

**CITY OF OAKLAND**  
**AGENDA REPORT**

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2008 JUL 10 PM 6:05

TO: Office of the City Administrator  
ATTN: Dan Lindheim  
FROM: Community and Economic Development Agency  
DATE: July 22, 2008

RE: **Informational Report Concerning The Proposed Traffic Signal At  
The Intersection Of Mountain Boulevard At LaSalle Avenue In The  
Montclair District**

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**SUMMARY**

At the February 26 Public Works Committee meeting, staff was directed to provide the historical traffic accident records for the intersection of Mountain Boulevard at La Salle Avenue. The accident record for this location is presented in Attachment A, and the pedestrian accident history is presented in Attachment B.

In addition, staff was directed to delay the design of the proposed traffic signal at the intersection pending an area-wide traffic study in Montclair and a part of Park Boulevard. However, a funding source for the traffic study was not identified. Options for funding the study are presented in this report.

**FISCAL IMPACT**

Since this is an informational report, no financial impact to the City is identified.

**BACKGROUND**

On February 26, staff presented an informational report to the Public Works Committee about the proposed traffic signal at the intersection of Mountain Boulevard and La Salle Avenue. The intersection was programmed for funding in the 2005-2007 budget cycle. The informational report originated as a result of community opposition to the proposed traffic signal. The report explained the process that led to the selection of the intersection for signalization, as well as the community outreach process that took place during the preliminary design phase. Following the presentation of the informational report, the Committee directed staff to return with additional information regarding accident history, and to delay the design of the proposed traffic signal pending an area wide traffic study in Montclair and a part of nearby Park Boulevard, to develop a comprehensive transportation master plan for the area.

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## KEY ISSUES AND IMPACTS

### Mountain/LaSalle Accident History

Citywide comparative accident records show that the intersection of Mountain Boulevard / La Salle Avenue ranked No. 15 in accident rate for intersections citywide in 2004, when locations were being evaluated for 2005-2007 Capital Improvement Program funding. Currently, the intersection currently ranks No. 3 in pedestrian accidents citywide for a ten-year period. Please see Attachment A and Attachment B.

Although the Mountain/La Salle location ranked 14<sup>th</sup> based solely on accident rate, this location was recommended for signalization based on its rank (No. 5) on the City's signal need priority list, which relies on several criteria, including accident history, to objectively evaluate candidate locations for signalization (see Attachment C). These criteria are in accordance with established traffic engineering standard practice and statewide guidelines from the Manual of Uniform Traffic Control Devices (M.U.T.C.D.) and include:

- 1.) Vehicular volumes, 10 points
- 2.) Interruption of continuous traffic, 5 points
- 3.) Pedestrian volumes, 5 points
- 4.) Accident data, 7 points
- 5.) Other, site specific special conditions, no specific points

The intersection of Mountain and La Salle scored 18.4 out of a possible total of 27 points, which ranked the intersection as #5 in the Fiscal Year 2005-2007 signal prioritization list. In addition, Caltrans signal warrant analysis<sup>1</sup> was applied to the intersection to independently confirm consistency with state standards. The table below summarizes the result of Caltrans warrant analysis at the intersection:

### Caltrans Signal Warrant Results

	Caltrans Criteria (Warrants)	Met Warrants (Yes/No)
1	Eight Hour Vehicular Volume	Yes
2	Four Hour Volume	Yes
3	Peak hour Volume	No
4	Pedestrian Volume	Yes
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	No
8	Roadway Network	No

<sup>1</sup> A warrant describes threshold conditions to the engineer in evaluating the potential safety and operational benefits of traffic control devices and is based upon average or normal conditions. Warrants are not a substitute for engineering judgment.

The intersection of Mountain/La Salle meets three of the Caltrans signal need warrants, including the pedestrian volume warrant. The state guideline is that any intersection that meets any one of the signal warrants is a candidate for signalization. The intersection meets three warrants and therefore is a candidate for signalization.

