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OAKLAND

2015 SEP -2 AM 9:45

# AGENDA REPORT

**TO:** Sabrina B. Landreth  
CITY ADMINISTRATOR

**FROM:** Brooke A. Levin

**SUBJECT:** Resolution Approving the Installation of  
Stop Sign

**DATE:** August 6, 2015

City Administrator  
Approval

Date:

8/31/15

**COUNCIL DISTRICT:** 1

## RECOMMENDATION

Staff recommends that the City Council approve a:

Resolution To Install A Stop Sign Pursuant To California Vehicle Code (CVC) Sections 21351 And 21355 And Oakland Municipal Code (OMC) Sections 10.12.010 And 10.12.110 On Linda Avenue, Eastbound Approach, At Rose And Kingston Avenues.

## OUTCOME

Approval of the resolution will allow Oakland Public Works to install a stop sign and the associated pavement markings on Linda Avenue, eastbound approach, at Rose and Kingston Avenues.

## BACKGROUND/LEGISLATIVE HISTORY

Oakland Public Works-Transportation Services Division (TSD) staff has worked with the City of Piedmont's Public Works Department staff to respond to citizen and community requests to assess the intersection of Kingston, Linda, and Rose Avenues for safety and operational improvement. Since the majority of the intersection is located in Piedmont, the City of Piedmont's traffic consultant considered the requests and determined that a stop sign is an appropriate traffic control device at the location based on the findings of the traffic study completed by the Kittleson & Associates, Inc. A stop sign is an appropriate means of improving safety and clarifying right of way when certain conditions are met. The proposed stop sign complies with these standards.

## ANALYSIS

Kingston, Linda, and Rose Avenues meet as a five-legged offset intersection, making visibility and traffic flow challenging and confusing for motorists, bicyclists, and pedestrians. Most of the intersection is in the City of Piedmont except the Linda Avenue/Rose Avenue leg, which is in

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Oakland. Piedmont contracted with Kittelson & Associates to perform a traffic study, and based on observed traffic volumes, the criteria for a stop sign at Linda/ Rose was met. TSD accepts the finding and agrees with the placement of the stop sign on Linda Ave. as part of a Piedmont project to improve safety for all users.

The installation of a stop sign at the subject intersection will reduce demonstrated risks of collisions and enhance driver understanding of right-of-way. Bicyclist safety will improve as vehicles on the major street will be required to stop for slower moving bicycles on the minor street. Pedestrians crossing the street will also be better protected as vehicles will be required to stop instead of yield to them. *Attachment A* shows the location of the proposed stop sign.

Piedmont's City Council has approved the installation of the stop sign within their city, and a copy of the Council Agenda Report by the City of Piedmont is shown in *Attachment B*.

### **PUBLIC OUTREACH/ INTEREST**

Installation of the stop sign on Linda Avenue at the intersection of Kingston, Linda, and Rose Avenues is part of a landscape triangle project of the City of Piedmont. Piedmont created the project in response to complaints from the public with respect to speeds and pedestrian/bicycle safety at this intersection. This project has been approved by Piedmont's City Council, the Park Commission and has been endorsed by the Piedmont Beautification Foundation.

### **COORDINATION**

The Office of the City Attorney and Controller's Bureau reviewed this report and resolution.

### **COST SUMMARY/IMPLICATIONS**

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT:  
Initial Installation of Signage Cost: \$1,200
2. COST ELEMENTS OF AGREEMENT/CONTRACT: Installation of the stop sign is part of the City's routine traffic maintenance and safety program, and the work will be performed by Public Works Traffic Maintenance staff. The recurring costs for maintaining the sign is expected to be minimal.
3. SOURCE OF FUNDING: The proposed improvement will be funded by Public Works Traffic Maintenance Division's operating budget.
4. FISCAL IMPACT: The cost to install Stop sign is approximately \$1,200. Funds are available in Oakland Public Works, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246).

