

CITY OF YUBA CITY
STAFF REPORT

Date: November 19, 2019
To: Honorable Mayor & Members of the City Council
From: Public Works Department
Presented by: Benjamin Moody, Interim Assistant Public Works Director

Summary

Subject: Stop Sign and Crosswalk Installations

Recommendation:

- A. Adopt a Resolution approving the installation of stop signs and stop legends in the eastbound and westbound directions of Rosalind Avenue at the Olive Street intersection and in the eastbound and westbound directions of Pease Road at the East Onstott Frontage Road intersection.
- B. Adopt a Resolution approving the installation of crosswalks, stop bars, and stop legends on all sides of the North George Washington Boulevard and Franklin Road intersection.

Fiscal Impact: \$10,000 – Account No. 921024 (Striping and Markings)

Purpose:

To enhance safety for pedestrians, cyclists, and vehicles at determined locations in the City.

Background:**Rosalind Ave and Olive Street Stop Sign:**

The residential neighborhood near the intersection of Rosalind Avenue and Olive Street has submitted requests for stop signs due to unsafe merging by vehicles. The roadway was constructed in the 1950's without stop signs on either leg of the intersection.

Pease Road and E. Onstott Frontage Road Intersection:

The intersection of Pease Road and E. Onstott Frontage Road has been highlighted recently for close calls and collisions. East Onstott Frontage Road has stop signs controlling cross traffic, but Pease Road does not have any control devices stopping traffic. In recent years, traffic has increased due to Yuba College's Sutter Campus, located north of the subject intersection. Vehicles travel at high rates of speed on Pease Road where there are visibility issues on the overpass over Highway 99, which has caused safety concerns with vehicles trying to cross on E. Onstott Frontage Road.

North George Washington Boulevard and Franklin Road Intersection Crosswalks:

The intersection of North George Washington Boulevard and Franklin Road is currently a 4-way stop with eastbound Franklin Rd and northbound George Washington Blvd traffic coming into the City from the County. The intersection was annexed into the City in 2004 and was originally built per County standards. The intersection lacks crosswalks, but small dirt shoulders and bike lanes were added with the City's waterline project. Pedestrians from the adjacent residential neighborhoods include students walking to and from Franklin Elementary. Staff proposes to add crosswalks to the intersection to make it more pedestrian friendly and allow pedestrians to safely cross at the intersection and walk facing oncoming traffic to and from Franklin Elementary School.

Analysis:

The Public Works Department has reviewed and performed Engineering Traffic Studies for the subject intersections; refer to "Attachment 1" for the Stop Warrant Study for the Rosalind Avenue and Olive Street intersection, and "Attachment 2" for the Stop Warrant Study for the Pease Road and East Onstott Frontage Road.

Staff produced Engineering Studies for each area, in accordance with CA MUTCD standards. Each Study utilized traffic and accident data, analyzed site visibility issues, and considered pedestrian travel around the location.

Due to a combination of concerns including, limited site visibility, collision history, and increased use of pedestrians crossing the roadways, staff recommends the installation of the following improvements:

Two-way stop at the intersections of:

- Rosalind Avenue and Olive Street
- Pease Road and East Onstott Road

Installation of crosswalks at the intersections of:

- North George Washington Boulevard and Franklin Road

Fiscal Impact:

Costs associated with the installation of the crosswalks and stop signs is estimated at approximately \$10,000 for the three locations. CIP Account No. 921024 (Striping and Markings) has sufficient funding programmed for this project.

Alternatives:

Delay or modify the recommended actions.

Recommendation:

- A. Adopt a resolution approving the installation of stop signs and stop legends in the eastbound and westbound directions of Rosalind Avenue at the Olive Street intersection and in the eastbound and westbound directions of Pease Road at the East Onstott Frontage Road intersection.
- B. Adopt a resolution approving the installation of crosswalks, stop bars, and stop legends on all sides of the North George Washington Boulevard and Franklin Road intersection.

Attachments:

- 1. Resolution for Stop Sign installations
- 2. Resolution for Crosswalk Installation
- 3. Stop Warrant Study – Rosalind Avenue and Olive Street
- 4. Stop Warrant Study – East Onstott Frontage Road and Pease Road

Prepared by:

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William Jow
Assistant Engineer

Submitted by:

[/s/ Michael Rock](#)
Michael Rock
City Manager

Reviewed by:

Department Head

[DL](#)

Finance

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City Attorney

[SLC by email](#)

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING THE INSTALLATION OF STOP SIGNS AT THE
INTERSECTION OF ROSALIND AVENUE AND OLIVE STREET AND PEASE
ROAD AND EAST ONSTOTT FRONTAGE ROAD**

WHEREAS, the Public Works Director recommends placing stop signs, stop bars, and stop legends in the eastbound and westbound directions of Rosalind Avenue at the Olive Street intersection and in the eastbound and westbound directions of Pease Road at the East Onstott Frontage Road intersection; and,

WHEREAS, it has been determined by the City Council that such provisions are in the public interest.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Yuba City that the Public Works Department is hereby authorized and directed to install stop signs and stop legends in the eastbound and westbound directions of Rosalind Avenue at the Olive Street intersection, and in the eastbound and westbound directions of Pease Road at the East Onstott Frontage Road intersection.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 19th day of November, 2019.

