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OAKLAND

2016 SEP -1 AM 10:35

## AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Jeff Tumlin  
Acting Director Department  
Transportation

**SUBJECT:** Resolution Approving the Installation  
of Stop Signs

**DATE:** July 14, 2016

City Administrator Approval

Date:

8/31/16

### RECOMMENDATION

**Staff Recommends That The City Council Adopt A Resolution Approving the Installation of Stop Signs Pursuant to California Vehicle Code Sections 21351 and 21355 and Oakland Municipal Code Sections 10.12.010 and 10.12.110 at the Following Intersections:**

- A. Hermosa Avenue, Single Leg Of T Intersection, At Florence Avenue
- B. Marguerite Drive And Hermosa Avenue, All Approaches
- C. Marguerite Drive And Mandalay Road, All Approaches
- D. Norman Lane, Single Leg Of T Intersection, At Mandalay Road
- E. Wilding Lane, Single Leg Of T Intersection, At Mandalay Road
- F. Harbord Drive, Northbound Approach, At Dulwich Road
- G. Valley Street, Single Leg Of T Intersection, At 24<sup>th</sup> Street
- H. Lion Way, Westbound Approach, At 69<sup>th</sup> Avenue
- I. Embarcadero West, Eastbound Approach, At Webster Street

### EXECUTIVE SUMMARY

Approval of the resolution will allow Oakland Public Works to install stop signs and the associated pavement markings at the above-mentioned locations. The stop signs are for improving pedestrian, bicyclist, and driver safety.

### BACKGROUND / LEGISLATIVE HISTORY

Transportation Services Division (TSD) staff received requests from local citizens and community groups to investigate the nine subject intersections for safety and operational improvements. Staff assessed the conditions at the intersections and determined that additional stop signs are the most appropriate improvements based on existing traffic patterns, roadway configurations, and surrounding traffic control devices. The proposed stop signs comply with the standard traffic engineering practice of installing stop signs to clarify right of way consistency, pedestrian crossing safety, or reduce demonstrated risks of collisions.

Item: \_\_\_\_\_  
Public Works Committee  
September 13, 2016

## **ANALYSIS AND POLICY ALTERNATIVES**

### *Hermosa Avenue at Florence Avenue*

Hermosa Avenue and Florence Avenue is a "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. There is a yield sign on the Hermosa Avenue approach. A restricted view exists that requires road users to stop in order to adequately observe pedestrians and conflicting traffic on Florence Avenue. Replacing the yield sign on Hermosa Avenue with a stop sign will enhance pedestrian crossing safety, and improve right-of-way clarity and consistency.

### *Marguerite Drive at Hermosa Avenue*

Marguerite Drive and Hermosa Avenue is an uncontrolled "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. This intersection is two residential neighborhood streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. Installing all-way stop signs at this intersection will enhance pedestrian crossing safety and improve right-of-way clarity and consistency.

### *Marguerite Drive at Mandalay Road*

Marguerite Drive and Mandalay Road is an uncontrolled "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. This intersection is of two residential neighborhood streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. Installing all-way stop signs at this intersection will enhance pedestrian crossing safety, and improve right-of-way clarity and consistency.

### *Norman Lane at Mandalay Road*

Norman Lane and Mandalay Road is an uncontrolled "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. A restricted view exists that requires road users to stop in order to adequately observe pedestrians and conflicting traffic on Mandalay Road. Installing a stop sign on the single Norman Lane approach (the minor approach) will enhance pedestrian crossing safety, and improve right-of-way clarity and consistency.

### *Wilding Lane at Mandalay Road*

Wilding Lane and Mandalay Road is an uncontrolled "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. A restricted view exists that requires road users to stop in order to adequately observe pedestrians and conflicting traffic on Mandalay Road. Installing a stop sign on the single Wilding Lane approach (the minor approach) will enhance pedestrian crossing safety and improve right-of-way clarity and consistency.

