

**BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF YUBA
STATE OF CALIFORNIA**

**RESOLUTION DESIGNATING)
OLIVEHURST AVE AT SIXTH AVE))
AND WOODRUFF LANE AT JACK))
SLOUGH ROAD AS ALL-WAY))
STOP INTERSECTIONS))
_____)**

RESOLUTION NO. 2020-35

WHEREAS, California Vehicle Code §21100 authorizes local authorities to adopt rules and regulations to regulate traffic by means of official traffic control devices; and

WHEREAS, California Vehicle Code §21351 and §21355 state that local authorities may designate any intersection under its exclusive jurisdiction as a stop intersection and erect stop signs at one or more entrances thereto; and

WHEREAS, Yuba County Ordinance Code §9.10.370 and the California Constitution Article XI §7 provides that the Board of Supervisors may determine, upon the basis of a traffic engineering investigation, that it is necessary to designate any intersection as a stop intersection and to require all vehicles to stop at one or more entrances to such intersection.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Yuba having received, reviewed, and considered a traffic engineering investigation report, which included but was not limited to, a traffic study, accident incident reports, and other pertinent facts and data, does hereby determine, pursuant to such investigation report, and establish that the following intersections are designated as All-Way stop intersections:


- 1. Olivehurst Avenue at Sixth Avenue**
- 2. Woodruff Lane at Jack Slough Road**

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NOW, THEREFORE BE IT FURTHER RESOLVED that the County of Yuba Road Commissioner is authorized and directed to place and maintain such stop signs at the entrances to this intersection as required to properly indicate and carry out the provisions of this Resolution pursuant to California Vehicle Code §21351 and §21355.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California on the 24 day of March, 2020, by the following vote:

AYES: Supervisors Vasquez, Leahy, Lofton, Bradford, Fletcher
NOES: None
ABSENT: None
ABSTAIN: None

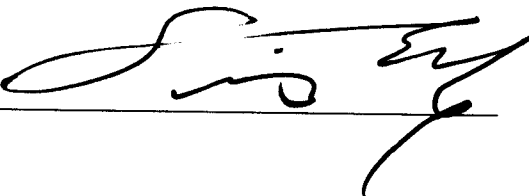
Chair 

ATTEST: RACHEL FERRIS
CLERK OF THE BOARD OF SUPERVISORS

By: 

APPROVED AS TO FORM

MICHAEL J. CICCOTZI,
YUBA COUNTY COUNSEL

By: 

TRAFFIC ENGINEERING INVESTIGATION

Manual of Uniform Traffic Control Devices Warrants Study for Multi-Way Stops

Intersection of Woodruff Lane and Jack Slough Road

Woodruff Lane is a Rural Major Collector road that connects State Route 20 to State Route 70. Jack Slough Road is a local road that runs from the intersection with Woodruff Lane to the City of Marysville. The area near this intersection is rural with many active rice fields.

The configuration of the intersection is a T-intersection. But it is not a standard configuration in that the intersecting road alignment is a differing road name or required to stop at the intersection. Woodruff Lane is the through road at this intersection and it runs in an east/west direction on the east side of the intersection and then makes a 90 degree turn to run in a north/south direction north of the intersection (the roadway legs are perpendicular to each other). Jack Slough Road runs in a north/south direction and in appearance it looks to be a continuation of the north/south alignment for Woodruff Lane.

Motorists on Woodruff Lane are not required to stop before traveling through the intersection. Motorists on Jack Slough Road are required to stop before entering the intersection. This configuration is confusing to some motorists on which driver has the right of way at the intersection.

All streets have a posted speed limit of 55 mph.

Multi-way Stop Criteria:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

There is insufficient traffic volume to meet any traffic signal warrants for this intersection.

- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

There was one collision reported at this intersection in the period analyzed. The collision involved only one vehicle. The driver was unfamiliar with the area traveling southbound on Woodruff Lane and missed the turn in the road at the intersection. The driver proceeded straight through the intersection and collided with a roadside object. If the intersection was an all-way stop, then this collision may have been avoided (assuming the driver would have noticed the stop sign).

However, this criterion is not met due to insufficient number of collisions in a 12-month period.

