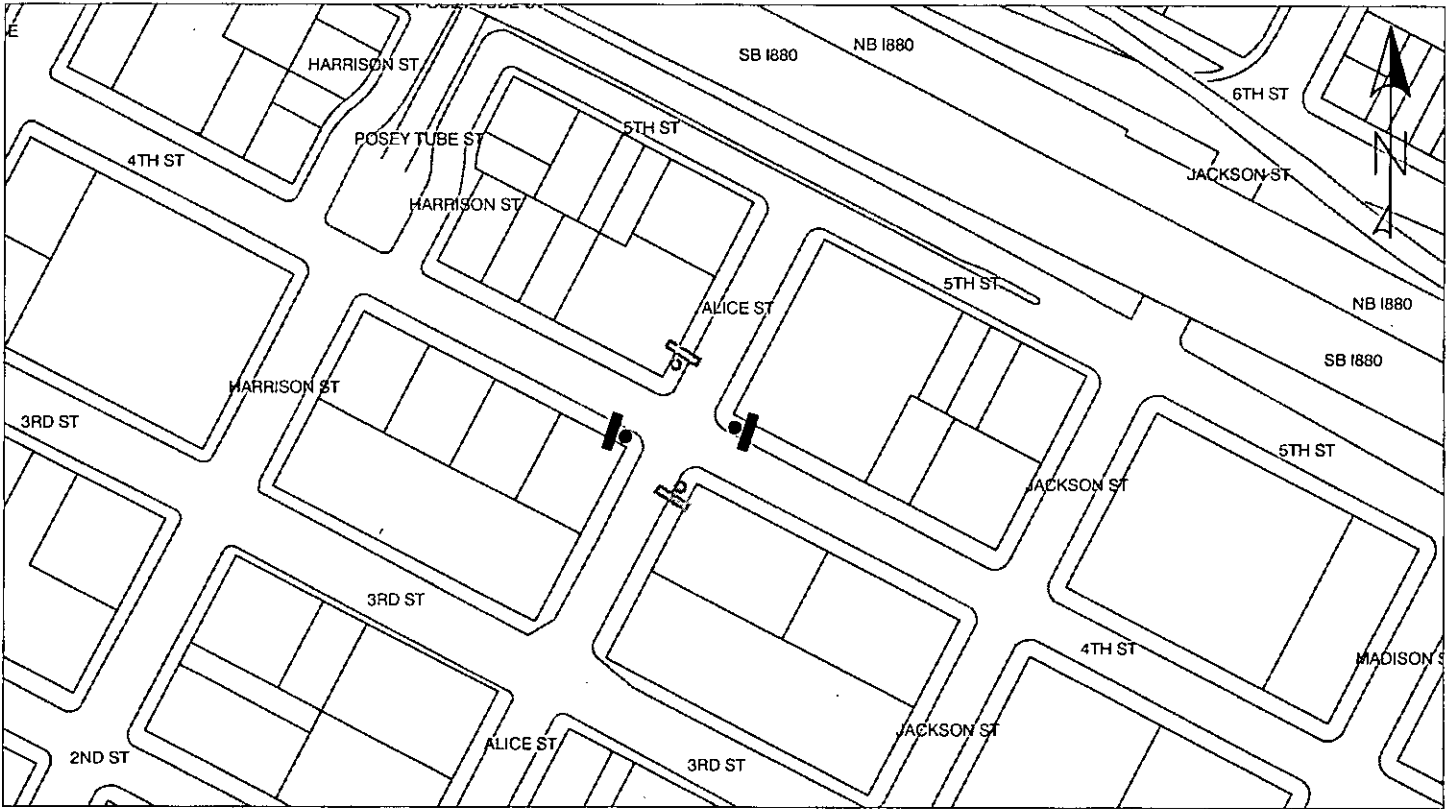
3RD ST / MADISON ST

-  proposed stop sign
-  existing stop sign





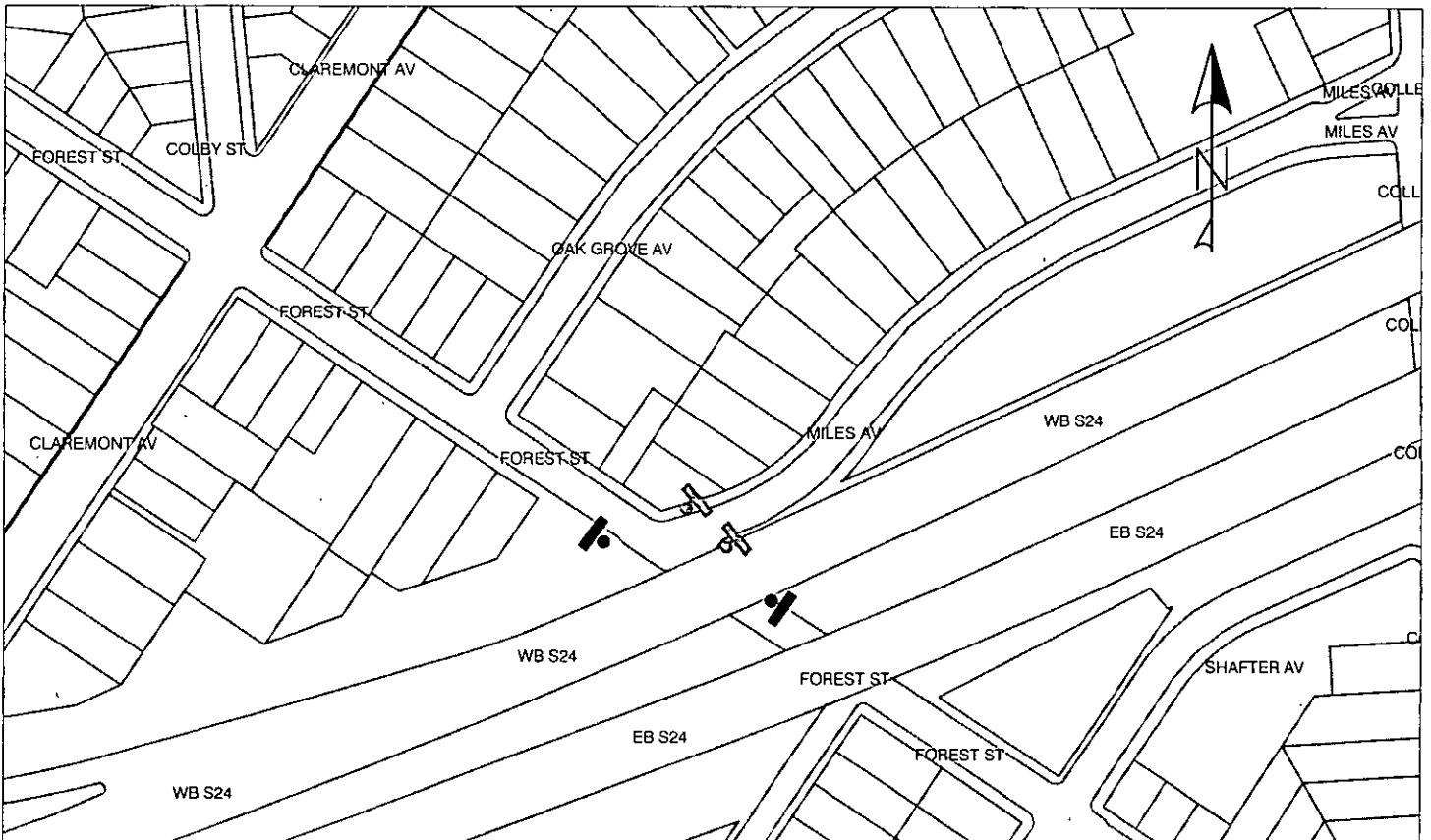
3RD ST / JEFFERSON ST

ATTACHMENT A LOCATION MAP (3/3)



4TH ST / ALICE ST

-  proposed stop sign
-  existing stop sign



FOREST ST / MILES AV

DRAFT

Approved as to Form and Legality

FILED
OFFICE OF THE CITY CLERK
OAKLAND

Oakland City Attorney

2011 DEC -1 PM 12:58

OAKLAND CITY COUNCIL

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:**

- A. 8TH STREET, BOTH APPROACHES, AT FILBERT STREET
- B. 13TH STREET, BOTH APPROACHES, AT WILLOW STREET
- C. 3RD STREET, BOTH APPROACHES, AT MADISON STREET
- D. 3RD STREET, BOTH APPROACHES, AT JEFFERSON STREET
- E. 4TH STREET, BOTH APPROACHES, AT ALICE STREET
- F. FOREST STREET, BOTH APPROACHES, AT MILES AVENUE

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 indicate that the installation of stop signs at the subject intersections will enhance safety and right-of-way clarification and consistency 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 \$8,400 are available in the Public Works Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), 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 Sections 10.12.010 and 10.12.110, California Vehicle Code Sections 21351 and 21355, 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:

- A. 8th Street, both approaches, at Filbert Street; and
- B. 13th Street, both approaches, at Willow Street; and
- C. 3rd Street, both approaches, at Madison Street; and
- D. 3rd Street, both approaches, at Jefferson Street; and
- E. 4th Street, both approaches, at Alice Street; and
- F. Forest Street, both approaches, at Miles Avenue, and be it

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

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF AND PRESIDENT REID

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California