*Harbord Drive at Dulwich Road*

Harbord Drive and Dulwich Road is a "T" (three-legged) intersection on a school route for Hillcrest Elementary School, Aurora School, and Holy Name Central High School. There is a yield sign on the northbound Harbord Drive approach (the minor approach). A restricted view exists that requires road users to stop in order to adequately observe pedestrians and conflicting traffic on Dulwich Road. Replacing the yield sign on the northbound Harbord Drive approach with a stop sign will enhance pedestrian crossing safety and improve right-of-way clarity and consistency.

*Valley Street at 24<sup>th</sup> Street*

Valley Street and 24<sup>th</sup> Street is an uncontrolled "T" (three-legged) intersection. A restricted view exists that requires road users to stop in order to adequately observe pedestrians and conflicting traffic on 24<sup>th</sup> Street. Installing stop sign on Valley Street at this intersection will enhance pedestrian crossing safety and improve right-of-way clarity and consistency.

*Westbound Lion Way at 69<sup>th</sup> Avenue*

Lion Way between 69<sup>th</sup> Avenue and 70<sup>th</sup> Avenue is a new road. The eastbound approach of Lion Way is stop controlled at 69<sup>th</sup> Avenue. The installation of a westbound stop control will establish 69<sup>th</sup> Avenue as the through street and reduce potential collisions.

*Embarcadero West at Webster Street*

Embarcadero West and Webster Street is a "T" (three-legged) intersection. Webster St. and Embarcadero West westbound are stop controlled. The left-turn movement of Embarcadero West eastbound intersects two sets of railroad tracks and is not stop controlled. Installing a stop sign for the left-turn movement on Embarcadero West will enhance right-of-way clarity and consistency.

**FISCAL IMPACT**

The cost to install stop signs and pavement markings is approximately \$15,150. Funds are available in the Public Works Department, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246). The recurring costs for maintaining the stop signs and markings are anticipated to be minimal.

**PAST PERFORMANCE, EVALUATION AND FOLLOW-UP**

The installation of stop signs at the subject intersections will reduce demonstrated risks of collisions and enhance driver understanding of right-of-way. Bicyclist safety will improve as vehicles on the major street will be required to stop for the slower-moving bicycles on the minor street. Pedestrians crossing the street will also be better protected as vehicles will be required to stop instead of yield to them.

### **PUBLIC OUTREACH / INTEREST**

Transportation Services Division (TSD) staff received requests from local citizens and community groups to investigate the nine subject intersections for safety and operational improvements.

Council District 1 and TSD staff held a public meeting at Hillcrest Elementary to discuss the proposals including installation of stop signs to improve pedestrian and traffic safety near the school. Approximately 50 people attended the meeting with the vast majority supporting the proposals.

### **COORDINATION**

The Office of the City Attorney and Controller's Bureau reviewed this report and resolution.

### **SUSTAINABLE OPPORTUNITIES**

***Economic:*** There are no sustainable economic opportunities resulting from the proposed stop signs.

***Environmental:*** The proposed stop signs will incrementally increase air pollution, fuel consumption, and possibly the noise level for occupants of nearby properties. However, the benefits of improved safety outweigh these impacts. Increased safety for bicyclists and pedestrians may ultimately increase bicycle ridership and pedestrian activity, further offsetting these impacts.

***Social Equity:*** The proposed stop signs will provide equity for all road users by improving safety and clarifying right-of-way for bicyclists and pedestrians.

### **CEQA**

The California Environmental Quality Act ("CEQA") and the CEQA Guidelines exempt specific types of projects from environmental review. The following CEQA exemptions apply to this project, each of which provide a separate and independent basis for CEQA clearance: CEQA Guidelines sections 15301 (existing facilities) and 15061(b)(3) (no significant effect on the environment).

