

**TO:** James L. App, City Manager  
**FROM:** Doug Monn, Director of Public Works  
**SUBJECT:** Stop Control, 36<sup>th</sup> Street at Oak Street  
**DATE:** October 19, 2010

---

**NEEDS:** For the City Council to consider a stop control analysis for 36<sup>th</sup> Street at Oak Street consistent with the California Manual of Uniform Traffic Control Devices (MUTCD).

- FACTS:**
1. On September 10, the City received a letter from Ms. Jennifer Abascal requesting stop signs on 36<sup>th</sup> Street at Oak Street.
  2. The intersection is proximate to, and serves students that attend, both Georgia Brown Elementary School and the newly established First Five Learning Resource Center.
  3. The California MUTCD indicates a “need to control vehicle-pedestrian conflicts near locations that generate high pedestrian volumes”.
  4. The one-way driveway exit from Georgia Brown School is located in close proximity to the intersection. Drivers on southbound Oak Street may not expect or see drivers entering Oak Street from this driveway. Stop signs on 36<sup>th</sup> Street will decrease the potential of conflicts at the driveway.
  5. New stop signs must be placed in accordance with criteria established in the California Manual of Uniform Traffic Control Devices (MUTCD).
  6. The Paso Robles School District supports the installation of stop signs on 36<sup>th</sup> Street.
  7. The City has received a proposal from W-Trans of Santa Rosa to provide an evaluation of conformance to MUTCD criteria for the consideration of stop signs on 36<sup>th</sup> Street at Oak Street.

**Analysis &**

**CONCLUSION:** The City receives many requests for stop signs. The most common concern is neighborhood speeding. Stop signs are used to control right-of-way conflicts, not speed. Unwarranted stop signs, those not meeting criteria established in the California MUTCD, typically result in disobedience resulting in higher collision rates and a decline in overall safety. Council consideration of stop signs should be based on an analysis prepared by a Traffic Engineer of applicable MUTCD criteria (see attached description).

Pedestrian activity in/out of Georgia Brown Elementary School is very high in the intersection of 36<sup>th</sup> and Oak Streets. The development of the First Five pre-

school/learning resource center will further increase pedestrian activity. MUTCD criteria include consideration of the presence of schools and high pedestrian activity. An analysis by a qualified traffic engineer presents the City with an objective professional recommendation that will limit the City's liabilities associated with any future accidents.

POLICY

REFERENCE: California Manual of Uniform Traffic Control Devices; Municipal Code Section 12.16.010

FISCAL

IMPACT: \$1,400 from General Fund reserves.

OPTIONS:

- a.
  - i) Authorize retention of W-Trans of Santa Rosa to prepare an evaluation of all-way stop signs at the intersection of 36<sup>th</sup> and Oak Street, not to exceed \$1,400 and
  - ii) Direct preparation of stop control policy consistent with the California MUTCD (to be included in the Public Works Standard Details and Specifications and the Traffic Calming Program).
- b. Amend, modify or reject the above option.

Attachments:

Letter from Jennifer Abascal  
Letter from Paso Robles School District  
Background on stop control criteria from the MUTCD  
Stop Evaluation Proposal from W-Trans of Santa Rosa

RECEIVED

SEP 10 2010

Engineering Division

Jennifer Abascal  
5050 Mustard Creek Rd.  
Paso Robles, CA 93446

September 8, 2010

Streets & Utilities Committee at  
1000 Spring Street,  
Paso Robles, CA 93446.

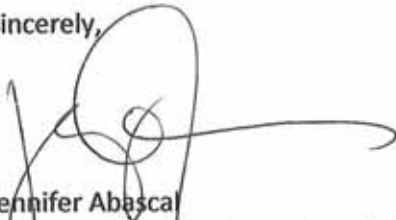
To Whom It May Concern:

Two corners adjacent to Georgia Brown Elementary need additional STOP SIGNS. At the intersection of Oak St. and 36<sup>th</sup> St. there is a stop sign on Oak but not on 36<sup>th</sup>. The cross walk alone is not enough to protect the children when the cars are speeding by with no stop sign in sight. For the safety of the students crossing 36<sup>th</sup> street, a 4-way stop is necessary.

The second area of concern is the intersection of Vine St. and 36<sup>th</sup>. Not only is there no stop sign at the intersection, there isn't even a cross walk. There is nothing protecting pedestrians. On more than one occasion I have seen cars speeding around the corner unaware of whether students or parents are crossing. On one occasion I actually witnessed a child's leg being brushed by a speeding car driving around the blind corner.

This area needs to be made safer for the pedestrians walking to their homes and parked cars.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jennifer Abascal', with a long horizontal flourish extending to the right.

Jennifer Abascal  
Concerned Parent of two Georgia Brown students



## PASO ROBLES PUBLIC SCHOOLS

---

800 Niblick Road, P.O. Box 7010 • Paso Robles, CA 93447  
Tel (805) 769-1000 • Fax (805) 237-3339 • www.pasoschools.org

RECEIVED

OCT 05 2010

City of Paso Robles  
Public Works Dept.

