

C I T Y   O F   O A K L A N D

Agenda Report

TO:           City Manager  
ATTN:        Craig G. Kocian  
FROM:        Office of Public Works  
DATE:        May 3, 1994

RE:           RESOLUTION ADOPTING RULES AND REGULATIONS GOVERNING THE  
              CLOSURE OF CITY STREETS

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A resolution has been prepared adopting rules and regulations governing the closure or partial closure of local streets for the purpose of diverting through traffic to collector or arterial streets. Adoption of rules and regulations is required by the State of California Vehicle Code before traffic barriers may be installed to divert through traffic. Staff recommends that the resolution be approved.

Background

Residents have been increasingly expressing concerns regarding use of their local streets by through traffic that more properly belongs on collector or arterial class streets. The circulation element of the City's General Plan states, in part, that

"Local streets" should be used primarily for access to abutting property. Their design should discourage all through traffic and should respect the importance of pedestrian movement. Where through traffic uses existing local streets, every opportunity will be explored in small-area planning to divert such traffic to arterial streets.

The State of California Vehicle Code, Section 21101, states, in part, that

Local authorities . . . may adopt rules and regulations by ordinance or resolution . . . prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan.

The City Attorney's Office has advised staff that in order to use this section of the Vehicle Code to close local streets to through traffic, rules and regulations for such closure must first be adopted by the City Council.

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The resolution provides that the City Council may, by subsequent resolution, close certain City streets to through traffic by use of islands, curbs, traffic barriers, or other roadway design features when the following rules and regulations have been satisfied:

- 1) When the street is classified as a local street in the circulation element of the City's General Plan, and
- 2) When unwarranted through traffic is using the street instead of collector and/or arterial streets, and
- 3) When 67% or more of the residents of the street have petitioned the City to install barriers or diverters to eliminate use of the street by through traffic, and
- 4) When the installation of barriers or diverters on the street will not adversely affect the health and safety of the residents of the street or neighboring streets.

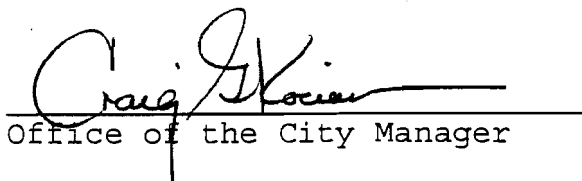
Recommendation

Staff recommends that the resolution adopting rules and regulations governing the closure of local city streets to through traffic be approved.



TERRY E. ROBERTS  
Director of Public Works

APPROVED AND FORWARDED TO THE  
COUNCIL PUBLIC WORKS COMMITTEE

  
Office of the City Manager

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# OAKLAND CITY COUNCIL DRAFT

RESOLUTION No. \_\_\_\_\_ C. M. S.

INTRODUCED BY COUNCILMEMBER \_\_\_\_\_

MPW

## RESOLUTION ADOPTING RULES AND REGULATIONS GOVERNING THE PROHIBITION OF ENTRY TO, OR EXIT FROM, OR BOTH FROM CITY STREETS

WHEREAS, the State of California Vehicle Code Section 21101 in pertinent part, states that:

Local authorities, for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution on the following matters: . . . (f) Prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan . . . consistent with . . . health and safety . .

and

WHEREAS, the Oakland Policy Plan is the major component of the Oakland Comprehensive Plan adopted by the City Council on October 24, 1972 (Resolution No. 52735 C.M.S.); and

WHEREAS, the City Council has declared that the Oakland Comprehensive Plan shall constitute Oakland's "General Plan"; and

WHEREAS, the circulation element of the General Plan, in pertinent part, states that:

There should be a clearly differentiated system of several levels of trafficway, each of which performs a separate principal function. Each level should have its own appropriate, identifiable form (type and scale of planting, typical cross section, etc.), and should be connected to the next higher and lower levels in a recognizable pattern.

"Local streets" should be used primarily for access to abutting property. Their design should discourage all through traffic and should respect the importance of pedestrian movement. Where through traffic uses existing local streets, every opportunity will be explored in small-area planning to divert such traffic to arterial streets.

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and

WHEREAS, the City desires to insure that "local streets" are not used by unwarranted through traffic; now, therefore be it

RESOLVED, that the City Council may, by resolution, close certain City streets to through traffic by use of islands, curbs, traffic barriers, or other roadway design features when the following rules and regulations have been satisfied:

- 1) When the street is classified as a local street, and
- 2) When unwarranted through traffic is using the street instead of collector and/or arterial streets, and
- 3) When 67% or more of the residents of the street have petitioned the City to install barriers or diverters to eliminate use of the street by through traffic, and
- 4) When the installation of barriers or diverters on the street will not adversely affect the health and safety of the residents of the street or neighboring streets.

I certify that the foregoing is a full, true and correct copy of a Resolution passed by the City Council of the City of Oakland, California,

on \_\_\_\_\_

CEDA FLOYD  
City Clerk and Clerk of the Council

per \_\_\_\_\_ Deputy

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