**SUSTAINABLE OPPORTUNITIES**

*Economic:* There are no sustainable economic opportunities resulting from the proposed Stop sign.

*Environmental:* The proposed stop sign will incrementally increase air pollution, fuel consumption, and possibly the noise level for occupants of nearby properties. However, the benefits of improved safety outweigh these impacts. Increased safety for bicyclists and pedestrians may ultimately increase bicycle ridership and pedestrian activity, further offsetting these impacts.

*Social Equity:* The proposed stop sign will provide equity for all road users, in both Oakland and Piedmont, by improving safety and clarifying right-of-way for bicyclists and pedestrians.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

The proposed stop signs are categorically exempt from CEQA review under Section 15301(c), Existing Facilities.

For questions regarding this report, please contact Wladimir Wlassowsky, P.E., Transportation Services Manager at (510) 238-6383.

Respectfully submitted,



BROOKE A. LEVIN  
Director, Oakland Public Works

Reviewed by:  
Michael J. Neary, P.E., Assistant Director  
OPW, Bureau of Engineering and Construction

Reviewed by:  
Wladimir Wlassowsky, P.E., Transportation Services Manager  
Transportation Services Division

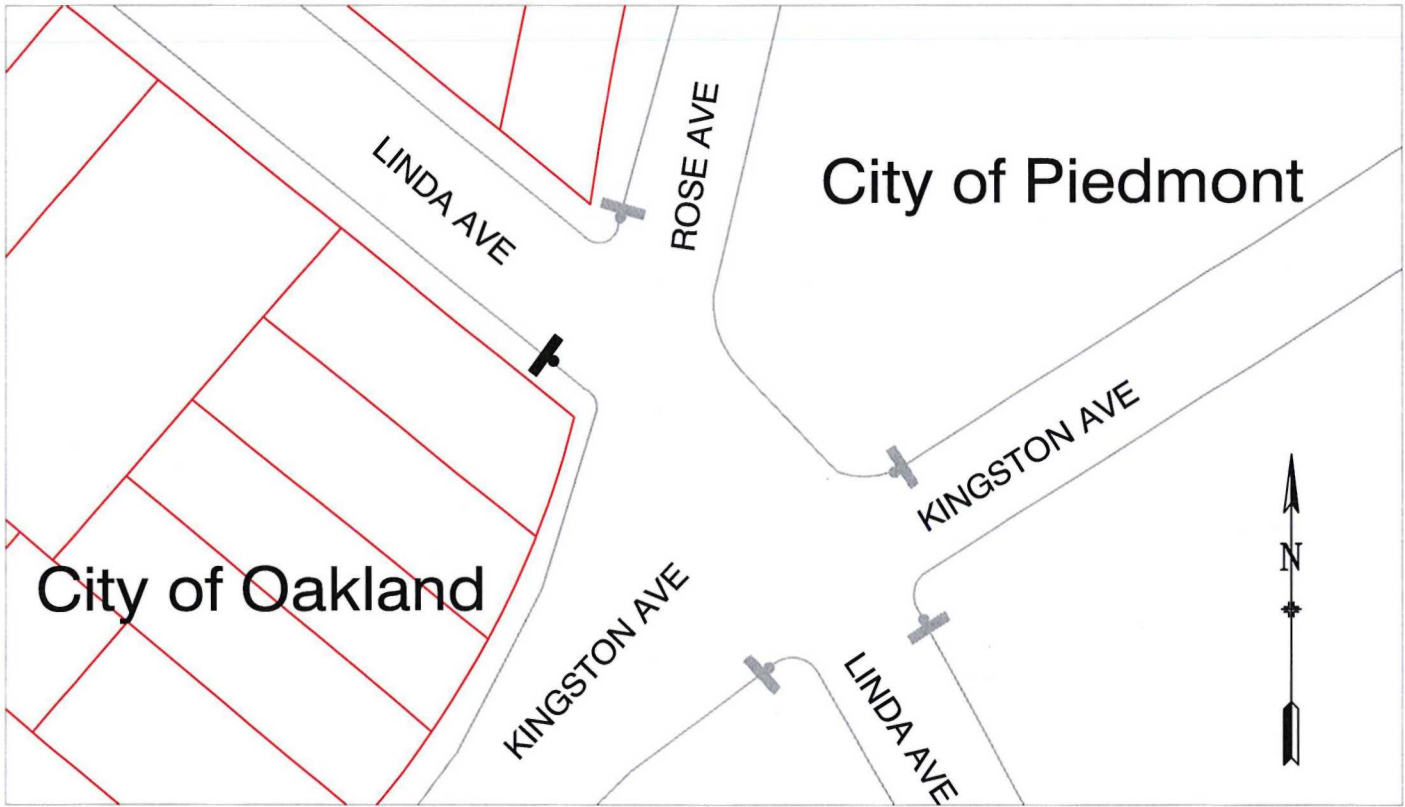
Prepared by:  
Joe Wang, P.E., Supervising Transportation Engineer  
Transportation Services Division