C. Minimum Volumes

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicle per hour for any 8 hours of an average day:

Woodruff Lane is considered the major street approach. On the day of the study, there was no hour that exceeded 300 vehicles. The highest hourly volume was 89 vehicles.

This section is not satisfied.

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) 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 highest hour:

No hour exceeded 200 units of vehicles; the highest volume was 49 vehicles. This area is rural with no residential homes in the vicinity, so pedestrian and bicyclist volumes are very low, if any.

This section is not met.

3. If the 85-th percentile approach speed of the major street or the unrestricted direction exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values in Items 1 and 2.

The 85th percentile speed for Woodruff Lane was 55 mph, which is the posted speed limit. This does exceed the 40 mph limit set by this criterion. However none of the volumes are above 70 percent of the minimum vehicular volume warrants in Items 1 and 2 above. Therefore this section is not met.

This criterion is not meet since all of the sections do not exceed the minimum limits.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded form this condition.

This warrant is not met because none of the criteria above were satisfied to 80 percent of the minimum values.

Other criteria that may be considered in an engineering study.

- A. The need to control left-turn conflicts:

There has only been 1 collision reported in the period analyzed for this intersection. The collision involved only one party, so left turn conflicts was not an associated factor in the collision.

However, due to the configuration of the intersection, it may be confusing to some motorists on who has the right of way when vehicles are turning left. The main conflict arises from motorists that are traveling westbound on Woodruff Lane not realizing that they must cede the right of way to motorists traveling southbound on Woodruff Lane, even though both motorists are making left hand turns. The driver heading in the westbound direction may believe they have the right of way instead of the southbound motorist. The County has received some complaints from the public concerning this issue and that they have almost been hit by another vehicle because the other driver failed to cede the right of way.

Therefore, this criterion is potentially met.

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes:

This intersection is in a rural area with no residential units in the vicinity. Pedestrian volume is very low if any at all. Therefore, this criterion is not met.

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop:

The intersection has a good line of sight for motorists stopped on Jack Slough Road for vehicles coming from the north on Woodruff Lane. However, the line of sight for vehicles coming from the east of Woodruff is not as good. There are some trees to the east of the intersection that may impede the line of sight for motorists looking in to the easterly direction. Therefore this criterion is potentially met.

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection:

These roads are not residential streets. Therefore this criterion is not met.

Additional Information

In 2019 the 22 ton weight restriction on Woodruff Lane was removed, allowing large trucks to travel between State Route 20 and State Route 70. This increases the potential volume of large trucks that can travel through this intersection. Truck drivers may also be confused by the configuration of the intersection.

Conclusion:

There are two criteria that are potentially met. One criterion that is potentially met is the limited lines of sight for motorists on Jack Slough Road. Existing trees may impede the view of vehicles coming from the east for motorists on Jack Slough Road as they come to the stop control. Installing an all-way stop would eliminate this issue.

The second criterion that is potentially met is the need to control left turn conflicts. Due to the intersection configuration, installing an all-way stop control at this intersection will alleviate some of the confusion on which driver has the right of way when making left turns. This would reduce left turn conflicts.

Therefore, installing the all-way stop control at this intersection is recommended.

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|-------------------|-----------------|
| <i>Nam Boeckx</i> | <i>2/4/2020</i> |
| Prepared by | Date |

TRAFFIC ENGINEERING INVESTIGATION

Manual of Uniform Traffic Control Devices Warrants Study for Multi-Way Stops

Intersection of Olivehurst Avenue and 6th Avenue

Olivehurst Avenue is an Urban Minor Arterial street that runs through Olivehurst from Lindhurst Avenue to McGowan Parkway. Olivehurst Avenue near the proposed intersection has mostly commercial and other non-residential uses that front along the roadway. There is one governmental agency (US Postal Service Office) on the northwest corner of the proposed intersection. South of the intersection is an Express Care facility for urgent medical care needs. Motorists on Olivehurst Avenue currently do not stop at the intersection with 6th Avenue.

6th Avenue is primarily a residential street that extends east and west of Olivehurst Avenue. The only commercial uses along 6th Avenue are at the intersection with Olivehurst Avenue. Motorists on 6th Avenue are required to stop before entering Olivehurst Avenue.

