



Administrative Report

N.4., File # 23-7262

Meeting Date: 12/5/2023

To: MAYOR AND CITY COUNCIL
From: TED SEMAAN, PUBLIC WORKS DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF ALL WAY STOP CONTROLS AT THE INTERSECTIONS OF CLARK LANE & GOODMAN AVENUE AND CLARK LANE & STANFORD AVENUE

EXECUTIVE SUMMARY

In response to a resident request and subsequent staff referral by the Councilmember for District 4, staff is bringing forward a discussion and possible action for all-way stop (“AWS”) controls at the intersection of Clark Lane and Goodman Avenue, and the intersection of Clark Lane and Stanford Avenue, which are adjacent to each other. In accordance with the City Council’s policy for AWS requests, staff initiated a survey of residences within 150 feet of each intersection and received insufficient resident support to carry either of the items forward on those grounds. City staff investigated both locations and found no relevant obstructions to sight lines or any documented history of correctable collisions that would warrant the installation of an AWS at either location. Therefore, in accordance with the City Council’s policy, neither intersection was brought forward to the Public Works and Sustainability Commission (PW&SC) for consideration. Afterwards, the Councilmember for District 4 made a referral for staff to bring the consideration of AWS controls at both intersections directly to the City Council. Therefore, staff is presenting this item for consideration to the City Council for discussion and possible action.

BACKGROUND

Clark Lane runs roughly east-west (southwest-northeast), is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 28 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. Parking is allowed on the south side of the street. Clark Lane is stop controlled at both of the subject intersections. Adjacent stop controls along Clark Lane exist approximately 240 feet (one block) to the west of the Stanford Avenue intersection at Harper Avenue and approximately 240 feet (one block) to east of Goodman Avenue Lane at Steinhart Avenue.

Goodman Avenue runs roughly north-south, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 28 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. A speed cushion exists south of the Clark Lane intersection. Parallel parking is allowed on the east side of the street. Goodman Avenue is not stop controlled at the subject intersection. Stop controls exist approximately 250 feet (one block) to the north at its terminus with Aviation Boulevard and 525 feet (one block) to the south at Marshallfield

Lane.

Stanford Avenue runs also runs roughly north-south, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 28 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. Parallel parking is allowed on the east side of the street. Stanford Avenue is not stop controlled at the subject intersection (Clark Lane). There are stop controls along Stanford Avenue approximately 250 feet (one block) to the north at Aviation Boulevard, as well as 475 feet (one block) to the south at Marshallfield Lane.

The subject intersections are located in Council District 4 and are depicted in Attachment 1. Fronting development in the vicinity of both intersections is single family residential, with various commercial developments fronting Aviation Boulevard. There are sidewalk, curb and gutters on all legs of both intersections. The boundary with Hermosa Beach is located along Harper Avenue (240 feet west) in the vicinity of the subject intersections.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- Criteria A - Where traffic control signals are justified, the multi-way 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.
- Criteria B - When there are 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 and left-turn collisions as well as right-angle collisions.
- Criteria C - Where 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 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. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- Criteria D - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Staff received an AWS request for both subject locations in May 2023. The request was due to speeding and safety concerns perceived by residents in vicinity of Stanford and Goodman Avenues.

In June, staff forwarded by USPS mail a survey to the 59 residences/businesses within 150 feet of the respective intersections per the City's AWS request policy approved by City Council, 25 for the Goodman intersection and 34 for the Stanford intersection. The letter included a QR code for each intersection to allow respondents to complete the survey electronically. The responses were due by July 22, 2023.

Through July 22nd date, the City had received four (4) responses for the Goodman intersection, three (3) in support and one (1) in opposition. Of the four responses, two (2) were received via use of the QR code. Therefore, the response rate was 16% while the support rate was 12%. This was below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included in the attachments.

For the Stanford intersection, the City had received 13 responses, 12 of which were in support and one (1) of which was in opposition. Of the 13 responses, four were received via use of the QR code. Therefore, the response rate for this intersection was 38%, while the support rate of 35%. This was also below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included as Attachment 2.

The City's Transportation Engineer visited both intersections in June 2023 and found no visibility or line of sight challenges for drivers that could be addressed by the introduction of AWS controls at either intersection. Staff also collected and analyzed reported traffic collision data at both intersections from SWITRS. A review of the available SWITRS crash data at both intersections during the five-year period revealed zero (0) potentially correctable collisions between 1/1/2017 and 12/31/2022 at either intersection.

AWS stop control was not warranted on any technical basis for either intersection, nor was sufficient public support received for installation at either intersection. Therefore, staff did not proceed with bringing either AWS request to the PWSC for discussion and action, see Attachment 3.

In September 2023, subsequent to the above outcome, the Councilmember for District 4 requested a City Council meeting discussion for both AWS requests. Therefore, staff is presenting this item for consideration by the City Council. If approved, staff will schedule the installation at either or both intersections, per the approved motion, as resources and work schedule allow. Staff does not expect installation to require more than eight (8) weeks after a decision is made, given the end-of-year holidays and current work loads of City crews.

COORDINATION

Coordination of the resident survey and the safety evaluation and this report took place within the Public Works Department. Further coordination took place with the Councilmember for District 4.

FISCAL IMPACT

The cost to install additional signage, striping, and associated appurtenance to complete the AWS control is estimated to be \$2,000 for each intersection, a total of \$4,000 if both intersections are approved. Funding for installation of new stop controls is available in the City's Traffic Calming Project Budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

1. Vicinity Map of Subject Intersections
2. All Way Stop Survey Responses
3. AWS Request Failure Letter to Residents
4. Notice to Residents (This Item)