Attachments (2):

- Attachment A – Project Location
- Attachment B – Council Agenda Report by the City of Piedmont

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**ATTACHMENT A**  
**STOP sign on Linda Ave**



 Proposed STOP Sign  
 Existing STOP Sign

## ATTACHMENT B: Stop Sign on Linda Av

### City of Piedmont COUNCIL AGENDA REPORT

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DATE: April 20, 2015

TO: Mayor and Council

FROM: Paul Benoit, City Administrator

SUBJECT: Approval of the “Kingston-Linda-Rose Ave. Triangle Traffic Study” by Kittelson & Associates dated February 2015.

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#### RECOMMENDATION

By motion:

1. Approve the attached study entitled “Kingston Avenue – Linda Avenue – Rose Avenue Triangle Traffic Study dated February 2015,” by Kittelson Associates and adopt the findings contained therein.
2. Find that the installation of stop signs at the intersection of Linda Ave. and Kingston Ave. are consistent with the regulations and warrants as specified in the California Manual of Uniform Traffic Control Devices.
3. Direct staff to install the necessary striping and signage improvements at the intersection consistent with the intent of the Kittelson report.

#### BACKGROUND

The intersection of Kingston, Linda, and Rose Avenues is an inordinately large intersection that can be confusing to motorists, bicyclists and pedestrians from a traffic standpoint. There are 5 legs to this intersection making visibility a constant issue, and it contains an excess of pavement. Traffic tends to speed on Linda Ave. in both directions. Crosswalks are used as primary routes for school children going to Beach Elementary School, and there is a fair amount of traffic coming up Linda Ave. from Piedmont Ave. to the west. Furthermore, the City has and continues to receive numerous complaints from parents and the public with respect to speeds and pedestrian/bicycle safety at this intersection.

Based on these factors, and on the multi-faceted success of the Ramona-Ronada Triangle, and the strong grass-roots backing of the local neighborhood (which includes private fund-raising), staff is currently undertaking the preliminary design for construction of a large triangular-shaped landscaped island on the south side of Linda Avenue towards Kingston Ave. The design concept provides mitigations to a myriad of conflicting issues at the intersection, and provides yet another opportunity to replace unnecessary paving with a neighborhood “parklet” that enhances the local aesthetics exponentially. Similar to the Ramona-Ronada Triangle, the plant palette will be a drought tolerant, Mediterranean theme. This preliminary design has been reviewed and approved by the Park Commission and is being considered by the CIP Committee for funding in FY15-16. Additionally, the Piedmont Beautification Foundation has made this their target

project for their annual fund raising efforts. The preliminary design is attached as Exhibit A. The concept design and neighborhood coordination has been spearheaded by staff member Mark Feldkamp.