October 1, 2010

Mr. Doug Monn  
Director of Public Works  
City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446

RE: 36<sup>th</sup> and Oak Streets

Dear Mr. Monn,

We have received the letter from Ms. Abascal regarding, in part, the addition of stop signs at the intersection of 36<sup>th</sup> and Oak streets. Our staff has reviewed the letter and, after consideration of the situation, wholeheartedly supports the addition of stop signs at this intersection as outlined by Mr. John Falkenstien, City Engineer, in his response letter dated September 28, 2010.

We believe that these additional traffic control measures are vital to aid in the safe passage of students to and from school, especially in light of the opening of the new Paso Robles First 5 Early Education Center at this same intersection.

Sincerely,

Kathleen McNamara, Ed.D.  
Superintendent

## MEMORANDUM

**FROM:** John Falkenstien  
**SUBJECT:** Stop Control Criteria From the MUTCD  
**DATE:** October 19, 2010

---

Criteria for the applicability of Stop signs are found in the California Manual of Uniform Traffic Control Devices. The MUTCD may be viewed on the web at:

[http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca\\_mutcd.htm](http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm)

A Stop sign should not be installed unless justified by a traffic engineering study. Stop signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- Intersection of a less important road with a main road
- Street entering a through highway
- Unsignalized intersection in a signalized area
- High speeds, restricted view or crash records indicate need
- Stop signs should not be used for speed control
- Stop signs should be installed in a manner that minimizes the numbers of vehicles having to stop

Other considerations include stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes.

September 21, 2010

Mr. John Falkenstien  
City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446



Whitlock & Weinberger  
Transportation, Inc.

490 Mendocino Avenue  
Suite 201  
Santa Rosa, CA 95401

voice 707.542.9500  
fax 707.542.9590  
web www.w-trans.com

## **Proposal for Oak Street/36th Street All-Way Stop Evaluation**

Dear Mr. Falkenstien;

Whitlock & Weinberger Transportation, Inc. (W-Trans) is pleased to provide this proposal for traffic engineering services for the City of Paso Robles. The following scope of services was developed based on our discussions and understanding of the intersection area.

1. The context in which the intersection is located plays a major role in the decision on whether to install all-way stop controls. Relevant issues will be identified in a bulleted fashion including surrounding land uses, nearby traffic controls, topography, and pattern of the surrounding street grid.
2. The criteria for stop sign installation as presented in the *Manual on Uniform Traffic Control Devices* will be summarized. A qualitative assessment on whether these criteria would be met will be provided (a full warrant evaluation will not be conducted).
3. The site characteristics of Georgia Brown School will be considered, including driveway locations and the patterns which vehicle drivers and pedestrians interact during peak periods.
4. The five-year collision history for the intersection will be obtained from the SWITRS collision database maintained by the California Highway Patrol. A description of the types of collisions occurring at the intersection or its vicinity will be provided, including an assessment of how installation of all-way stop-controls could potentially affect collision types or frequency.
5. A brief qualitative discussion of the potential changes to vehicle emissions that would occur as a result of all-way stop controls will be provided.
6. A draft letter report will be prepared which details the results of our evaluation, including a determination of whether we believe all-way stop-controls to be appropriate or inappropriate at this location.
7. The letter report will be finalized based on your comments.

The draft letter report can be submitted for your comments within approximately one week following authorization to proceed. Please note that the above scope of services does not include attendance at any meetings or collection of field data. Our services will be conducted on a time and materials basis at the rates indicated on the enclosed sheet. The estimated maximum fee for this work is \$1,400.

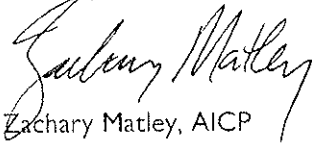
Mr. John Falkenstien

Page 2

September 21, 2010

Please let us know how you prefer to contract for this work should you wish to proceed. Thank you for asking W-Trans to propose on this project. We appreciate the opportunity to continue serving the City of Paso Robles.

Sincerely,

A handwritten signature in cursive script that reads "Zachary Matley".

Zachary Matley, AICP  
Associate

JZM/PRO015.P1.wpd

Enclosure: 2010 Fee Schedule



Whitlock & Weinberger  
Transportation, Inc.

490 Mendocino Avenue  
Suite 201  
Santa Rosa, CA 95401

voice 707.542.9500  
fax 707.542.9590  
web www.w-trans.com

## Fee Schedule

### 2010 Staff Billing Rates

<u>Position</u>	<u>Billing Rate</u> <u>(per hour)</u>
Principal	\$200-\$220
Senior Associate	\$160-\$190
Associate	\$140-\$160
Senior Engineer/Planner	\$130-\$140
Transportation Engineer/Planner	\$100-\$130
Assistant Engineer/Planner	\$85-\$100
Technician/Administrative	\$75-\$85
Intern	\$30-\$50
Field Technician	\$15-\$40

### 2010 Expense Charges

<u>Item</u>	<u>Charge</u>
Mileage	\$0.65/mile
Services and Expenses	10% surcharge

These rates are valid for work initiated prior to December 31, 2010. Work initiated after January 1, 2011, and any subsequent year may be billed at the revised rates established for that year.