

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
ACTION AGENDA SUMMARY

DEPT: Public Works *Nov*

BOARD AGENDA # \*C-4

Urgent  Routine

AGENDA DATE March 20, 2012

CEO Concurs with Recommendation YES  NO   
(Information Attached)

4/5 Vote Required YES  NO

SUBJECT:

Approval to Adopt a Resolution for the Installation of an All-Way Stop Sign Control at Roeding Road and Moore Road in the Ceres Area

STAFF RECOMMENDATIONS:

Adopt a resolution for the installation of an All-Way stop sign control at Roeding Road and Moore Road in the Ceres area.

FISCAL IMPACT:

The estimated cost to the County Road Fund for providing and installing the All-Way Stop signs is \$1,300. This includes two R1-1 "Stop" signs with mounting hardware, legend painting, and labor. Funds are available in the Fiscal Year 2011-2012 Road Operations budget. Additional maintenance costs will be incorporated into future fiscal year budgets as needed, to maintain the newly installed signs.

BOARD ACTION AS FOLLOWS:

No. 2012-118

On motion of Supervisor Withrow, Seconded by Supervisor De Martini

and approved by the following vote,

Ayes: Supervisors: Chiesa, Withrow, Monteith, De Martini and Chairman O'Brien

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) X Approved as recommended

2) \_\_\_\_\_ Denied

3) \_\_\_\_\_ Approved as amended

4) \_\_\_\_\_ Other:

MOTION:

*Christine Ferraro*

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

## Approval to Adopt a Resolution for the Installation of an All-Way Stop Sign Control at Roeding Road and Moore Road in the Ceres Area

### **DISCUSSION:**

Under the authorization granted to local authorities in Vehicle Code Section 21355, Local authorities may erect stop signs at any location so as to control traffic within an intersection.

In 2011, the Department of Public Works Traffic Division received a request to evaluate the installation of two additional stop signs at Roeding Road, requiring both approaches to stop prior to entering the intersection of Roeding Road at Moore Road. This would create an All-Way Stop traffic controlled intersection.

The location of Roeding Road and Moore Road is an unincorporated residential neighborhood in Stanislaus County. It is currently controlled by two-way stop control on Moore Road, via the minor approaches. Turlock Irrigation District's Ceres Main Canal parallels Moore Road, 80 feet to the west. Roeding Road crosses the canal at the intersection with a concrete slab bridge, which was built in 1900.

The California Department of Transportation has adopted guidelines and warrant criteria developed by the Federal Highway Administration for establishing all-way stop traffic control at intersections. This procedure enables a standardized approach and application for the all-way stop traffic control. Part of the warrant criteria is based on traffic volumes and avoidable collisions at the intersection.

In order to evaluate the request for two additional stop signs on the approaches of Roeding Road to its intersection with Moore Road, Public Works staff collected traffic volume and collision data for this location. The analysis showed that while the intersection traffic volumes are lower than the minimum traffic volumes suggested in the State adopted guidelines for consideration in installing an all-way stop traffic control, the intersection collision history does satisfy the all-way stop traffic control warrant of five or more "correctable collisions" in a 12-month period.

The Roeding Road over Ceres Main Canal bridge railing partially restricts intersection site visibility, thereby contributing to broadside collisions. The combined collision records from the City of Ceres and Stanislaus County meets the warrant for five or more correctable collisions in a 12-month period. In 2009, there were six correctable collisions, and in 2010, there were eight correctable collisions.

The City of Ceres adopted Resolution No. 2012-020 on February 13, 2012 in concurrence with the County's findings. The staff and council are in support of the stop sign installation.

**Adopt a Resolution for the Installation of an All-Way Stop Sign Control at Roeding Road and Moore Road in the Ceres Area**

**POLICY ISSUES:**

The recommended actions are consistent with the Board's priorities of providing A Safe Community, A Healthy Community, and A Well Planned Infrastructure System by providing the citizens of Stanislaus County a reduced risk of collision.