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt A Resolution Approving the Installation of Stop Signs Pursuant to California Vehicle Code Sections 21351 and 21355 and Oakland Municipal Code Sections 10.12.010 and 10.12.110 at the Following Intersections:

- A. Hermosa Avenue, single leg of T intersection, at Florence Avenue
- B. Marguerite Drive and Hermosa Avenue, all approaches
- C. Marguerite Drive and Mandalay Road, all approaches
- D. Norman Lane, single leg of T intersection, at Mandalay Road
- E. Wilding Lane, single leg of T intersection, at Mandalay Road
- F. Harbord Drive, northbound approach, at Dulwich Road
- G. Valley Street, single leg of T intersection, at 24<sup>th</sup> Street
- H. Lion Way, westbound approach, at 69<sup>th</sup> Avenue
- I. Embarcadero West, eastbound approach, at Webster Street

For questions regarding this report, please contact Wladimir Wlassowsky, P.E., Transportation Services Manager at (510) 238-6383.

Respectfully submitted,

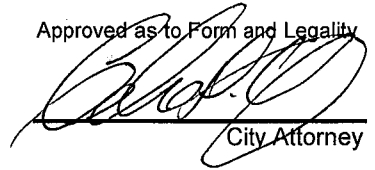


**JEFF TUMLIN**  
Acting Director, Department of Transportation

Reviewed by:  
Michael J. Neary, Assistant Director  
Bureau of Engineering & Construction

Reviewed by:  
Wladimir Wlassowsky, P.E., Transportation Services Manager  
Transportation Services Division

Prepared by:  
Joe Wang, P.E., Supervising Transportation Engineer  
Transportation Services Division



City Attorney

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2016 SEP -1 AM 10:35

# OAKLAND CITY COUNCIL

RESOLUTION No. \_\_\_\_\_ C.M.S.

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION APPROVING THE INSTALLATION OF STOP SIGNS PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 21351 AND 21355 AND OAKLAND MUNICIPAL CODE SECTIONS 10.12.010 AND 10.12.110 AT THE FOLLOWING INTERSECTIONS:**

- A. Hermosa Avenue, single leg of T intersection, at Florence Avenue
- B. Marguerite Drive and Hermosa Avenue, all approaches
- C. Marguerite Drive and Mandalay Road, all approaches
- D. Norman Lane, single leg of T intersection, at Mandalay Road
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- H. Lion Way, westbound approach, at 69<sup>th</sup> Avenue
- I. Embarcadero West, eastbound approach, at Webster Street

**WHEREAS**, California Vehicle Code Sections 21351 and 21355 and Oakland Municipal Code Sections 10.12.010 and 10.12.110 authorize the Traffic Engineer, by City Council resolution, to install stop signs at intersections; and

**WHEREAS**, traffic investigations conducted in response to requests from local citizens and community groups indicate that the installation of stop signs at the subject intersections will enhance safety and right-of-way clarification and consistency for all road users; and

**WHEREAS**, the Traffic Engineer found the installation of stop signs, according to traffic engineering standards and practices, to be the most appropriate action to mitigate existing conditions; and

**WHEREAS**, funds totaling \$15,150 are available in the Public Works Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Transportation Services Organization (92246) to install stop signs and pavement markings; and

**WHEREAS**, each as a separate and independent basis, this action is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines sections 15301(existing facilities) and 15061(b)(3) (no significant effect on the environment); now, therefore, be it

**RESOLVED:** That, pursuant to Oakland Municipal Code Sections 10.12.010 and 10.12.110, California Vehicle Code Sections 21351 and 21355, the findings of the Traffic Engineer set forth above and in the accompanying report, the City Council hereby approves the installation of stop signs on the following streets:

- A. Hermosa Avenue, single leg of T intersection, at Florence Avenue
- B. Marguerite Drive and Hermosa Avenue, all approaches
- C. Marguerite Drive and Mandalay Road, all approaches
- D. Norman Lane, single leg of T intersection, at Mandalay Road
- E. Wilding Lane, single leg of T intersection, at Mandalay Road
- F. Harbord Drive, northbound approach, at Dulwich Road
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- I. Embarcadero West, eastbound approach, at Webster Street

**FURTHER RESOLVED:** That the stop signs shall be installed in accordance with the City's traffic engineering standards and procedures.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California