



STAFF REPORT

AGENDA ITEM NO:

MEETING DATE: November 13, 2025

To: Traffic Safety and Parking Commission

Date: November 13, 2025

From: Michael Tsai, Transportation Engineer – (650) 558-7230

Subject: Adeline Drive and Vancouver Avenue Intersection Review

RECOMMENDATION

Staff recommends the Traffic Safety and Parking Commission (TSPC) receive an update regarding staff efforts on addressing traffic concerns at the intersection of Adeline Drive and Vancouver Avenue. Following the update, staff requests that the TSPC review, discuss, obtain public feedback, then provide a motion of support for the proposed traffic calming enhancements and continued process moving forward.

BACKGROUND

Over the past few months, residents along Vancouver Avenue have expressed concerns regarding traffic safety at the intersection with Adeline Drive. Most recently on October 8, 2025, staff met with a group of interested residents at the intersection to discuss their concerns in more detail. Many of the participants have resided in the area for several years. The most notable concerns shared during the meeting were speeding, visibility of vehicles due to the curvature of the road, the need for stop signs, and pedestrian safety.

Adeline Drive (the major roadway) and Vancouver Avenue (the minor roadway) are both 25 mph residential streets with parking on both sides and 2 travel lanes. Multi-way stop signs are commonly requested to slow traffic, however the purpose of stop signs are to assign the right-of way between conflicting cars at an intersection and not to control speeds. Following the California Manual on Uniform Traffic Control Devices (CAMUTCD), the decision to install a multi-way stop should be based on an engineering study. The engineering study and consideration for the other issues shared by the residents are presented in the following section.

DISCUSSION

Multiway Stop Analysis

1. The first major criteria outlined by the CAMUTCD is Collision History with a threshold of five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.

In order to gain a broader picture of the collision history at this intersection, staff looked at the 10 year collision history and found 2 collisions that may have been correctible. There had been a collision reported in 2022 and a collision that occurred in 2025 that was unreported but shared by the residents. The collision history threshold was not met.

2. The second major criteria outlined by the CAMUTCD is Minimum Volumes with a threshold of 300 vehicles per hour for any 8 hours of an average day for the major street and 200 vehicles, pedestrians, and bicycles on the minor street during the same 8 hours.

The Major Street Adeline Drive averages 143 vehicles between the hours of 7am and 3pm and the minimum volume threshold is not met.

The manual also allows for reductions of up to 70% of the threshold under certain conditions such as the 85th-percentile speed exceeding 40 mph however further reductions may be considered for local low volume residential streets that meet the following criteria:

- Both of the intersecting streets are mainly residential with 25 MPH speed limits
- Both streets are two-lane streets
- The main street does not have any other existing controls within 500 feet
- The intersecting street must extend more than 500 feet
- The installation should improve overall traffic operations

While the installation of a multiway stop at Adeline Drive and Vancouver Avenue may improve traffic operations at the intersection, there are existing multiway stops upstream and downstream of the location within 300 feet, Adeline Drive/Columbus Avenue and Adeline Avenue/Bernal Avenue respectively.

After consideration of conflicting vehicle volumes, collision history and several other factors a multiway stop is not recommended at this time.

Visibility

The western approach of Adeline Drive has a slight curvature and residents reported having difficulty seeing vehicles coming around the corner as well as seeing vehicles approaching from the eastern approach. These sightlines will be improved by the implementation of red curb and trimming of any shrubs that are overgrown. Staff recommends the installation of 20 feet of red curb on all approaches to the intersection including 20 feet of red curb on the curved approach of Adeline.

Additionally, encouraging approaching vehicles to stay on the appropriate side of the road may further improve sight lines as well as other factors. Staff recommends the installation of raised delineators in the center of the roadway on approach to Vancouver from both directions.

Based on the above, staff is proposing to:

- 1) Install approximately 20 feet of red curb on all approaches to the intersection including

- 20 feet of red curb on the curved approach of Adeline Avenue to improve both driver and pedestrian visibility.
- 2) To encourage approaching vehicles to stay on the appropriate side of the road and to further improve sight lines, staff recommends the installation of raised delineators in the centerline of Adeline Avenue on both sides approach approaching Vancouver Avenue.
 - 3) Lastly, staff is proposing this as an initial phase of the project to be followed up with traffic monitoring to review the impacts of the initial enhancements. Staff to report back the results at a future TSPC meeting.

Staff request that the TSPC review, discuss, include feedback, and then provide a motion of support for the proposed traffic calming enhancements and continued process moving forward.