**STAFFING IMPACT:**

There is no staffing impact associated with this item.

**CONTACT PERSON:**

Matt Machado, Public Works Director. Telephone: (209) 525-4130.

AM:sn

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THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
STATE OF CALIFORNIA

Date: March 20, 2012

2012-118

On motion of Supervisor Withrow Seconded by Supervisor De Martini  
and approved by the following vote,  
Ayes: Supervisors: Chiesa, Withrow, Monteith, DeMartini, and Chairman O'Brien  
Noes: Supervisors: None  
Excused or Absent: Supervisors: None  
Abstaining: Supervisor: None

THE FOLLOWING RESOLUTION WAS ADOPTED:

Item # \*C-4

**A RESOLUTION SUPPORTING THE INSTALLATION OF AN ALL-WAY STOP AT THE  
INTERSECTION OF ROEDING ROAD AND MOORE ROAD**

Whereas, California Vehicle Code Section 21351 Local Authority authorizes local jurisdictions to erect and maintain traffic signs, signals and other traffic control devices upon streets and highways; and

Whereas, the California Department of Transportation adopted the California Manual on Uniform Traffic Control Devices (California MUTCD) 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California; and

Whereas, Roeding Road and Moore Road are local highways not affecting state highway traffic; and

Whereas, a portion of Roeding Road west of the intersection is within the jurisdiction of the City of Ceres and a letter of concurrence has been received; and

Whereas, Roeding Road and Moore Road are not designated as through highways in accordance with California Vehicle Code Section 21354 Stop Signs on Local Highways; and

Whereas, Section 2B.07 Multi-Way Stop Applications of the California MUTCD 2012 establishes criteria for the installation of Multi-Way Stop Signs; and

Whereas, Stanislaus County Traffic Engineering staff conducted a thorough engineering study dated January 24, 2012; and

Now, therefore, be it resolved that the Board of Supervisors of Stanislaus County does hereby adopt this resolution for the placement of the all-way stop signs.

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk  
Stanislaus County Board of Supervisors,  
State of California



File No.

**ALL-WAY STOP STUDY**

**INTERSECTION OF:** Roeding Rd @ Moore Ave  
**DATE:** January 24, 2012

**COLLISION SUMMARY BY SEVERITY**

YEAR	PDO	INJURY	FATAL	ANNUAL TOTAL
2001	3	3		6
2002	1			1
2003	3	1		4
2004		1		1
2005	2	1		3
2006		2		2
2007	1	2		3
2008	3	2		5
2009	5	2		7
2010	6	2		8
<b>TOTAL</b>	<b>24</b>	<b>16</b>		<b>40</b>

**COLLISION SUMMARY BY TYPE**

YEAR	HEAD-ON	SIDESWIPE	REAR END	BROADSIDE	HIT OBJECT
2001				5	1
2002				1	
2003				3	1
2004				1	
2005	1			2	
2006			1	1	
2007				2	1
2008				4	1
2009				6	1
2010				8	
<b>TOTAL</b>	<b>1</b>		<b>1</b>	<b>33</b>	<b>5</b>
				<b>TOTAL</b>	<b>40</b>

**TRAFFIC COUNTS (AVERAGE DAILY TRAFFIC)**

ROAD APPROACH (YEAR TAKEN)	DIRECTION OF TRAVEL	ADT	PEAK HOUR VOLUME	85% SPEED
Roeding Rd (2003)	E/B	937	83	43.8
Roeding Rd (2003)	W/B	872	80	43.8
Moore Rd (2005)	N/B	410	50	44.5
Moore Rd (2005)	S/B	506	60	44.5

SEE ATTACHED VOLUME REPORTS FOR MORE DETAILED INFORMATION

FHWA 2009 MUTCD WARRANTS

INTERSECTION OF: Roeding Rd @ Moore Ave

DATE: 1/24/12

WARRANT A:

