



Agenda Item G.1
DISCUSSION/ACTION ITEM
Meeting Date: May 5, 2009

TO: Mayor and Council members

FROM: Steve Wagner, Community Services Director

CONTACT: Marti Schultz, Principal Civil Engineer

SUBJECT: Request for Four-Way Controlled Intersection and New Crosswalk at Armitos and Kellogg Avenue

RECOMMENDATION:

Receive a report and:

- A. Consider adoption of Resolution No. 09- _ entitled "A Resolution of the City Council of the City of Goleta, California Authorizing the Installation of "Stop" Signs on Armitos Avenue at Kellogg Avenue Intersection Establishing a Four-Way Controlled Intersection"; or
- B. Provide direction to staff regarding a petition received for the installation of two additional stop signs and a crosswalk at the intersection of Armitos and Kellogg Avenues.

BACKGROUND:

City staff received a petition (Attachment 1) from residents in and around the neighborhood north of Hollister Avenue near Kellogg and Armitos Avenues. The petition is requesting the installation of a crosswalk and two additional stop signs to create a four-way stop to facilitate crossing Kellogg Avenue at Armitos Avenue (Attachment 2). Currently, this is a controlled intersection with stop signs for the east/west traffic on Armitos Avenue but through traffic on Kellogg; crossing Kellogg Avenue. There are no existing crosswalks at this location.

Section 21351 of the California Vehicle Code, and Chapter 23, Section 1 (b) of the Goleta Municipal Code, authorizes the City to place traffic control devices, as necessary, upon adoption of a resolution of the City Council.

DISCUSSION:

Four-Way Controlled Intersection (Additional Stop Signs)

In response to this petition, Staff conducted an evaluation of the intersection. Vehicular and pedestrian traffic volumes were obtained and a review of the intersection's accident history was completed (Attachment 3). A stop sign warrant analysis based on the collected data was completed.

Stop signs are regulatory devices that are used to assign the right of way of traffic, to improve efficiency, and to improve safety at an intersection. The installation of a stop sign is not a cure-all, is not a substitute for other traffic control devices, and is generally not appropriate as a way to slow traffic.

Multi-way or all-way stop control is normally used at intersections with approximately equal volumes on all approaches (i.e., intersections where frequent cross-traffic occurs). A primary safety concern associated with the installation of a multi-way stop is that pedestrians, bicyclists and motorists often "expect opposing traffic to stop" rather than "wait for opposing traffic to stop." This expectation can lead to accidents if a pedestrian, bicyclist, or motorist on the side-street proceeds into the intersection before the main street traffic actually stops.

The California Manual on Uniform Traffic Control Devices (California MUTCD) provides the following guidelines (also known as warrants) for the installation of stop signs. This represents an industry standard based on professional traffic engineering practices. Because there are existing stop signs on Armitos Avenue at Kellogg Avenue, evaluation of whether installation of additional stop signs on Kellogg Avenue meets the criteria established for multi-way stop control is necessary:

- 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.*
- B. *A crash problem, as indicated by 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- and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 1. *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*
 2. *The 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, but*

3. *If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

The Armitos and Kellogg Avenues intersection does not meet the warrant criteria established for installation of a multi-way stop control. There have been zero reported accidents within the past four years at the intersection of Armitos and Kellogg Avenues. The traffic volumes for the major street approaches of Kellogg Avenue are significantly lower than the standard of 300 vehicles per hour (Attachment 3). Two of the three main criteria are not met, therefore, the intersection does not warrant a multi-way stop.

The installation of non-warranted stop signs may result in a less safe and less efficient intersection. Several studies have shown that the installation of a stop sign at a non-warranted location may increase the speed of traffic on the roadway segments before and after the non-warranted location. Non-warranted stop signs can also lead to an increase in rear-end type accidents. This potential increase in accidents should be weighted against the current level of traffic conflicts at the location being considered for installation of stop signs. The potential accidents could result in liability to the City if it is determined that it was not reasonable to install the controls which do not meet warrants.

While the warrants for a four-way controlled intersection at this area are not met, there are extenuating conditions that may be factored into the decision. The land use in the area of the proposed four-way controlled intersection and crosswalk installation are a mix of residential, including some high density apartments, and industrial/business uses. The industrial uses produce many vehicle/truck trips on this portion of Kellogg Avenue. The trucks range from tow trucks, big rigs, tractor/trailers, etc.

In 2008, the City constructed Armitos Park to the east of the intersection. Armitos Park is a neighborhood park that includes play equipment, benches and a walking path. As most of the residential neighborhoods in this area are on the west side of Kellogg Avenue, residents must cross Kellogg Avenue to enjoy Armitos Park. This will increase cross traffic by pedestrian, bicycles and vehicles crossing Kellogg Avenue, which is heavily traveled by trucks, etc.

Crosswalk Installation

Marked pedestrian crosswalks should not be used indiscriminately, as they can become so common as to be ignored by motorists resulting in a detriment to the pedestrians' safety. Pedestrians may be given a false sense of security by a crosswalk, resulting in a lack of caution. Although crosswalk markings can be very prominent to the pedestrian, the same crosswalk markings may not be readily apparent to the driver of a motor vehicle from a safe stopping distance. Unprotected crosswalks (crosswalks located at mid block locations or intersection without some form of stop control) can present an increased risk due to vehicle speeds and are generally not recommended.