AYES:

NOES:

ABSENT:

Shon Harris, Mayor

ATTEST:

Patricia Buckland, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING THE INSTALLATION OF CROSSWALKS AT THE
INTERSECTIONS OF NORTH GEORGE WASHINGTON BOULEVARD AND
FRANKLIN ROAD**

WHEREAS, the Public Works Director recommends installing crosswalks, stop bars, and stop legends on all sides of the North George Washington Boulevard and Franklin Road intersection; and,

WHEREAS, it has been determined by the City Council that such provisions are in the public interest.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Yuba City that the Public Works Department is hereby authorized and directed to install crosswalks, stop bars, and stop legends on all sides of the North George Washington Boulevard and Franklin Road intersection.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 19th day of November, 2019.

AYES:

NOES:

ABSENT:

Shon Harris, Mayor

ATTEST:

Patricia Buckland, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 3

Stop Sign Warrant Study

Date: November 19, 2019

Subject Intersection: Rosalind Ave and Olive St

Speed Limits: 25mph in all directions

Existing Regulations: Olive Street currently is a through road with low to moderate traffic volumes. Rosalind Ave currently does not have any control devices.

Request: Local users of the intersection have requested stop signs be posted for Rosalind at the intersection of Olive St and Rosalind Ave.

According to the California Manual on Uniform Traffic Control Devices, The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B.** A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Option:

Other criteria that may be considered in an engineering study include:

- A.** The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D.** An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Support:

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C.** Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.



Results of Study:

Traffic studies were conducted near the subject intersection on August 17, 2018. The 85th percentile speed for Olive Street is 30 mph, while the posted speed limit is 25 mph. There have been multiple complaints at this intersection due to vehicles not safely merging from Rosalind which does not have a stop sign. Olive Street is also lined with large trees that create a visibility issue for cars trying to turn on Olive St from Rosalind Ave. The restricted view and safety issues are susceptible to correction through the installation of a stop sign on Rosalind Ave.

Site Notes:

The intersection of Olive Street and Rosalind Ave is located in a residential area. Rosalind Ave does not flow straight across Olive St. the section of Rosalind Ave that is west of Olive St is approximately 65 feet north of the section of Rosalind Ave that is east of Olive St. Rosalind Ave and Clark Ave intersection has the same alignment issue and has stop signs on Rosalind Ave.

Recommendation:

After completing the engineering study, the intersection meets criteria B, as well as “Option” criteria A and D, and “Support” criteria C provided by the California Manual on Uniform Traffic Control Devices. Installing stop signs, legends, and limit lines on Rosalind Ave will aid the judgement of vehicles and pedestrians traveling through this intersection.

ATTACHMENT 4

Stop Sign Warrant Study

Date: November 19, 2019

Subject Intersection: Pease Road & East Onstott Frontage Road

Speed Limits: East Onstott Frontage Road = 35 mph; Pease Road = 40 mph

Existing Regulations: Pease Road currently is a through road with moderate traffic volumes. East Onstott Frontage Road is a through road and has increased volumes of traffic.

Request: Local users of the intersection have requested a four-way stop be posted at the intersection of Pease Road and East Onstott Frontage Road.

Location:



Results of Study:

A Traffic Study was conducted near the subject intersection on July 10 & 26, 2018. There is no existing traffic control for the vehicles travelling on Pease Road. The 85th percentile speed for Pease Road west of the intersection is 47 mph, whereas east of the intersection the 85th percentile speed is 46 mph. Collision history for the subject intersection includes 6 broadside collisions since 2008. Vehicles travelling north and south on East Onstott Frontage Road have visibility issues seeing cars to the west when trying to cross Pease Road due to the slope of the Pease Rd overpass.

Site Notes:

The intersection of Pease Road and East Onstott Frontage Road is near a residential area to the south, and a school zone and industrial area to the north. Yuba College's Sutter Campus is north of the intersection on East Onstott Frontage Road. Pease Road is classified as a collector street and is on the outskirts of the

City limits. The posted speed limit for Pease Road west of the intersection is 40 mph. East of the intersection is a mobile home park and Pease Road has a speed limit of 30 mph. The intersection has had increased traffic to and from Yuba College's Sutter County Campus. There is a cross traffic ahead sign and flashing beacon for the eastbound direction on Pease Road. A stop ahead sign will replace the cross traffic ahead sign and the flashing beacon will still be installed to notify eastbound drivers of the impending all-stop intersection.

Recommendation:

After completing the engineering study, the intersection meets criteria B, as well as "Option" criteria C, and "Support" criteria C provided by the California Manual on Uniform Traffic Control Devices. Installing stop signs, legends, and limit lines in the eastbound and westbound directions of Pease Road will aid the judgement of vehicles and pedestrians traveling through this intersection.

Caltrans Stop Warrant Procedures:

According to the California Manual on Uniform Traffic Control Devices, The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Support:

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.