# Administrative Report

**Date: January 22, 2024**

**To:** **Public Works and Sustainability Commission**

**From:** **Department of Public Works**

**Subject:** **ALL WAY STOP CONTROLS AT MACKAY LANE AND GRAHAM AVENUE**

**TITLE:**
DISCUSSION AND POSSIBLE ACTION REGARDING PROCEEDING WITH AN ALL WAY STOP INSTALLATION AT THE INTERSECTION OF MACKAY LANE AND GRAHAM AVENUE

**SUMMARY:**
In response to a resident request staff is bringing forward a recommendation for all-way stop ("AWS") controls at the intersection of Mackay Lane and Graham Avenue. In accordance with the City Council's policy for AWS requests, staff initiated a survey of residences within 150 feet of the intersection and received insufficient resident support to carry the items forward on those grounds. However, the City's Transportation Engineer performed a site analysis at the intersection and believes a relevant obstruction to sight lines exists at the intersection of Mackay Lane and Graham Avenue, and that intersection operations could be improved with the installation of all way stop controls. Therefore, staff recommends the installation of an AWS at Mackay Lane and Graham Avenue and is seeking the input of the public and the Public Works and Sustainability Commission (PWSC) before bringing the matter to City Council.

**BACKGROUND:**
Mackay Lane runs 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. Mackay Lane is not stop controlled at the subject intersection. Adjacent stop controls along Mackay Lane exist approximately 250 feet (one block) to the north of the Graham Avenue intersection at its terminus with Robinson Street and approximately 350 feet to the south at Gates Avenue.

Graham Avenue runs east-west, 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 south side of the street. Graham Avenue is stop controlled at the subject intersection. There are all-way stop controls approximately 640 feet (one block) to the east and 430 feet (one block) to the west of the subject intersection at Phelan Lane and Vail Avenue, respectively.

Fronting development in the vicinity of the intersection is a mix of single and multi-family residential. Sidewalks, curbs, and gutters exist at all legs of the subject intersection.

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.

**DISCUSSION:**
Staff first received an AWS request for at the subject location in June 2023. The resident rescinded their request shortly thereafter, but re-requested AWS controls in November

2023. The request is due to speeding, visibility, and safety concerns at the subject intersection. As mentioned, there are stop controls at all other intersections (typically 350 feet apart) along Mackay Lane between Robinson Street (terminus) and Artesia Boulevard. The absence of stop controls at this intersection leaves an approximately 600 foot stretch of Mackay Lane without stop controls.

Staff forwarded by USPS mail a survey to the 20 residences within 150 feet of the subject intersection per the City's AWS request policy approved by City Council. The letter included a QR code to allow respondents to complete the survey electronically. The City also allows survey responses via email, USPS mail, and in-person at City Hall. The responses were due by December 13, 2023.

Through this date the City has received 11 responses for the subject intersection, nine (9) in support and two (2) opposed. Of the 11 responses, nine (9) were received via use of the QR code. Therefore, the overall support rate for AWS controls at this intersection would be 45%, with a total response rate of 55%. This is below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included in the attachments.

The City's Transportation Engineer visited the intersection in November and December of 2023 and noticed visibility challenges for drivers traveling eastbound and westbound on Graham at Mackay that could be addressed by the introduction of AWS controls at that intersection. Staff also collected and analyzed reported traffic collision data at both intersections from SWITRS. A review of the available SWITRS crash data at the Mackay/Graham intersection during the five-year period revealed zero (0) potentially correctable collisions between 1/1/2018 and 12/31/2022. Despite the low reported crash history at both intersections, the City's Transportation Engineer is recommending addition of AWS controls at the intersection of Mackay Lane and Graham Avenue, based on the visibility challenges at the intersection.

Staff recommendation for AWS control is based on the CA MUTCD "other criteria" listed above, specifically related to reduced visibility for conflicting traffic along Mackay Lane.

**ALTERNATIVES AVAILABLE:**

1. Recommend staff advance consideration of AWS controls at Mackay Lane/Graham Avenue to the City Council.

2. Do not support the recommendation from staff.

3. Other actions as determined by the Public Works and Sustainability Commission.

**COORDINATION:**

Coordination of the resident survey and the safety evaluation and this report took place within the Public Works Department.