The installation of a crosswalk at the Armitos and Kellogg Avenues intersection without some form of stop control could create an increased risk to pedestrians for the above reasons and is not recommended. It is legal for pedestrians to cross at any intersection whether it is marked with a painted crosswalk or not, unless specifically posted with "No Pedestrian Crossing."

The MUTCD does recommend crosswalks be used at locations where it is necessary to provide additional guidance to channelize pedestrians into a preferred path. There is a preferred path for crossing Kellogg Avenue. If a pedestrian crosses Kellogg Avenue at the south side of the Armitos and Kellogg Avenues intersection, that gives trucks and vehicles heading south on Kellogg Avenue from north of the intersection more reaction and stopping time.

If the City Council directs Staff to install a crosswalk at this intersection, it would be Staff's recommendation that only one crosswalk be installed crossing Kellogg Avenue on the south side of the intersection (Attachment 2) and that the intersection becomes a four-way controlled intersection.

Staff is seeking City Council direction as to the installation of a crosswalk and additional stop signs to create a four-way controlled intersection at this location.

If City Council elects to install additional stop signs, per the City-adopted Municipal Code Chapter 23, Article 1 (b), a resolution is required. A resolution authorizing the installation of the new stop signs has been prepared and is presented for adoption herein (Attachment 4), if necessary.

To notify the community of the potential changes at the Armitos Avenue and Kellogg Avenue intersection, Staff has posted the intersection, mailed notices to the nearby residences, businesses and all petitioners, as well as noticed this City Council meeting in the Santa Barbara News Press (Attachment 5).

If the City Council directs staff to install additional stop signs on Kellogg Avenue, Staff would notify the public by posting an advance warning sign on northbound Kellogg Avenue, stating stop sign ahead. At the intersection of Armitos and Kellogg Avenues, the new stop signs would be flagged with orange flags to alert the public. There would not be advance warning signs on southbound Kellogg Avenue due to the distance from the existing stop sign on Depot Road.

At the time of preparation of this Council Report, Staff had received four written comments from the public (Attachment 6). Two of the comments were in favor of the additional stop signs and crosswalk at this location. The remaining two comments were not in favor of these changes.

ALTERNATIVES:

The Council may elect not to adopt a resolution for the installation of the crosswalk and two stop signs to create a four-way controlled intersection at this location, and direct staff to leave conditions as-is. Council may adopt the resolution and direct staff to install:

- the four-way controlled intersection and one crosswalk;
- the four-way controlled intersection and multiple crosswalks;
- the four-way controlled intersection without crosswalks; or
- one or more crosswalks without additional stops on Kellogg Ave.

FISCAL IMPACTS:

The fiscal impacts associated with the installation of two additional stop signs at this location are as follows:

1. Approximately \$500 for the installation of two new stop signs on Kellogg Avenue;
2. Approximately \$250 for the installation of a crosswalk on Kellogg Avenue.

The total installation cost of approximately \$750 will be funded through the existing street maintenance budget and there will be minimal annual maintenance necessary to maintain the stop signs and pavement markings.

Legal Review By:

Approved By:

Approved By:

Tim W. Giles
City Attorney

Michelle Greene
Administrative
Services Director

Daniel Singer
City Manager

ATTACHMENT:

1. Petition received from Residents
2. Vicinity Map showing the location of the requested stop signs and crosswalk
3. Traffic Volumes and Evaluation Criteria
4. A Resolution of the City Council of the City Of Goleta, California Authorizing the Installation of "Stop" Signs on Armitos Avenue at Kellogg Avenue Intersection Establishing a Four-Way Controlled Intersection
5. Public Posting, Mailing and Notice
6. Public Comments

ATTACHMENT #1

PETITION RECEIVED FROM RESIDENTS

Petition

NOV 25 2008
SW, MS

From
DS

The addition of a park to our neighborhood is appreciated. We thank the City Council. However, for our children to go to it they must cross a busy street, Kellogg Avenue.

We request that the City install a crosswalk and four way stop signs at Armitos Avenue and Kellogg Avenue. This will promote safety, slowing down traffic and allowing our children to use the new park.

Name

address

Cristina Vega 970 Kellogg Goleta Ca 93117

Elena Lopez 91 B Kellogg Goleta Ca 93117

Dorothea Hernandez 91-D So Kellogg Ave

Maria Isabel Ramirez 157 S Kellogg Ave B

~~Rodriguez~~ Ramirez 157 S Kellogg Ave B

Nancy Erica 5342 Hollister Ave #2 SB CA

Arnoldi Barraguan 50 Maguire Ave #E Goleta Ca

Ysabella Lizama 131 S Kellogg Ave

Maria L. Diaz 5642 Armitos AVE

Silvia Ramirez 1375 Kellogg Ave Apt #E

Maria Rodriguez 151-C-S Kellogg Ave Apt C

Maria Lopez 131-B 11 Kellogg Ave # B

Antonio Ramirez 175-H A Kellogg Ave

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Name

address

.....

