

TO: James L. App, City Manager
FROM: Doug Monn, Director of Public Works
SUBJECT: Stop Control, Oak Street at 22nd Street
DATE: August 7, 2007

NEEDS: For the City Council to consider stop control on Oak Street at 22nd Street.

- FACTS:**
1. In October 2006, the Council approved angle parking on the east side of Oak Street from 21st Street to 23rd Street.
 2. With the remodel of Scolari's market, new curb, gutter and sidewalk has been placed along the east side of Oak Street from 21st Street to 22nd Street, including bulb-outs at each intersection.
 3. Since Scolari's opened, the angle parking in the rear of the store has been used by employees. Westbound drivers on 22nd Street have their sight distance impaired at the intersection of Oak Street as a result of the parked cars.
 4. Stop signs are an appropriate control where sight distance is limited. In this case, a stop sign on Oak Street at 22nd Street will also be amenable to pedestrian activity associated with the market.

**ANALYSIS
&**

CONCLUSION: The development of the Scolari's market is a significant step in preserving the traditional neighborhood of the west side of Paso Robles. Stops sign were placed on Oak Street at 22nd Street by the Scolari's contractor, without Council authorization, due to miscommunication.

Angle parking on Oak Street was approved by City Council in October 2006, and was subsequently installed by City crews. The angle parking benefits the operations of the market by providing employee parking. It also provides parking for events at War Memorial Stadium. Pedestrian activity is enhanced by all of these improvements.

Stop signs on Oak Street, at 22nd Street, mitigate the limited sight distance for westbound drivers resulting from the angle parking. The stop signs also enhance pedestrian access to the Scolari's store (please refer to Warrants 5 and 7 in the Caltrans Traffic Manual).

POLICY

REFERENCE: Caltrans Traffic Manual; Municipal Code Section 12.16.010

FISCAL

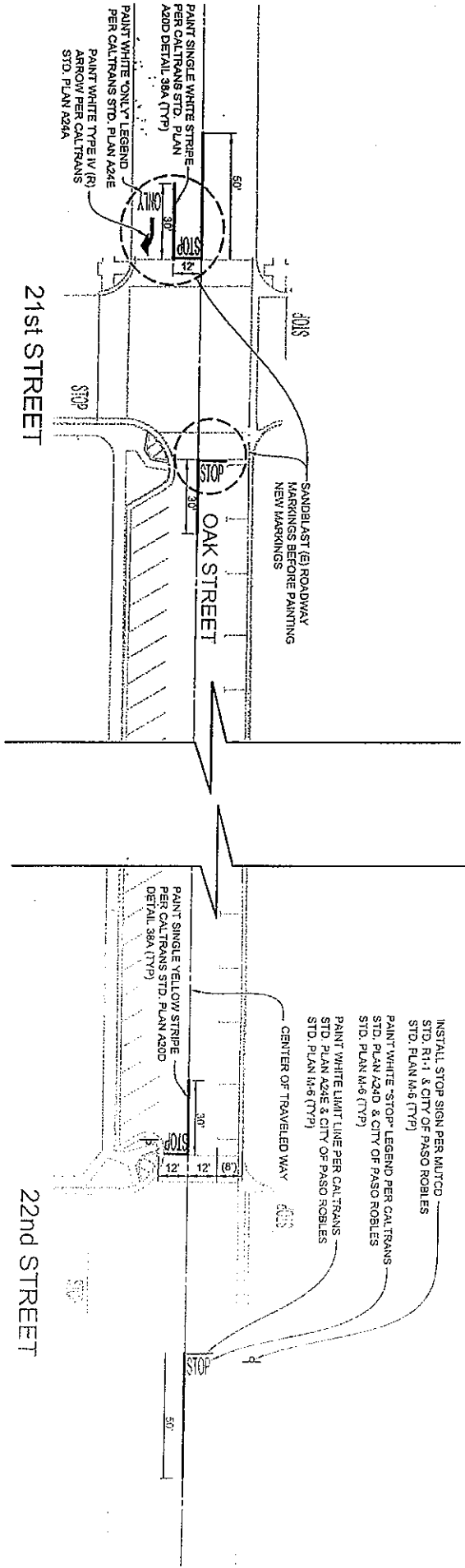
IMPACT: None.

- OPTIONS:**
- a. Recommend Council approval of stop signs on Oak Street at 22nd Street.
 - b. Amend, modify or reject the above option.