#### Funding for Montclair Area Wide Traffic Study

The Public Works Committee directed staff to suspend the proposed signal design at Mountain Boulevard and La Salle pending a comprehensive traffic study in Montclair District and the nearby portion of Park Boulevard. The study was estimated to cost between \$100,000.00 and \$200,000.00. However, a fund source was not identified. Staff has identified the following funding options:

- The Community Based Transportation Planning Grant Program is a statewide grant program administered by Caltrans. Previously, the City has applied for grants under this program and could consider the Montclair district as a candidate location when a call for projects is announced late in 2008.
- The Environmental Justice Grant Program is also a statewide program, but is designated for areas of moderate to low economic status and Montclair would likely not qualify for this grant.
- The Montclair Village Association (MVA) business improvement district (BID) may be interested in providing funding for this study
- City Council "Pay-go" discretionary funds could be used to fund the study.
- A combination of these sources could be used.

#### **SUSTAINABLE OPPORTUNITIES**

**Economic:** Economic opportunity is contingent upon funding availability for the traffic study. If funded, it will provide the opportunity to use local consultants that offer employment to Oakland residents, thereby strengthening the local economy.

**Environmental:** There is no identifiable environmental opportunity.

**Social Equity:** If the traffic study is funded, it will include transit, pedestrian and bicycle circulation, accessibility, and safety issues which will be beneficial to the public who depend on walking and public transit to access jobs and services, including senior citizens, persons with disabilities, and children.

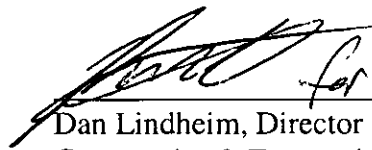
**DISABILITY AND SENIOR CITIZEN ACCESS**

Transit and pedestrian circulation and accessibility will be included in the study to benefit pedestrians and seniors.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff recommends that Council accept this report.

Respectfully submitted,



Dan Lindheim, Director  
Community & Economic Development Agency

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APPROVED AND FORWARDED TO THE  
PUBLIC WORKS COMMITTEE:



Office of the City Administrator

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**ATTACHMENT A**  
**ACCIDENT HISTORY AND ACCIDENT RATES**  
**INVOLVING ALL TYPES (VEHICLES, PEDESTRIANS, BICYCLES & OTHERS)**  
**RANK BASED ON 5 YEAR ACCIDENT RATE ENDING DECEMBER 31, 2004**

RANK	MAJOR STREET	CROSS STREET	5-Year Accident Data 01-01-99 to 12-31-04		Existing Traffic Signal	CIP Programed
			Total No. of Collisions	Accident Rate (Collisions per million vehicles/Year)		
1	SEMINARY AVE	AVENAL AVE	45	2.343		07-09
2	BANCROFT AVENUE	77TH AVENUE	40	1.115	Yes	
3	INTERNATIONAL BLVD (SR185)	64TH AVENUE	25	0.910	No	
4	FOOTHILL BLVD	4TH AVENUE	13	0.909	No	
5	SAN PABLO AVENUE (SR123)	34TH ST	31	0.850	No	
6	INTERNATIONAL BLVD	81ST AVE	38	0.754	No	
7	14TH AVE	E.29TH ST/19TH AVE	31	0.666	Yes	
8	98TH AVE	D STREET	34	0.624	Yes	
9	FOOTHILL BLVD	34TH AVE. NORTH INT	31	0.615		07-09
10	MACARTHUR BLVD	MABELLE	21	0.586	No	
11	BANCROFT AVENUE	94TH	32	0.545	No	
12	MONTANA	CHAMPION	13	0.509	No	
13	HIGH STREET	PENNIMAN	22	0.488	No	
14	PARK BLVD	8TH AVE-MCKINLEY	22	0.468	No	
15	MOUNTAIN BLVD	LA SALLE	11	0.461		05-07
16	TELEGRAPH AVENUE	58TH & RACINE	24	0.444	No	
17	INTERNATIONAL BLVD	26TH AVENUE	17	0.408	No	
18	PIEDMONT	LINDA	10	0.397		05-07
19	73RD AVE	GARFIELD	20	0.372		07-09
20	7TH ST	WILLOW	15	0.345		05-07
21	ADELINE	35TH ST	8	0.326	No	
22	FRUITVALE AVENUE	E.16TH ST. SOUTH INT.	11	0.320	No	
23	HIGH STREET	CONGRESS	22	0.297	No	
24	HIGH STREET	SANTA RITA	17	0.235		05-07
25	35TH AVENUE	WISCONSIN	9	0.190	No	
26	LAKESHORE	BODEN	10	0.181	No	
27	INTERNATIONAL BLVD	55TH AVENUE	12	0.177	No	
28	FRUITVALE AVENUE	SCHOOL/E.16TH ST	8	0.170		07-09
29	MOUNTAIN BLVD	NB 13 OFF @PARK	8	0.151		05-07
30	TELEGRAPH AVENUE	21ST ST	2	0.069	No	