Ms Elena Mcgozycita	177-C Kellogg Ave
Dolly Martinez	115 S. Kellogg #A Goleta Ca.
Ferraine Grosco	179 So. Kellogg Ave #C Goleta
Helen Dang	179 A S. Kellogg Go CA 93111
Jonathan Flores	177 A S. Kellogg Goleta 93111
Dong Nguyen	# 159-C Kellogg Ave Ed. 1
Veronica Ramirez	137. B S Kellogg Ave Goleta
Magaly Rueda	175 S Kellogg Ave Goleta
Verti Garcia	103 Mallard Ave Goleta ca
Windy Gonzalez	155 Magnolia Ave Goleta
Laura Sanchez	171 A S. Kellogg Ave Goleta
Cesar Cruz	159 Kellogg Ave #B ^{APT}
Josefina Paz	151-A Kellogg Ave

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Name

address

.....
Maria Baltazar 35 Dearborn Pl. # 67
Goleta Ca - 93117

Patricia Gonzalez 78 Mayala Ave # F
Goleta CA 93117

Marilo Vargas Goleta Ca 93117

Firma Rico 5727 Aguilera Av.
Goleta Ca 93117

Herlinda Zavala 157 - Kellogg

Jose Ayala 157 - Kellogg

Rocio Ayala 157 - Kellogg

JUAN LÓPEZ 131 - B S. KELLOGG AVE.

Lucia Guadarrama 115 S Kellogg Goleta 93117

Ermo Garcia Z 135 S Kellogg Ave APT B

Blanca Garcia 135 S Kellogg Ave #B

Adrian Garcia 135 S Kellogg Ave #B

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Name

address

Francisco Cisneros 139 S. Kellogg Ave D. Goleta
Ca. 93117

Irma Ramirez 151 S. Kellogg Ave

adriana medina 995. KELLOGG AVE

Alicia Zanolini 111-A So. Kellogg Ave Goleta

Tom Zanolini 111-A So. Kellogg Ave Goleta

Eliou Tapico 117-B South Kellogg Ave Goleta

Tamita Contreras 119-B South Kellogg Ave Goleta

(Huma Niyasi) 995. Kellogg Av. B apt C

Mario Herrera Jose Herrera 94 B. Kellogg

MARY LAC 99 S. Kellogg Ave # A Goleta 93111

115 S Kellogg Ave C goleta Ca 93117

Patricia Casiano 97 C. Kellogg Ave Goleta

Petition

The addition of a park to our neighborhood is appreciated. We thank the City Council. However, for our children to go to it they must cross a busy street, Kellogg Avenue.

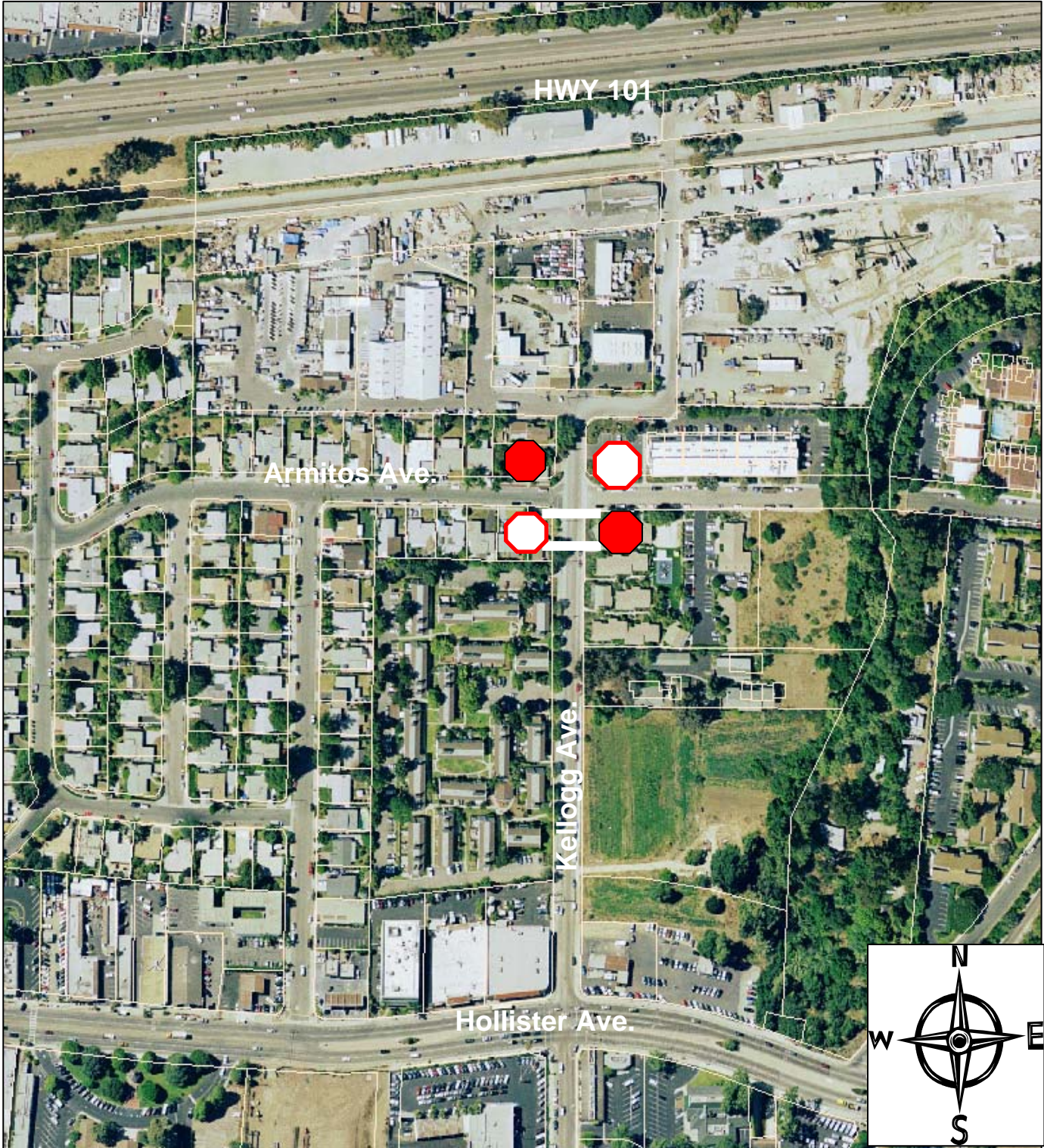
We request that the City install a crosswalk and four way stop signs at Armitos Avenue and Kellogg Avenue. This will promote safety, slowing down traffic and allowing our children to use the new park.




