

**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Parking and Public Improvements Commission

FROM: Marisa Lundstedt, Director of Community Development
Erik Zandvliet, Traffic Engineer

DATE: January 22, 2015

SUBJECT: Consider a Request for All-Way Stop Signs at 8th Street and John Street

RECOMMENDATION:

Staff recommends that the Parking and Public Improvements Commission approve a motion to recommend that the City Council adopt a resolution to install stop signs in all directions at the intersection of 8th Street and John Street.

BACKGROUND:

In September 2014, the City received a request from a local resident for the installation of stop signs in all directions at the intersection of 8th Street and John Street. (Exhibit 1). The resident states that there was a recent collision and the absence of stop signs is a hazard. The intersection is currently stopped in the northbound and southbound directions of John Street.

DISCUSSION:

The intersection of 8th Street and John Street is located in a residential area west of Sepulveda Boulevard (Exhibit 2). Both streets are 30 to 32 feet wide two-lane local streets with a 25mph prima facie speed limit. There are two-way stop signs on John Street at 8th Street. Both streets are improved with curbs, and some sidewalks. Curb parking is allowed on both sides of both streets, except for street sweeping restrictions. Curb parking demand is generally light during the day to moderate at night. There is a vertical curve on the east leg of 8th and a downhill slope west of John Street. There is a cross-gutter on the east leg of 8th Street. (Exhibit 3) Pedestrian visibility is good in all directions.

Field Observations

Field observations were made on typical days during peak and non-peak periods. Field observations confirm higher traffic volumes on 8th Street and other physical characteristics at the intersection as noted above. Proper right-of-way is assigned by stop signs on John Street. Sight distance is fair from the north and south legs of John Street when stopped at the stop signs, except that the hill on 8th Street significantly restricts the view of approaching vehicles. Recurrent speeding was not observed on any of the approaching street segments or through the intersection because of the narrow streets and parked cars. The Traffic Engineer observed that most motorists on 8th Street are cautious when entering the intersection.

The traffic collision history between January 1, 2008 and December 31, 2012 was analyzed for both intersections. According to City records, there have been no collisions reported near the intersection during this five (5) year period.

A vehicle volume count was conducted on November 19, 2014, on a typical school day. A summary of the peak hour and daily volumes are provided below:

VEHICLES DIRECTION	AM PEAK HOUR	PM PEAK HOUR	DAILY
Northbound (John Street)	35	34	419
Southbound (John Street)	<u>28</u>	<u>35</u>	<u>389</u>
Subtotal	63	69	808
Westbound (8th Street)	75	47	562
Eastbound (8th Street)	<u>73</u>	<u>89</u>	<u>841</u>
Subtotal	148	136	1,403
Intersection Total	211	205	2,211

Multi-way Stop Signs

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are warranted at this intersection (Exhibit 4). This intersection has sufficient right-of-way controls with two-way stop signs, does not meet minimum traffic volumes and has no reported collision history. However, the sight distance of approaching vehicles is significantly restricted due to the crest in the roadway on 8th Street east of John Street. Drivers waiting at the stop signs on John Street may have difficulty seeing vehicles approaching on 8th Street in the westbound direction.

Stop signs in all directions would improve overall safety by ensuring that drivers have sufficient awareness of approaching vehicles before entering the intersection. No other traffic measures were identified that would improve the sight distance for stopped vehicles on John Street.

Public Notice

Residents and property owners within 500 feet of the intersection were notified by mail of the proposed stop sign request and were invited to give input to the Commission.

CONCLUSION:

Based on State guidelines, multi-way stop signs are justified at the intersection of 8th Street and John Street at this time. It is recommended that the Commission approve a motion to recommend

that the City Council adopt a resolution to install stop signs in all directions at the intersection of 8th Street and John Street.

- Exhibits:
1. Request for Stop Signs from Mr. Maurice Suh
 2. Aerial Photo and Location Map
 3. Site Photos
 4. Stop Sign Warrant Checklist

EHZ

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Work Order: 51910

Submitted on: 10/31/2014 2:23 PM

Customer: Maurice Suh

Department: , Phone:213.229.7260

Topic: Traffic Control Measures

Site:

Location: 8th Street & John Street

Priority: 3 Normal

Job Type:

Charge

Category:

Acct:

Assigned To: Nhung Madrid

From: Suh, Maurice [mailto:MSuh@gibsondunn.com] Sent: Tuesday, September 23, 2014 11:12 AM To: David Lesser Cc: juliebsuh@verizon.net; Suh, Maurice Dear David – . . . [W]e are neighbors – we live at 865 8th Street. The reason for my email is that Julie spoke with you about our interest in putting in a stop sign at the intersection of John and 8th. We recently had a terrible accident that occurred directly in front of our home due to a speeding motorist, and we have many young children (including ours) on our street. The absence of a stop sign at that intersection is a hazard, and our neighborhood is in agreement. Julie indicated that you mentioned you could be of assistance in getting this done. Please let us know what steps we need to take in terms of Planning, neighborhood consent, and getting this agendized. We very much appreciate your assistance with this matter. Best, Maurice. Maurice M. Suh

Tasks (0,Total Labor Cost: \$0)

Materials (0,Total Material Cost: \$0)

Total Cost of Job: \$0

Employee	Date	Hours	Cost	Employee	Date	Hours	Cost

Item Number	Description	Quantity	Unit Price	Total Price

Follow-up Information

#1: 10/31/2014 2:23 PM - Message sent to customer by Nhung Madrid

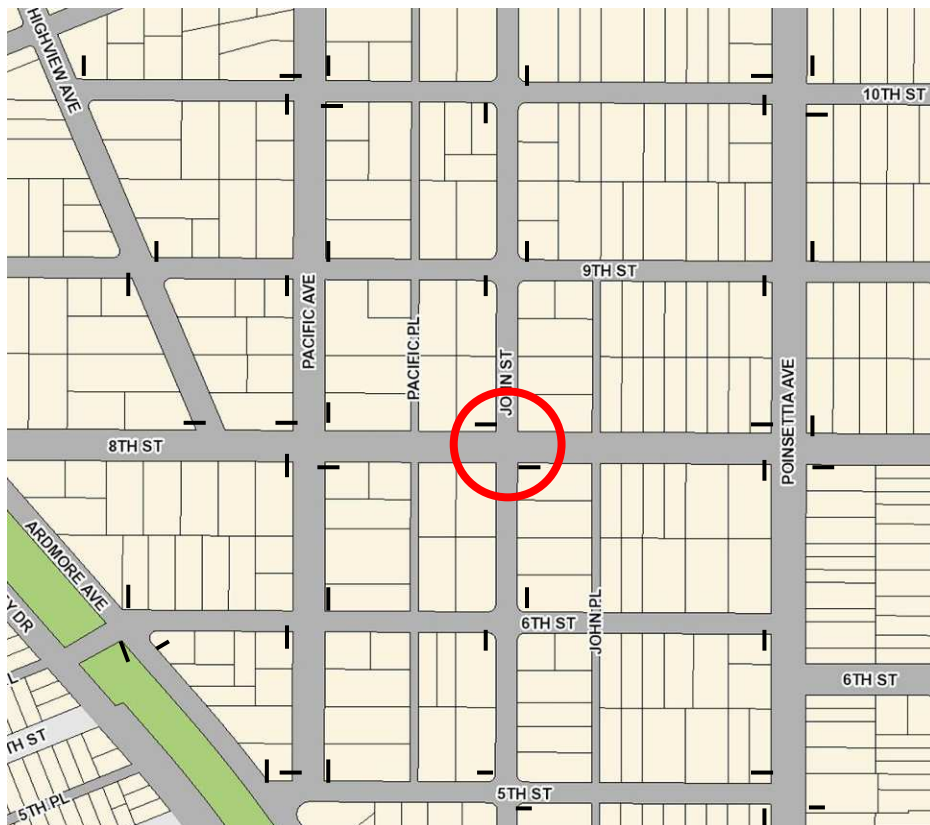
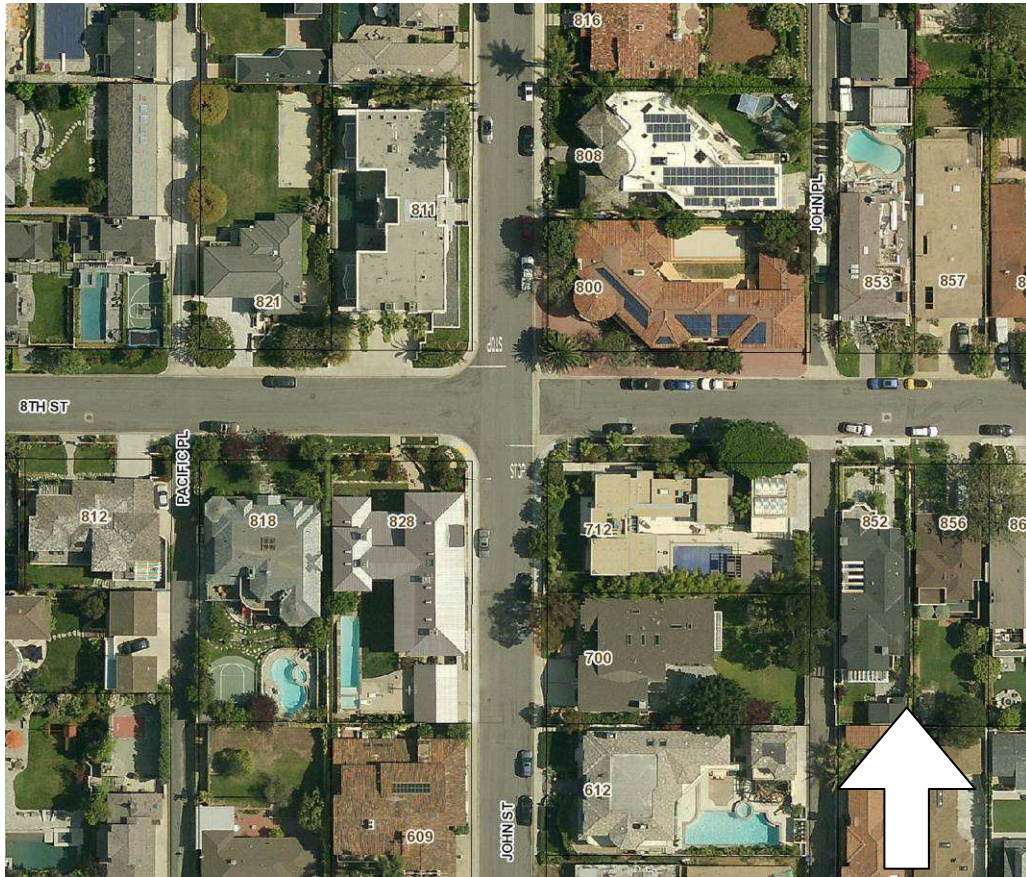
Good Afternoon,