Prepared by: John Falkenstien, City Engineer

Attachments (3):

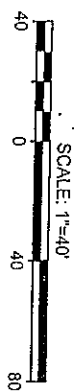
- 1) Site plan
- 2) Aerial Photo
- 3) Stop Sign Warrants, Caltrans Traffic Manual

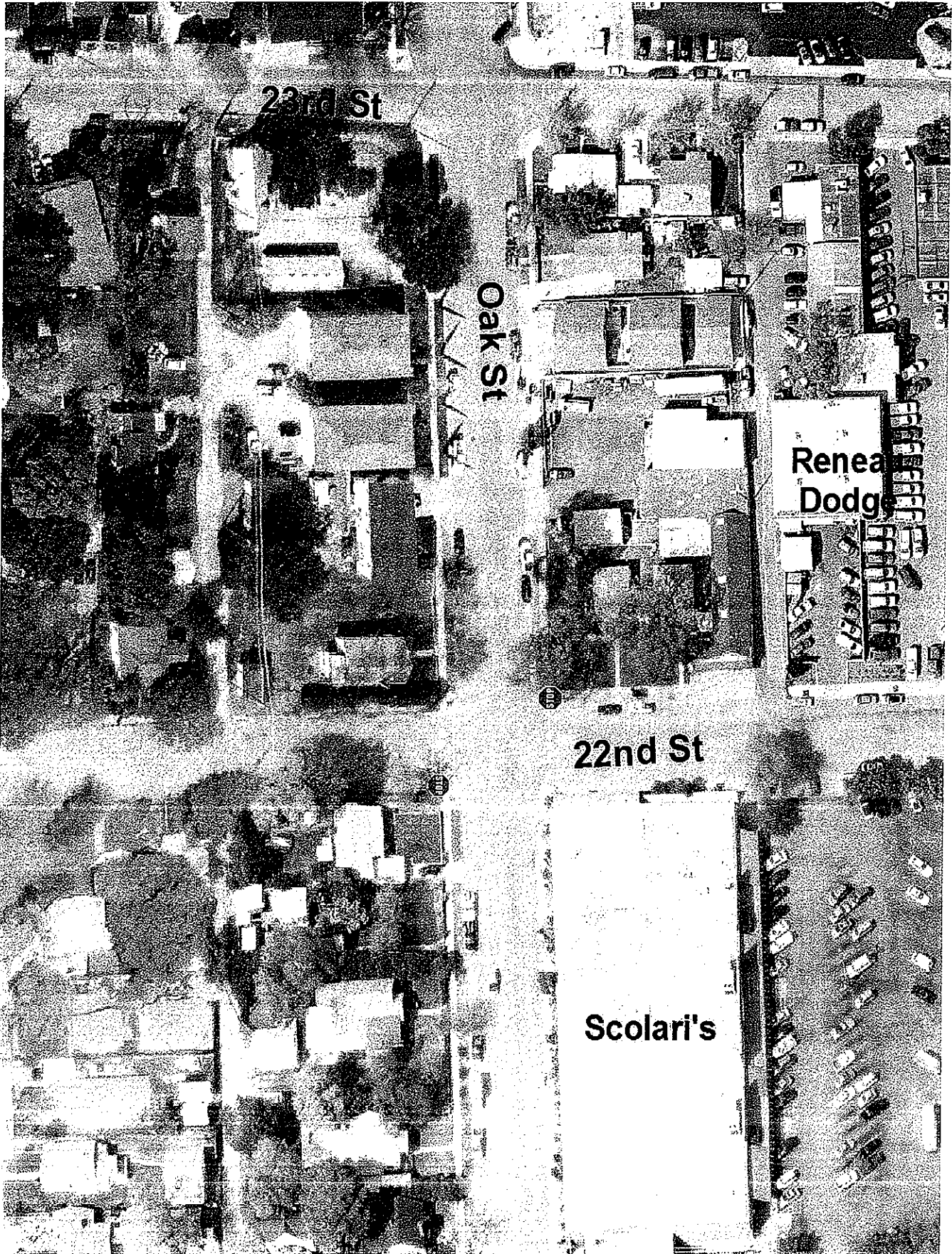


21st STREET

22nd STREET

SCOLARI'S PASO ROBLES
OAK STREET STRIPING PLAN





Item 4-3

4-03.6 INDIVIDUAL POLICIES FOR REGULATORY SIGNS

POLICY

R1

Federal Sign No.
R1-1



STOP SIGNS, SUPPLEMENTAL PLATES AND YIELD SIGNS

• STOP SIGN

The Stop sign (R1) shall be used where traffic is required to stop except at signalized intersections. The Stop sign shall be an octagon with white message and border on a red background.

