



# STAFF REPORT

AGENDA ITEM NO: 6.b – Stop Sign Installation  
MEETING DATE: April 11, 2019

**To: Traffic Safety and Parking Commission**

**Date: April 11, 2019**

**From: Andrew Wong, Senior Engineer – (650) 558-7230**

**Subject: Stop Sign Installation Review**

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## **RECOMMENDATION**

Staff recommends the Traffic Safety and Parking Commission (TSPC) concur on the installation of additional stop signs at the three locations listed below. Upon TSPC concurrence, this issue will be forwarded to the City Council for introduction and adoption of the ordinance. The locations are:

- 1) Primrose Road at Douglas Avenue (City Hall);
- 2) Primrose Road at Bellevue Avenue (Main Library); and
- 3) Bayswater Avenue at Lorton Avenue (All-Way).

## **BACKGROUND**

The City periodically receives requests for stop signs. In order to determine the viability of stop signs, a stop sign warrant analysis is conducted. Vehicular traffic from all approaches is counted and the reported accident data for the intersection is reviewed. Other factors may be included into the analysis including proximity to a school, the traffic controls at adjacent intersections, as well as right-of-way assignment. The minimum warrants considered are:

WARRANT 1: Traffic Warrant – Traffic signal warranted urgent pending installation of a traffic signal.

WARRANT 2: Accident History Warrant – Three (3) or more reported accidents within a 12-month period of a type susceptible of correction by a multi-way stop installation. Such accidents include right-angle, right and left-turn collisions.

WARRANT 3: Minimum Volume Warrant – (1) Total vehicular volume from both approaches on the major street averages more than 300 vehicles per hour for any eight (8) hours of an average day; and (2) The combined vehicular and pedestrian volume from the minor street must average at least 200 vehicles, bikes and pedestrians per hour for the same eight (8) hours as

Condition A, with an average delay to minor street traffic of at least 30 seconds per vehicle during the maximum hour.

## **DISCUSSION**

Multi-way stop controls at the following three intersections are recommended based on the guidance from the California Manual of Uniform Traffic Control Devices (CAMUTCD).

### **Primrose Road at Douglas Avenue (City Hall) and Primrose Road at Bellevue (Library)**

The intersection of Bellevue Avenue, Primrose Road and Douglas Avenue is a five-way intersection with existing stop controls on three approaches with no stop controls on the remaining two approaches. There is also a physical traffic island with a pass through for traffic on Bellevue Avenue. The contributing factors are:

- 1) In a two year period there were three collisions that are susceptible to correction through the installation of an all-way stop control.
- 2) Motorists were observed being unsure and hesitant about right-of-way assignment.
- 3) There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- 4) 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

Both intersections are adjacent to either Burlingame's City Hall or Main Library, as well as Burlingame Avenue. All three of these facilities are high pedestrian generators. Stop signs have been installed at the subject approaches on an interim basis and have already made the right-of-way assignment more clear and driver behavior has improved. The installation of multi-way stops at this intersection may also be an interim measure prior to the installation of another type of intersection control.

### **Bayswater Avenue at Lorton Avenue (All-Way)**

The intersection of Bayswater Avenue and Lorton Avenue is a four-way intersection with existing stop controls on the two approaches on Lorton Avenue. The contributing factors are:

- 1) In a two year period there were three reported collisions that are susceptible to correction through the installation of an all-way stop control.
- 2) High density housing units on all-four corners create a high parking demand that compound visibility issues.

The Traffic Safety and Parking Commission is being requested to review and provide comments for the three aforementioned intersections where multi-way stop signs are being considered. Based on input from the TSPC, staff will recommend the City Council approve the installation of permanent stop signs at the three locations as stated.