TRAFFIC SIGNALS ARE JUSTIFIED

<b>YES (SEE ATTACHED WARRANT)</b>	<b>NO</b>
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*Multi-way stop is an interim measure while signal installation is being arranged*

WARRANT B:

FIVE OR MORE REPORTED CRASHES IN A **12-MONTH PERIOD** THAT ARE SUSCEPTIBLE TO CORRECTION

*BY A MULTI-WAY STOP INSTALLATION. SUCH CRASHES INCLUDE RIGHT-TURN, LEFT-TURN AND RIGHT ANGLE COLLISIONS.*

*CHECK DATES TO INSURE ROLLING 12 MONTH PERIOD IS CHECKED.*

<b>YES</b>	<b>NO</b>
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WARRANT 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; AND
2. THE COMBINED VEHICULAR, PEDESTRIAN, AND BICYCLE VOLUME ENTERING THE INTERSECTION FROM THE MINOR STREET APPROACHES (TOTAL OF BOTH APPROACHES) AVERAGES 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;

WARRANT C SATISFIED 100%? 

<b>YES</b>	<b>NO</b>
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OR

3. IF THE 85TH PERCENTILE APPROACH SPEED OF THE MAJOR-STREET TRAFFIC EXCEEDS 40 MPH, THE MINIMUM VEHICULAR TRAFFIC WARRANTS ARE 70 PERCENT OF THE VALUES PROVIDED IN ITEMS 1 AND 2. (C1) 210 MAJOR RD VEHICLES (C2) 140 MINOR RD VEHICLES

SPEED > 40MPH; WARRANT C SATISFIED 70%? 

<b>YES</b>	<b>NO</b>
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WARRANT 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. (B) 4 CORRECTABLE COLLISIONS (C1) 240 VEHICLES (C2) 160 VEHICLES

WARRANT B, C.1, **AND** C.2 SATISFIED 80%? 

<b>YES</b>	<b>NO</b>
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SEE ATTACHED VOLUME SHEETS. THE 8 HIGHEST COMBINED HOURS WILL BE HIGHLIGHTED WITH CORRESPONDING 8 HOURS HIGHLIGHTED ON MINOR ROAD AS WELL.

**OPTIONS:**

- A. IS THERE A NEED TO CONTROL LEFT-TURN CONFLICTS? 

YES	NO
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- B. IS THERE A NEED TO CONTROL VEHICLE/PEDESTRIAN CONFLICTS NEAR LOCATIONS THAT GENERATE HIGH PEDESTRIAN VOLUMES 

YES	NO
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- C. CAN THE ROAD USER, AFTER STOPPING, SEE CONFLICTING TRAFFIC AND NEGOTIATE THE INTERSECTION WITHOUT CONFLICTING CROSS-TRAFFIC STOPPING 

YES	NO
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- D. IS IT THE INTERSECTION OF TWO RESIDENTIAL NEIGHBORHOOD COLLECTOR (THROUGH) STREETS OF SIMILAR DESIGN AND OPERATING CHARACTERISTICS WHERE MULTI-WAY STOP CONTROL WOULD IMPROVE TRAFFIC OPERATIONAL CHARACTERISTICS? 

YES	NO
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**STAFF RECOMMENDATION:**

*Satisfies Warrant B - 5 or More correctable collisions in a 12 month period.*

**Traffic Engineer Statement**  
*The location of Roeding and Moore is an unincorporated residential neighborhood in Stanislaus County. It is currently controlled by two-way stop control on the minor approaches. Turlock Irrigation District's Ceres Main Canal parallels Moore Road, 80ft to the west. Roeding Road crosses the canal at the intersection with a concrete slab bridge built in 1900.*

*The bridge railing may be a factor in the intersection site visibility, thereby contributing to broadside collisions. The combined collision record from the City of Ceres and Stanislaus County meets Warrant B for 5 or more correctable collisions in a 12 month period. 2009 had 6 correctable collisions and 2010 had 8 correctable collisions.*