As part of the initial design of improvements for the landscape triangle project, one of the driving factors of this concept was that traffic mitigation would be a primary goal of the overall project. In order to be able to address the specific issues, a traffic study was completed to look at the existing conditions and traffic patterns, and potential improvements to increase safety in light of the proposed concept plan for a landscape triangle island. Kittelson & Associates were contracted through Coastland Engineers to provide this required analysis. A copy of the full report is attached as Exhibit B.

Based on the preliminary design of the landscape triangle design, the following concepts were analyzed for traffic in the area:

**Concept 1** involves a landscaped median that occupies the currently empty median space on Kingston Avenue south of Linda Avenue and does not modify existing traffic patterns or parking supply.

**Concept 2** consists of enlarging the landscaped median beyond the empty median space, converting the two-way portion of Kingston Avenue south of Linda Avenue and east of the triangle into a northbound, one-way road. Parking supply along Kingston Avenue will not be impacted.

Kittelson's report included a full traffic study of the intersection in light of the proposed landscape island concepts. Most importantly, the report included investigating if any additional stop signs are warranted at this intersection. Installing an all-way stop control treatment is typically based on the guidelines set forth in California Manual of Uniform Traffic Control Devices (CAMUTCD.) Section 2B.07 of the 2014 CAMUTCD deals specifically with all-way stop control and is reproduced in its entirety in Appendix B of the report. Per the findings shown in the report, one of the four warrants (required criteria) for installing an additional stop sign at this intersection is currently met considering only the existing conditions.

The preliminary design and concept plan of the proposed landscaped triangle island, and the Kittelson report outlining the proposed changes to traffic conditions, was presented to the Park Commission at their March 4, 2015 meeting. During that meeting, the Commissioners asked to see if improvement to the existing striping and signage at the intersection primarily dealing with the proposed new stop sign could be installed immediately, while the process of approving and constructing the landscaped triangle island worked its way through the required process. Staff was asked to follow up on this request. In checking with Kittelson, the existing conditions meet the required criteria for installing an additional stop sign at this intersection. Based on significant input from the public (see attached emails as Exhibit C) and considering safety for drivers, pedestrians and bicyclists, staff is recommending installation of the signage and striping improvements associated with installation of a new stop signs on Linda Avenue as shown in Figure 1 of the Kittelson report. As the overall landscape triangle island project progresses, ultimately the improvements shown in Figure 2 may be implemented. This primarily deals with

changing traffic patterns on Kingston Ave. on the south side of Linda Ave. to one-way traffic only. In analyzing the relationship between the first phase of the intersection improvements (which is just the striping and signage for the additional stop), and the impacts of the possible construction of the landscape triangle improvements, it appears that there will be a smooth interface between these two projects. By phasing the improvements to the intersection, it will also give local residents, staff, police, and the Council an opportunity to observe and validate the effectiveness of the new traffic calming measures before making the permanent improvements related to the construction of the landscape island triangle. If adjustments are necessary at that time, they can be incorporated into the work associated with the construction of the triangle.

Based on the findings of the Kittelson report, staff recommends that the City Council direct a STOP sign be placed on Linda Avenue in the eastbound direction at its easternmost intersection with Kingston Avenue per Figure 1 of the Kittelson report. Please note that the stop sign and appropriate warning signs, including but not limited to "Changed Conditions Ahead" required per the CAMUTCD, should be installed simultaneously to adequately warn the motorists, pedestrians and bicyclists of the change in this area. Per Article 1, Chapter 2 of Division 11 of the California Vehicle Code, the City may direct the installation of stop signs that are in accordance with the regulations of the CAMUTCD.