**ATTACHMENT B**  
**PEDESTRIAN SIGNAL NEED PRIORITY LIST**  
**TOP INTERSECTIONS WITH 5 OR MORE ACCIDENTS**  
**RANK BASED ON 10-YEAR AVERAGE NO. OF COLLISIONS PER YEAR**

Rank	Major Street	Cross Street	10-Year Accident Data (1998-2007)	Existing Traffic Signal	CIP Programmed
			Total No. of Collisions Involving Peds		
1	INTERNATIONAL BLVD	36TH AVENUE	9	NO	2007-2009
2	INTERNATIONAL BLVD	84TH AVENUE (NORTH)	8	NO	
3	INTERNATIONAL BLVD	77TH AVENUE (NORTH)	7	NO	
3	MOUNTAIN BLVD	LA SALLE AVENUE	7	NO	2005-2007
3	PORTER STREET	HIGH STREET	7	NO	2007-2009
3	WEBSTER STREET	7TH STREET	7	YES	
4	FOOTHILL BLVD	34TH AVENUE (NORTH)	6	NO	2007-2009
4	FOOTHILL BLVD	5TH AVENUE	6	YES	
4	HARRISON STREET	12TH STREET	6	YES	
4	HARRISON STREET	9TH STREET	6	YES	
4	INTERNATIONAL BLVD	20TH AVENUE	6	NO	
4	INTERNATIONAL BLVD	81ST AVENUE	6	NO	
4	LAKESHORE AVENUE	BEACON STREET	6	NO	
4	RAND AVENUE	LAKE PARK AVENUE	6	NO	
5	2ND AVENUE	E. 12TH STREET	5	YES	
5	FRUITVALE AVENUE	FARNAM STREET	5	NO	
5	HOWE STREET	40TH STREET (WEST)	5	NO	
5	HOWE STREET	41ST STREET	5	NO	
5	INTERNATIONAL BLVD	26TH AVENUE	5	NO	
5	INTERNATIONAL BLVD	37TH AVENUE	5	NO	
5	INTERNATIONAL BLVD	39TH AVENUE	5	NO	
5	INTERNATIONAL BLVD	50TH AVENUE	5	NO	
5	INTERNATIONAL BLVD	64TH AVENUE	5	NO	
5	MACARTHUR BLVD	89TH AVENUE	5	NO	
5	MACARTHUR BLVD	CHAMPION STREET	5	NO	
5	SAN PABLO AVENUE	34TH STREET	5	NO	

**ATTACHMENT C  
SIGNAL NEED PRIORITY LIST 2005-2007**

<b>RANK</b>	<b>MAJOR STREET</b>	<b>CROSS STREET</b>	<b>POINT</b>	<b>REMARK</b>
1	INTERNATIONAL BLVD	69TH AVENUE	19.6	Signal installed late 2004 (State grant)
2	PIEDMONT	LINDA	19.0	05-07 CIP
3	HIGH STREET	CONGRESS	18.9	High/Fairfax signalized one block away
4	HIGH STREET	SANTA RITA	18.6	05-07 CIP
4	INTERNATIONAL BLVD	55TH AVENUE	18.6	State Route
5	FOOTHILL BLVD	34TH AVE. NORTH IN	18.4	Improved under Safe Route to School
5	INTERNATIONAL BLVD	64TH AVENUE	18.4	State Route
5	MOUNTAIN BLVD	LA SALLE	18.4	05-07 CIP
6	7TH ST	WILLOW	17.8	05-07 CIP
7	73RD AVE	GARFIELD	17.0	