Name	address
Super Aguilar	137 Kellogg
x Dan L. J.	117-A So. Kellogg
Defino Rodriguez	115 D 11 4
maxa CRIST	137 S. Kellogg apt D
Sauha sukhasem	119 S. Kellogg Ave #A
Victor sukhasem.	Same above
Carlira V Arrequin	97 C Kellogg Goleta
Amanda Sparrow	131 S. Kellogg Ave.
Connie Mendez	95 S Kellogg Ave #13
Ernesto Rodriguez	137 S. Kellogg # C

ATTACHMENT #2

**VICINITY MAP SHOWING THE LOCATION OF THE
REQUESTED STOP SIGNS AND CROSSWALK**

Vicinity Map



-  Existing Stop Signs
-  Proposed Stop Signs
-  Proposed Crosswalk

ATTACHMENT #3

TRAFFIC VOLUMES AND EVALUATION CRITERIA

Kellogg Ave at Armitos Ave Approach Volumes

Armitos Ave is a local residential/business street

EB-WB Armitos Ave ped+bike volumes are estimated to be a maximum of 30 per hour

Kellogg Ave is a local collector residential/business street posted at 25mph

The 8 Highest Hours are Highlighted

Hour Begin	Vehicles EB Armitos 2/10/2009	Vehicles WB Armitos 2/10/2009	Minor Approaches Total	Minor Approaches Percentage	Minor Apprs +30Ped&Bike Total Veh+Ped	Vehicles NB Kellogg 2/10/2009	Vehicles SB Kellogg 2/10/2009	Major Approaches Total	Major Approaches Percentage	Total Approach Volumes
00	2	0	2	50%	32	2	0	2	50%	4
01	0	0	0	0%	30	1	0	1	100%	1
02	0	0	0	0%	30	3	2	5	100%	5
03	2	0	2	40%	32	3	0	3	60%	5
04	0	1	1	33%	31	2	0	2	67%	3
05	10	5	15	60%	45	9	1	10	40%	25
06	31	4	35	24%	65	71	37	108	76%	143
07	139	18	157	45%	187	109	85	194	55%	351
08	102	13	115	40%	145	93	77	170	60%	285
09	57	15	72	29%	102	100	78	178	71%	250
10	46	13	59	25%	89	94	80	174	75%	233
11	58	13	71	27%	101	106	89	195	73%	266
12	76	16	92	32%	122	117	77	194	68%	286
13	71	19	90	38%	120	83	64	147	62%	237
14	66	11	77	28%	107	120	78	198	72%	275
15	120	16	136	39%	166	116	98	214	61%	350
16	94	20	114	38%	144	110	76	186	62%	300
17	71	24	95	36%	125	110	62	172	64%	267
18	50	9	59	36%	89	74	32	106	64%	165
19	51	7	58	48%	88	47	15	62	52%	120
20	25	6	31	39%	61	37	12	49	61%	80
21	17	2	19	40%	49	26	3	29	60%	48
22	20	1	21	49%	51	19	3	22	51%	43
23	5	0	5	42%	35	4	3	7	58%	12
Total	1113	213	1326	35%	2046	1456	972	2428	65%	3754