**Prepared by:**

*Ryan Liu, Transportation Engineer*

**Submitted by:**
*Ted Semaan, Public Works Director*

**ATTACHMENTS:**
1. All Way Stop Survey Responses
2. Notice to Residents

**Response to Resident Survey for Support of AWS at Graham & Mackay**

**Date Survey Sent:** **11/15/2023**

**Response Due:** **12/13/2023**

| | Response Received | | | Method of Response | | | |
|---|---|---|---|---|---|---|---|
| Address | Date | Yes | No | Counter | USPS | Email | QR / URL |
| 2312 ROBINSON ST | | | | | | | |
| 2401 GRAHAM AVE | | | | | | | |
| 2703 MACKAY LN | | | | | | | |
| 2402 ROBINSON ST | | | | | | | |
| 2402 GRAHAM AVE UNIT A | | | | | | | |
| | | | | | | | |
| 2402 GRAHAM AVE UNIT B | 11/18/2023 | x | | | | | x |
| 2403 GRAHAM AVE | 12/5/2023 | x | | | | | x |
| 2607 MACKAY LN | 11/18/2023 | | x | | | | x |
| 2405 GRAHAM AVE | 11/22/2023 | x | | | | | x |
| 2310 GRAHAM AVE | 11/18/2023 | x | | | x | | |
| 2400 ROBINSON ST | 11/18/2023 | x | | | | | x |
| 2606 MACKAY LN | 11/27/2023 | x | | | x | | |
| 2400 GRAHAM AVE | 11/21/2023 | x | | | | | x |
| | | | | | | | |
| 2312 GRAHAM AVE | 11/19/2023 | x | | | | | x |
| 2609 MACKAY LN | | | | | | | |
| 2404 GRAHAM AVE UNIT B | 11/20/2023 | | x | | | | x |
| 2404 GRAHAM AVE UNIT A | | | | | | | |
| 2315 GRAHAM AVE | | | | | | | |
| 2313 GRAHAM AVE | | | | | | | |
| 2314 ROBINSON ST | 12/1/2023 | x | | | | | x |
| 20 | 11 | 9 | 2 | 0 | 2 | 0 | 9 |

| | |
|---|---|
| All Residences - Ratio in support | 45% |
| Responding Residences - Ratio in support | 82% |
| All Residences - Ratio opposed | 10% |
| Responding Residences - Ratio opposed | 18% |
| Total Resonse Rate | 55% |
| | |
| Responses per QR/URL | 82% |

Outside of radius

**Public Works Department**
**Engineering Services Division**

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

15 November 2023
Resident / Neighbor
Redondo Beach, CA 90278

**SUBJECT: REQUEST FOR STOP SIGN(S) STUDY AT THE INTERSECTION OF GRAHAM AVENUE and MACKAY LANE**

The City of Redondo Beach has received a request for all-way stop controls at the intersection of Graham Avenue and Mackay Lane. The City's policy requires staff to initiate a survey of nearby residences to determine the level of support for this request. The City is providing this form to solicit your official response to the survey.

A few items to keep in mind:

- Staff will conduct a safety evaluation of the intersection to further inform a decision to take this request to the City Council.
- If the safety evaluation determines there is no compelling safety reason to move the request forward, the request may still be advanced if a sufficient number of survey responses in support of the request are received.
- A positive response to the survey does not guarantee installation of an all-way stop. A decision to install an all-way stop can be made only by the City Council.
- Please respond *within four weeks* of this letter's date. Only one response per residence / household is permitted.
- Responses both in support of and opposition to the requested all-way stop control are considered, so please return this form to let us know whether or not you support the proposed all-way stop.

A flowchart of the City's process for response to all-way stop requests is included with this letter. If you have any questions or comments, please feel free to contact us via email at TrafficEngineering@Redondo.org.

Sincerely,

*Ryan Liu, PE*
*City Transportation Engineer*

cc: Scott Behrendt, District 5 Council Member
Ted Semaan, Director of Public Works
Andrew S. Winje, City Engineer

REV: NOV 2023

Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

# SUPPORT OF ALL-WAY STOP REQUEST

I, the undersigned,

**SUPPORT** ☐ **OPPOSE** ☐

the installation of additional STOP signs (all-way stop) at the intersection of Graham Avenue and Mackay Lane.

NAME (PRINTED)_____

SIGNATURE_____

ADDRESS_____

PHONE NO._____

EMAIL_____ DATE _____

Upon completion of the form and within four weeks of the date of the attached letter, please scan and send by email to TrafficEngineering@Redondo.org or send by mail to:

Traffic Engineering, Engineering Services Division
City of Redondo Beach
415 Diamond Street, Door 2
Redondo Beach, CA 90277

**Alternatively, you may also respond via the QR code below:**

# All-way Stop (AWS) Request Flow Chart