All streets have a posted speed limit of 25 mph.

Multi-way Stop Criteria:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

There is insufficient traffic volume to meet any traffic signal warrants for this intersection.

- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

There were two collisions reported at this intersection in the period from July 1, 2017 to June 30, 2018. This was the most current 12 month period that the County had collision history data. Both collisions involved motorists crossing the pathway of other motorists and they both might have been prevented with multiway stop controls.

However, this criterion is not met.

C. Minimum Volumes

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day:

Olivehurst Avenue is considered the major street approach. On the day of the study, the top eight hours were all above 300 vehicles per hour, with a range of 703 to 529 vehicles.

This section is satisfied.

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) 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 highest hour:

No hour exceeded 200 units of vehicles, pedestrians and bicyclists when combined for 6th Avenue. The highest hourly vehicular volume coming from Sixth Avenue was 98 vehicles for both directions.

This section is not met.

3. If the 85-th percentile approach speed of the major street or the unrestricted direction exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values in Items 1 and 2.

The 85th percentile speed for Olivehurst Avenue was 37 mph and the posted speed for Olivehurst Avenue is 25 mph. This condition is not applicable since speeds were not above 40 mph. Therefore the section is not met.

This criterion is not met since all of the sections do not exceed the minimum limits.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Criteria C.1 is still met. But Criteria B and C.2 still do not meet the lower limits with 80 percent of the minimum values. Therefore this warrant is not met.

Other criteria that may be considered in an engineering study.

- A. The need to control left-turn conflicts:

There were only 2 collisions in the year analyzed above that involved left-turn conflicts. Currently there is a left turn lane separated from the through lanes on Olivehurst Avenue. So motorists turning left onto 6th Avenue are not impeding through traffic on Olivehurst Avenue.

Over the last 17 years (2001-2018) there were a total of 6 collisions involving left-turn movements. This is less than 1 collision per year over this time frame, which indicates that left-turn conflicts are not occurring with any regularity. There is no collision history showing that left-turn conflicts are a problem at this intersection.

Therefore, this criterion is not met.

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes:

The area along Olivehurst Avenue is mostly commercial uses with some non-commercial services and one governmental facility (US Postal Service Office). The US Postal Office is located on the northwest corner of Olivehurst Avenue and 6th Avenue. Many pedestrians walk to this facility. The southwest corner of this intersection is a gas station with a convenience store. The convenience store does attract pedestrians to purchase items in the store. These two facilities do not generally generate high pedestrian volumes in short durations of time. However, pedestrians may cross at this intersection to walk to other businesses or facilities along Olivehurst Avenue that are away from the intersection.

The County has received numerous complaints from pedestrians about crossing Olivehurst Avenue at this intersection. Pedestrian complaints include motorists driving too fast, motorists not stopping for pedestrians while crossing, and pedestrians feeling unsafe when crossing. The collision history at this intersection from 2001-2018 does not have any collisions that involved vehicle/pedestrian conflicts.

Pedestrian counts were made on Monday, September 16, 2019 between the hours of 7 am to 9 am and from 3 pm to 4 pm. The morning count was 19 pedestrians crossed Olivehurst Avenue between 7 am and 9 am. The afternoon count was 8 pedestrians crossed Olivehurst Avenue. This does not indicate that a large number of pedestrians are crossing this intersection every hour.

Requiring all motorists to stop before entering the intersection would reduce the likelihood of vehicle/pedestrian conflicts. Therefore, this criterion is potentially met.

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop:

The intersection has good lines of sight for motorists stopped on 6th Avenue before entering Olivehurst Avenue. Equally, motorists on Olivehurst Avenue have good lines of sight for vehicles stopped on 6th Avenue awaiting entrance onto Olivehurst Avenue. Therefore this criterion is not met.

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection:

Olivehurst Avenue is not a residential street at this intersection, while 6th Avenue is a residential street away from the intersection. The two streets do not have similar design and operating characteristics. Therefore this criterion is not met.

Additional Information

The results of a traffic survey indicate that the 85th percentile speed for both directions on Olivehurst Avenue through this intersection was 37 mph, which exceeds the posted speed limit