Kellogg Ave at Armitos Ave Approach Volumes

Armitos Ave is a local residential/business street

EB-WB Armitos Ave ped+bike volumes are estimated to be a maximum of 30 per hour

Kellogg Ave is a local collector residential/business street posted at 25mph

The 8 Highest Hours are Highlighted

HR Begin	Vehicles EB Armitos 2/10/2009	EB Minor Approach Percentage	Vehicles WB Armitos 2/10/2009	WB Minor Approach Percentage	Minor Approaches Total	Vehicles NB Kellogg 2/10/2009	NB Major Approach Percentage	Vehicles SB Kellogg 2/10/2009	SB Major Approach Percentage	Major Approaches Total
00	2	50%	0	0%	2	2	50%	0	0%	2
01	0	0%	0	0%	0	1	100%	0	0%	1
02	0	0%	0	0%	0	3	60%	2	40%	5
03	2	40%	0	0%	2	3	60%	0	0%	3
04	0	0%	1	33%	1	2	67%	0	0%	2
05	10	40%	5	20%	15	9	36%	1	4%	10
06	31	22%	4	3%	35	71	50%	37	26%	108
07	139	40%	18	5%	157	109	31%	85	24%	194
08	102	36%	13	5%	115	93	33%	77	27%	170
09	57	23%	15	6%	72	100	40%	78	31%	178
10	46	20%	13	6%	59	94	40%	80	34%	174
11	58	22%	13	5%	71	106	40%	89	33%	195
12	76	27%	16	6%	92	117	41%	77	27%	194
13	71	30%	19	8%	90	83	35%	64	27%	147
14	66	24%	11	4%	77	120	44%	78	28%	198
15	120	34%	16	5%	136	116	33%	98	28%	214
16	94	31%	20	7%	114	110	37%	76	25%	186
17	71	27%	24	9%	95	110	41%	62	23%	172
18	50	30%	9	5%	59	74	45%	32	19%	106
19	51	43%	7	6%	58	47	39%	15	13%	62
20	25	31%	6	8%	31	37	46%	12	15%	49
21	17	35%	2	4%	19	26	54%	3	6%	29
22	20	47%	1	2%	21	19	44%	3	7%	22
23	5	42%	0	0%	5	4	33%	3	25%	7
Average	46.4	30%	8.9	6%	55.25	60.7	39%	40.5	26%	101.2

City of Goleta
Multi-Way Stop Sign Installation
CA MUTCD Warrant Guidance Analysis

MAJOR STREET
Kellogg Ave

	Approaches	
	Northbound	Southbound
Critical Speed (mph)	25	25
Approach Volume (ADT)	1456	972

MINOR STREET
Armitos Ave

	Approaches	
	Eastbound	Westbound
Critical Speed (mph)	25	25
Approach Volume (ADT)	1113	213

Stop signs should not be used for speed control.

A "Multi-Way Stop" should only be used where the volumes of traffic on intersecting roads are approximately equal.

Any of the following criteria may warrant multiway Stop sign installation:

Reported Collisions	
Time Period	2005-2009
Total	0
Correctable	0

Criteria Descriptions	Criteria	Satisfied
A. Traffic signal is warranted and urgently needed	YES/NO	NO
B. 5 or more reported accidents within a 12 month period of a type susceptible of correction by a multiway stop installation. Total Correctable Collisions	YES/NO 5 correctable	NO 0
C. Minimum volumes:		
C.1 Total vehicular volume entering the intersection from the major street approaches must average at least 300 veh. per hour for any 8 hours of an average day, Average Veh. Per Hour for 8 Highest Hours (Major Approaches)	yes/no 8hrs>300veh	no 0hrs>300veh
C.2a and the combined vehicular and pedestrian volume from the minor street must average at least 200 units per hour for the same 8 hours, Veh. & Ped. Volume for Same 8 Hours (Minor Approaches)	yes/no 8hrs>200units	no 0hrs>200units
C.2b with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour. Average Delay to Minor Street	yes/no 30 sec/veh	no minimal
C. C.1, C.2a and C.2b must all be satisfied to satisfy C. C.1, C.2a and C.2b satisfied?	YES/NO	NO
D. No single criteria satisfied, but all of the following are satisfied:		
D.1 4 or more reported accidents within a 12 month period of a type susceptible of correction by a multiway stop installation, Total Correctable Collisions	yes/no 4 correctable	no 0
D.2 and the total vehicular volume entering the intersection from the major street approaches must average at least 240 veh. per hour for any 8 hours of an average day, Average Veh. Per Hour for 8 Highest Hours (Major Approaches)	yes/no 8hrs>240veh	no 0hrs>240veh
D.3a and the combined vehicular and pedestrian volume from the minor street must average at least 160 units per hour for the same 8 hours, Veh. & Ped. Volume for Same 8 Hours (Minor Approaches)	yes/no 8hrs>160veh	no 2hrs>160units
D.3b with an average delay to minor street vehicular traffic of at least 21 seconds per vehicle during the maximum hour. Average Delay to Minor Street	yes/no 24 sec/veh	no minimal
D. D.1, D.2, D.3a and D.3b must all be satisfied to satisfy D. D.1, D.2, D.3a and D.3b satisfied?	YES/NO	NO

Other Considerations:

Accidents are less than 5/year (No reported accidents have occurred at the intersection in the past 4 years based on accident records); Minor Street EB-WB pedestrian volumes were conservatively estimated to be less than 30/hr (less than 1 pedestrian every 2 minutes); Minor Street vehicle delay was observed to be minimal; Visibility is reasonable from all approaches.