*The installation of an all-way stop controlled intersection will require a letter of concurrence and/or execution of a resolution by the City of Ceres City Council prior to installation.*

*It is the recommendation of Stanislaus County Public Works Traffic Engineering Division to install an all-way stop at the intersection of Roeding Road and Moore Road.*

PERFORMED BY: Judy Lindsay

CHECKED BY: Andrew Malizia, PE

- ATTACHMENTS:**
- COLLISION HISTORY REPORT
  - MAJOR ROAD VOLUME REPORT
  - MINOR ROAD VOLUME REPORT
  - TRAFFIC SIGNAL WARRANT ANALYSIS



**ROADWAY VOLUMES**

	MAJOR			MINOR		
	Vehicles per hour					
	e/b	w/b	Combined	n/b	s/b	Combined
0000	9	5	14	3	2	5
0100	1	3	4	3	4	7
0200	2	1	3	0	2	2
0300	2	2	4	0	2	2
0400	1	3	4	2	4	6
0500	39	10	49	1	5	6
0600	43	24	67	17	20	37
0700	48	36	84	17	30	47
0800	44	48	92	28	33	61
0900	29	39	68	19	24	43
1000	45	43	88	21	24	45
1100	49	69	118	23	29	52
1200	69	63	132	30	55	85
1300	55	63	118	27	29	56
1400	64	62	126	34	27	61
1500	83	77	160	31	60	91
1600	75	80	155	27	42	69
1700	73	79	152	50	35	85
1800	47	41	88	17	29	46
1900	48	33	81	18	18	36
2000	45	36	81	17	11	28
2100	36	30	66	16	11	27
2200	15	16	31	4	4	8
2300	15	9	24	5	6	11
<b>TOTAL DAILY TRAFFIC</b>			<b>1809</b>			<b>916</b>

Average of Top 8:	<b>132</b>	Average	<b>70</b>
(100%) Average > 300		(100%) Average > 200	
(80%) Average > 240		(80%) Average > 160	
(70%) Average > 210		(70%) Average > 140	













**RESOLUTION NO. 2012-20**

**RESOLUTION APPROVING AN ALL-WAY STOP SIGN  
INSTALLATION AT THE INTERSECTION OF ROEDING ROAD AND  
MOORE ROAD AND ALLOWING THE COUNTY OF STANISLAUS TO  
FURNISH MATERIALS AND INSTALLATION.**

**THE CITY COUNCIL**  
City of Ceres

**WHEREAS**, the intersection of Roeding Road and Moore Road is the shared responsibility of the City of Ceres and Stanislaus County; and,

**WHEREAS**, Stanislaus County has completed a study for an all-way stop sign at the intersection of Roeding Road and Moore Road. The study has determined that the installation meets the required warrants for the installation of an all-way stop at the intersection; and,

**WHEREAS**, the City of Ceres concurs with the proposed installation of an all-way stop at the intersection; and

**WHEREAS**, Stanislaus County has agreed to furnish and install the all-way stop sign, at no cost to the City; and


**NOW THEREFORE BE IT HEREBY RESOLVED** that the City Council of the City of Ceres does hereby accept that the County of Stanislaus install an all-way stop sign at the intersection of Roeding Road and Moore Road, at their cost.

**PASSED AND ADOPTED** by the Ceres City Council at a regular meeting thereof held on the 13<sup>th</sup> day of February 2012, by the following vote:

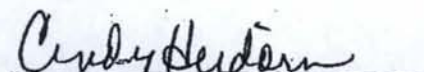
**AYES:** Councilmembers Kline, Ingwerson, Vice Mayor Lane

**NOES:** None

**ABSENT:** Councilmember Durossette, Mayor Vierra

  
Chris Vierra, Mayor

**ATTEST:**

  
Cindy Heidorn, CMC, City Clerk