At a multiway stop intersection, a supplemental plate (R1-3 or R1-4), may be used. When used, they should be mounted below each Stop sign. The numeral on the supplementary plate shall correspond to the number of approach legs, or the legend All-Way (R1-4) may be used. The plate shall have white letters and border on a red background. The supplemental plates R1-3 and R1-4 should not be used at intersections with State highways.

A red flashing beacon, or beacons may be used in conjunction with a Stop sign. See Section 9-05, "Flashing Beacons".

Secondary messages shall not be used on Stop sign faces.

R1-3



R1-3

• Warrants for Stop Signs

Because the Stop sign causes a substantial inconvenience to motorists, it should only be used where warranted. A Stop sign may be warranted at an intersection where one or more of the following conditions exist:

R1-4



R1-4

1. On the less important road at its intersection with a main road where accident history justifies the placement of Stop signs.
2. On a county road or city street with its intersection with a State highway.
3. At the intersection with two main highways. The highway traffic to be stopped depends on approach speeds, volumes and turning movements.
4. On a street entering a legally established through highway or street.
5. On a minor street where the safe approach speed to the intersection is less than 16 km/h. *10 mph*
6. At an unsignalized intersection in a signalized area.
7. At other intersections where a combination of high speed, restricted view and accident record indicates a need for control by the Stop sign.

A Stop sign is not a "cure-all" and is not a substitute for other traffic control devices. Many times the need for a Stop sign can be eliminated if the sight distance is increased by removing obstructions.

POLICY

Stop signs should not be used for speed control. Stop signs shall not be erected at any entrance to an intersection when such entrance is controlled by an official traffic control signal, nor at any railroad grade crossing which is controlled by automatic signals, gates, or other train-actuated control devices except as provided in CVC 21355, Stop Signs. The conflicting commands of two types of control devices are confusing.

Where two main highways intersect, the Stop sign or signs should normally be posted on the minor street to stop the lesser flow of traffic. Traffic engineering studies, however, may justify a decision to install a Stop sign or signs on the major street, as at a three-way intersection where safety considerations may justify stopping the greater flow of traffic to permit a left turning movement.

Stop or Yield signs may be installed at any highway-rail grade crossing without automatic traffic control devices with two or more trains per day traversing the crossing. Two or more trains per day is interpreted to mean an average two or more trains per day operating over the crossing each day for a period of one year prior to the installation of the Stop or Yield control sign.

Portable or part-time Stop signs shall not be used except for emergency purposes.

- **Multiway Stop Signs**

The "Multiway Stop" installation may be useful at some locations. It should ordinarily be used only where the volume of traffic on intersecting roads is approximately equal. A traffic control signal is more satisfactory for an intersection with a heavy volume of traffic.

Any of the following locations may warrant multiway Stop sign installation:

1. Where traffic signals are warranted and urgently needed, the multiway stop may be an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installations.
2. An accident problem, as indicated by five or more reported accidents within a 12 month period of a type susceptible of correction by a multiway stop installation. Such accidents include right and left-turn collisions as well as right angle collisions.
3. Minimum traffic volumes;
 - (a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and

POLICY

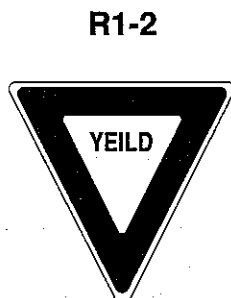
- (b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
- (c) When the 85th percentile approach speed exceeds 64 km/h, the minimum vehicular volume warrant is 70 % of the above requirements.

• YIELD SIGN

The Yield sign (R1-2) assigns right of way to traffic on certain approaches to an intersection. Vehicles controlled by a Yield sign need stop only when necessary to avoid interference with other traffic that is given the right of way.

The Yield sign shall be a downward pointing, equilateral triangle having a red border band and a white interior and the word Yield in red inside the border band.

Stop or Yield signs may be installed at any highway-rail grade crossing without automatic traffic control devices with two or more trains per day traversing the crossing. Two or more trains per day is interpreted to mean an average two or more trains per day operating over the crossing each day for a period of one year prior to the installation of the Stop or Yield control sign.



• Warrants for Yield Signs

The Yield sign may be warranted:

1. On the minor road at the entrance to an intersection where it is necessary to assign the right of way to the major road, but where a stop is not necessary at all times, and where the safe approach speed on the minor road exceeds 16 km/h.
2. On the entrance ramp to an expressway where an acceleration lane is not provided.
3. Within an intersection with a divided highway, where a stop sign is present at the entrance to the first roadway and further control is necessary at the entrance to the second roadway, and where the median width between the two roadways exceeds 9 m.
4. Where there is a separate or channelized right turn lane, without an adequate acceleration lane.