WILTEC

24 HOUR INTERSECTION ENTERING VOLUME TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CITY OF GOLETA
 COUNT CITY: GOLETA TRAFFIC COUNTS
 LOCATION: N/S: KELLOGG AVENUE
 E/W: ARMITOS AVENUE
 DATE: TUESDAY FEBRUARY 10, 2009

AM PERIOD	SB	WB	NB	EB	TOTAL	NB+SB	EB+WB
1200-100	0	0	2	2	4	2	2
100-200	0	0	1	0	1	1	0
200-300	2	0	3	0	5	5	0
300-400	0	0	3	2	5	3	2
400-500	0	1	2	0	3	2	1
500-600	1	5	9	10	25	10	15
600-700	37	4	71	31	143	108	35
700-800	85	18	109	139	351	194	157
800-900	77	13	93	102	285	170	115
900-1000	78	15	100	57	250	178	72
1000-1100	80	13	94	46	233	174	59
1100-1200	89	13	106	58	266	195	71
	SB	WB	NB	EB	TOTAL	NB+SB	EB+WB
TOTALS	449	82	593	447	1571	1042	529
PM PERIOD	SB	WB	NB	EB	TOTAL	NB+SB	EB+WB
1200-100	77	16	117	76	286	194	92
100-200	64	19	83	71	237	147	90
200-300	78	11	120	66	275	198	77
300-400	98	16	116	120	350	214	136
400-500	76	20	110	94	300	186	114
500-600	62	24	110	71	267	172	95
600-700	32	9	74	50	165	106	59
700-800	15	7	47	51	120	62	58
800-900	12	6	37	25	80	49	31
900-1000	3	2	26	17	48	29	19
1000-1100	3	1	19	20	43	22	21
1100-1200	3	0	4	5	12	7	5
	SB	WB	NB	EB	TOTAL	NB+SB	EB+WB
TOTALS	523	131	863	666	2183	1386	797
DAILY	SB	WB	NB	EB	TOTAL	NB+SB	EB+WB
TOTALS	972	213	1456	1113	3754	2428	1326

City of Goleta
Traffic Engineering Department
Traffic Collision History Report

2/19/2009
Page 1

Location: Kellogg Ave / Armitos Ave
Date Range Reported: 1/1/2005 - 12/31/2008

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
2504954	2/8/06	09:00	113	East	Rear-End	Parked Motor Vehicle	West	Proceeding Straight	West	Parked	Unsafe Speed	0	0
07-20660	12/3/07	13:06	0	In Int.	Sideswipe	Parked Motor Vehicle	South	Proceeding Straight	South		Improper Turning	1	0

Total Number of Collisions: 2 Neither one of these collision types would be susceptible to correction by multi-way stop control.

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	KELLOGG AVE
Cross Street	ARMITOS AVE
Starting Date	1/1/2005
Ending Date	12/31/2008
Intersection	Intersection Related

ATTACHMENT #4

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF GOLETA, CALIFORNIA AUTHORIZING THE
INSTALLATION OF "STOP" SIGNS ON ARMITOS
AVENUE AT KELLOGG AVENUE INTERSECTION
ESTABLISHING A FOUR-WAY CONTROLLED
INTERSECTION**

RESOLUTION NO. 09-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA AUTHORIZING THE INSTALLATION OF "STOP" SIGNS ON ARMITOS AVENUE AT KELLOGG AVENUE INTERSECTION ESTABLISHING A FOUR-WAY CONTROLLED INTERSECTION

WHEREAS, the City received a petition to improve pedestrian crossing safety at the intersection of Armitos and Kellogg Avenues; and

WHEREAS, the City wishes to guide pedestrians to a preferred path for crossing Kellogg Avenue by installing a painted crosswalk on the southern leg of Armitos and Kellogg Avenues; and

WHEREAS, installation of a marked crosswalk at an uncontrolled intersection could increase dangers to pedestrian by providing a false sense of security and creating an unanticipated control for vehicles; and

WHEREAS, the City Council of the City of Goleta desires to install four-way stop signs at the Armitos and Kellogg Avenues intersections to provide for the installation of a marked crosswalk guiding pedestrians to a specific path of travel across Kellogg Avenue; and

WHEREAS, Section 21351 of the California Vehicle Code authorizes the City to place and maintain or cause to be placed and maintained, such appropriate signs, signals, or other traffic control devices as may be necessary properly to indicate and carry out the provisions of the Vehicle Code or local traffic ordinances, or to warn or guide traffic; and

WHEREAS, Chapter 23, Section 1 (b) of the Municipal Code of the City of Goleta requires Council to adopt a Resolution for establishing a four-way controlled intersection.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1.

The City Council does hereby authorize and direct the City Manager to provide that two additional "STOP" signs shall be placed and maintained on the north-south approaches at the Armitos/Kellogg Avenues intersection, requiring all traffic to stop on Armitos and Kellogg Avenues before entering the intersections.