Thank you for contacting the City with your concerns. I will begin the review process on your request for an all way stops at 8th St and John St. Traffic requests typically take 6-8 weeks to be reviewed by staff/Traffic Engineer, so we appreciate your patience during this process.

If you have any questions, please feel free to contact me and reference the request number in the subject line of the email.

Thanks,
Nhung Madrid

EXHIBIT 2
AERIAL PHOTO AND LOCATION MAP
8th Street at John Street



**EXHIBIT 3
SITE PHOTOS**



John Street North of 8th Street Looking East



John Street North of 8th Street at Looking West



John Street South of 8th Street Looking East



John Street South of 8th Street Looking West



EXHIBIT 4

STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 8th Street

MINOR STREET: John Street

REQUESTED BY: Citizen

DATE: 1/13/2015

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

- On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.
- On a street entering a legally established through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

MULTI-WAY STOP SIGN WARRANTS

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and if the 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.
- Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and the average major and minor street volumes are at least 80% of the minimum values.
- Other locations where multi-way stop signs are justified based on an engineering study.

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: 8th Street 85TH SPEED - < 40 MPH

MINOR STREET: John Street DATE: 1/13/2015

TRAFFIC VOLUMES **WARRANTED** **YES** **NO**

If the 85th percentile speed of the major street exceeds 40 MPH, use 70% volume.

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
					7am	8am	9am	2pm	3pm	4pm	5pm	6pm
Major	300	210	240	108	112	148	71	74	93	113	136	114
Minor	200	140	160	60	52	51	57	71	66	55	73	51

And, does the minor street have an average delay of at least 30 seconds in the peak hour?

Peak Average Delay	< 10 sec.
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COLLISION RECORD **WARRANTED** **YES** **NO**

Are there five or more reported collisions within a 12 month period of a type correctable by a multi-way stop sign?

DATE	TIME	DIRECTION	TYPE	CAUSE
2012	-	None	-	-
2011	-	None	-	-
2010	-	None	-	-
2009	-	None	-	-
2008	-	None	-	-
2007	-	None	-	-

80% COMBINATION **WARRANTED** **YES** **NO**

Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

Average major and minor street volumes are at least 80% of the minimum values?

OTHER MULTI-WAY STOP CONDITIONS	WARRANTED	YES	NO
A. Need to control left turn conflicts		YES	NO
B. Need to control vehicle/pedestrian conflicts at high ped locations		YES	NO
C. Visibility obstruction after stopping on minor street approach		YES	NO
D. Two similar neighborhood collector streets that would improve operation		YES	NO