SECTION 2.

The City Council does hereby authorize and direct the City Manager to provide for the installation and maintenance of the appropriate signs and markings for the location identified above.

SECTION 3.

The City Council does hereby authorize and direct the City Manager to provide for the striping and maintenance of a crosswalk crossing on Kellogg Avenue at the intersection of Armitos Avenue on the southern side of the intersection.

SECTION 4.

The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the City Council of Goleta, California, this 5th day of May, 2009.

ROGER S. ACEVES, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH CONSTANTINO
CITY CLERK

TIM GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California,
DO HEREBY CERTIFY that the foregoing Resolution No. 09-__ was duly
adopted by the City Council of the City of Goleta at a regular meeting held on the
5th day of May, 2009, by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH CONSTANTINO
CITY CLERK

ATTACHMENT #5

PUBLIC POSTING, MAILING AND NOTICE

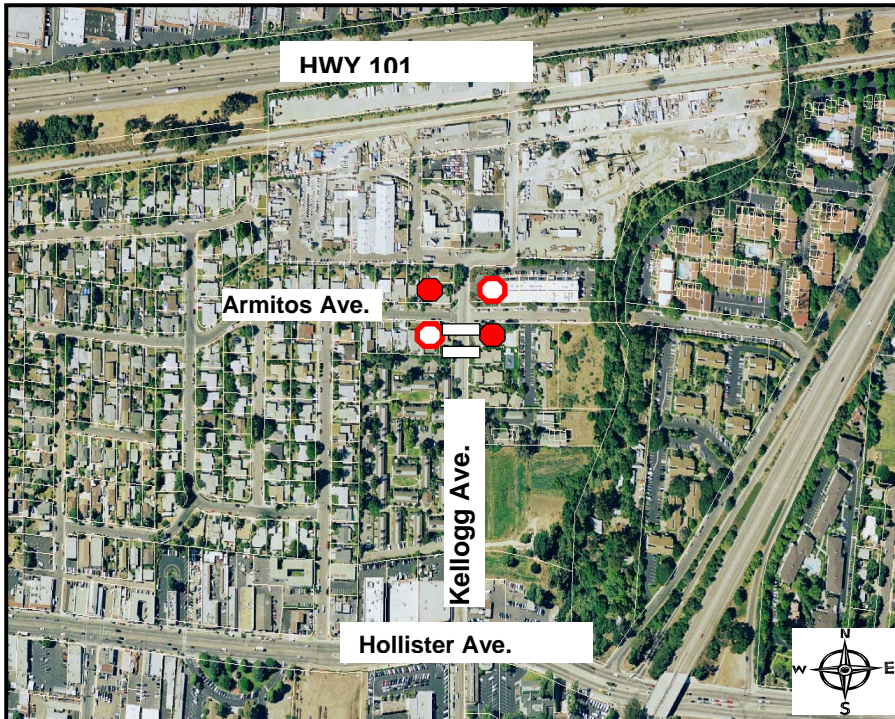


NOTICE OF PUBLIC MEETING

Tuesday, May 5, 2009, Evening Session

Petition for Four-Way Controlled Intersection and Crosswalk

Notice is hereby given that at its regular evening session of the City Council meeting on May 5, 2009, City Council will receive a report and direct Staff regarding a petition received to install two additional stop signs and a crosswalk at the Armitos and Kellogg Avenues intersection.



The installation of two additional stop signs would establish a four-way controlled intersection at the Armitos and Kellogg Avenues intersection causing all traffic to stop before entering the intersection. The crosswalk would cross Kellogg Avenue at the south side of the Armitos and Kellogg Avenues intersection

MEETING DATE AND TIME

Tuesday, May 5, 2009
at the Evening Session

PLACE:




City of Goleta
City Hall
130 Cremona Drive, Suite B
Goleta, CA 93117

The City Council Agenda and Staff Report will be available at the City's website at www.cityofgoleta.org the Friday before the City Council Meeting. This material will also be available prior to and during the meeting at City Hall.

PUBLIC COMMENTS: All interested persons are encouraged to attend the public meeting and to present written and/or oral comments. Written correspondence should be addressed to Diana White, Assistant Engineer, City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117. You may contact Ms. White at (805) 961-7564 or at dwhite@cityofgoleta.org. Written Correspondence may be submitted on or before the date of the meeting or may be submitted at the meeting.

FOR FURTHER INFORMATION: If you have questions about the potential installation of stop signs and a crosswalk at this location, please contact Diana White.

Note: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City at (805) 961-7500. Notification 48 hours in advance of the meeting will enable the City to make reasonable arrangements.

-  Existing Stop Signs
-  Proposed Stop Signs
-  Proposed Crosswalk

ATTACHMENT #6
PUBLIC COMMENTS

Diana White

From: TVSD Bittner [hillerfan@cox.net]
Sent: Monday, April 20, 2009 1:47 PM
To: Diana White
Subject: Stop and Cross at Kellogg and Armitos

Dear Ms. White,

My husband, our dog and I often cross at the intersection of Armitos and Kellogg on our way from our home on Kinman to the new park. We are very much in favor of adding stop signs and an official crosswalk to that intersection! ☺ Large trucks sometimes blow through there on their way to or from the industrial area near the railroad tracks. We would feel much safer if they had to slow for a stop sign!

Thank you for your good work,
Victoria and Tom Bittner

Diana White

From: Dave Tanner [dave@boonegraphics.net]
Sent: Monday, April 20, 2009 1:41 PM
To: Diana White
Subject: Kellogg & Armitos proposed stop sign addition

Hello,

Thank you for the posting of the proposed additional stop signs at the intersection of Armitos and Kellogg.

I work at 70 S. Kellogg and cross there daily during lunch. I completely agree with the addition as trucks and vehicles accelerate around the turn from depot road, so if you're crossing the street you need to jump out of the way.

My only suggestion would be to than change the Stop sign for Kellogg traffic going to Depot to a Yield sign. After 5 years working here, I have yet to actually see a car come to a complete stop at that intersection and it would seem unnecessary to have two stop signs within 100 feet of each other.

Thank you in advance

cheers

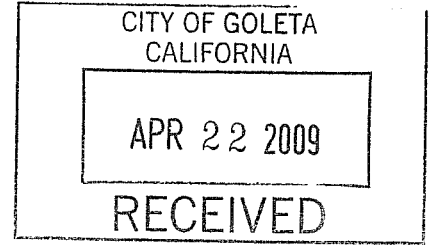
Dave Tanner
Boone Graphics
805.683.2349
805.683.2468
dave@boonegraphics.net

O'SHAUGHNESSY CONSTRUCTION COMPANY

(805) 964-3566
FAX (805) 967-8315

P.O. BOX 217
GOLETA, CALIFORNIA 93116

55 SO. KELLOGG



4-20-09
Diana White
Assistant Engineer
City of Goleta
130 Cremona Drive, Suite B
Goleta CA, 93117

Re: Proposed stop sign at Armitos and So. Kellogg Ave.

We respectfully request that you do not approve this proposed additional stop sign on Kellogg Ave.

My office of 50 years is located just 200 feet away from this intersection. In all that time I do not recall at any time a pedestrian crossing Kellogg at Armitos during the more than 50,000 trips I have traveled through that intersection. I do see occasionally a pedestrian crossing in the middle of the block.

If that new sign were installed it would be 151 feet from the existing sign at Depot. That distance would not accommodate two trucks stopped at the Depot stop sign without blocking Armitos. If that is not against the law it should be.

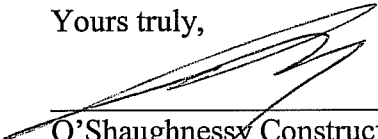
The proposed stop sign will increase noise pollution, air pollution and street repair as cars and trucks stop and start at the additional sign. To have this major increase in pollution for virtually no benefit would not be a beneficial decision.

Section 2B.07C 2. of the California MUTCD says a 4 way stop can be considered if the 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 hour period with an average delay of 30 seconds per vehicle during the highest hour.

I use Armitos on average of once per day and I have never waited even 20 seconds to enter Kellogg much less an average of 30 seconds. The traffic on Armitos does not come close to even 100 trips per hour average much less 200 trips per hour.

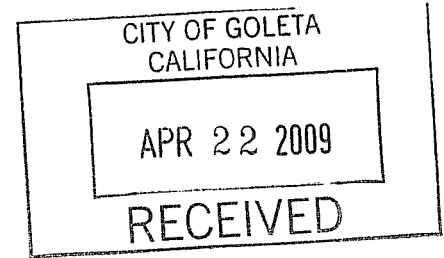
Section 2B.05 says stop signs should be installed in a manner that minimizes the numbers of vehicles having to stop. This proposed 4 way stop will increase enormously the number of vehicles that have to stop without much, if any, benefit.

Yours truly,



O'Shaughnessy Construction Co.
By John O'Shaughnessy President

McCormix Corporation
P.O. Box 848
Santa Barbara, Ca. 93102
(805) 963-9366



April 21, 2009

Ms. Diana White
Assistant Engineer
City of Goleta
130 Cremona Dr. Suite B
Goleta, Ca. 93117

Dear Ms. White:

Thank you for taking time to address our concern regarding the proposed additional stop signs on Kellogg Avenue.

McCormix Corp has operated a fueling depot at the adjacent intersection for over 30 years. We supply school buses, cement trucks, tow trucks and a large number of commercial fleets.

It is our opinion that the proposed stop sign(s) will not allow more than one truck at a time at the Armitos intersection. This would clearly create congestion, more noise, more pollution and increase street repair due to heavy equipment in stop and go traffic.

We deliver in the area on a regular basis and have never experienced any sort of safety issue or delay that additional stop signs would remedy.

Safety is our #1 concern when delivering fuel and in this case we see additional stops as a hindrance.

We respectfully request that you do not approve the proposed additional stop sign on Kellogg Avenue.

Sincerely,

A handwritten signature in cursive script that reads "Ken Olsen".

Kenneth Olsen
President