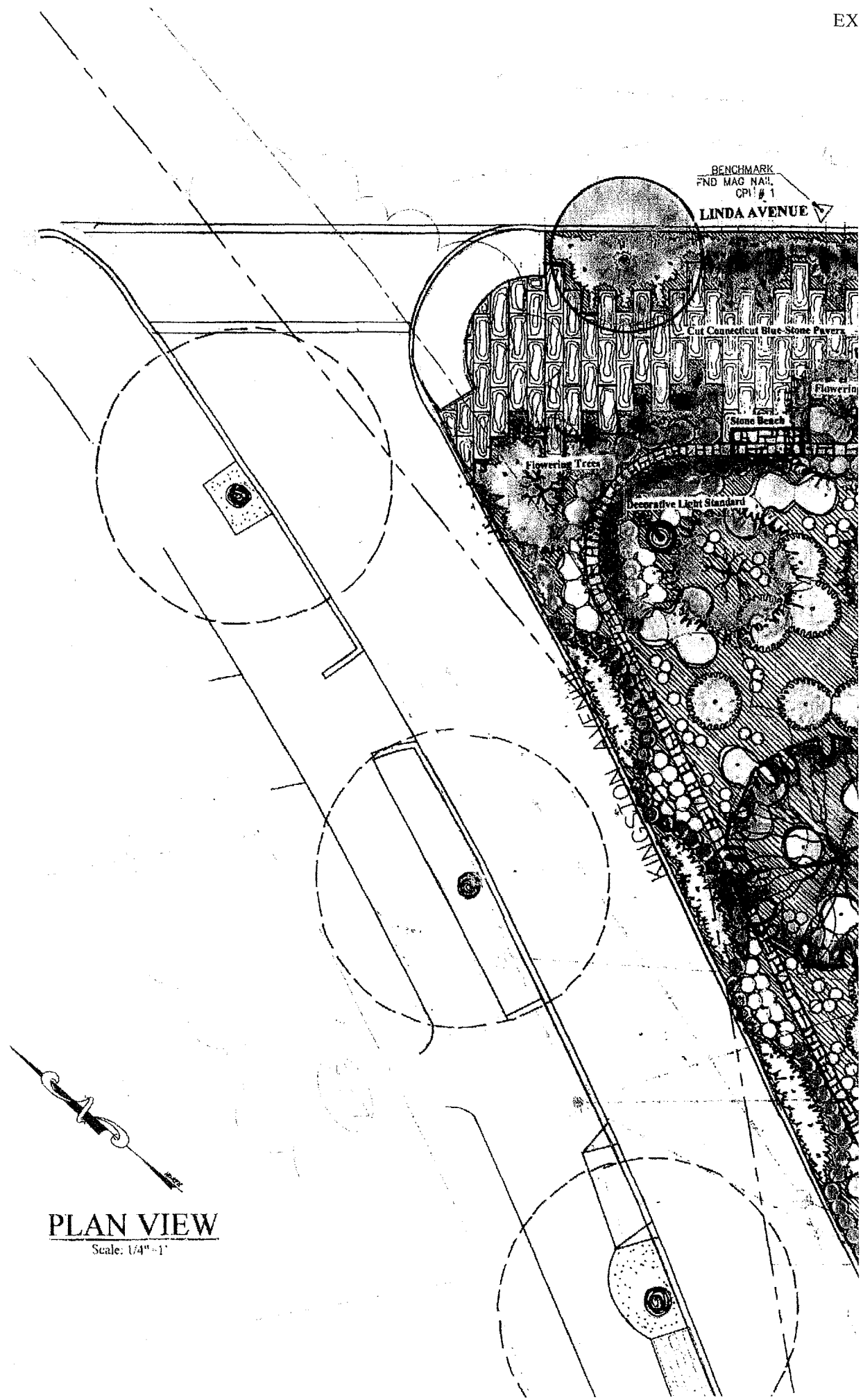
With respect to the landscape triangle construction project, pending approval of required funding as part of the FY15-16 Budget, staff will return to the Park Commission and the City Council with a final revised plan which will take in account the traffic mitigation measures desired by the Council, and a proposal for completion of the construction documents.

#### FINANCIAL IMPACT

Financial impacts will include the purchase of the necessary signs and installation of the new striping at the intersection. The estimated cost of this work is \$7,500, and will be funded through existing Measure B funds.

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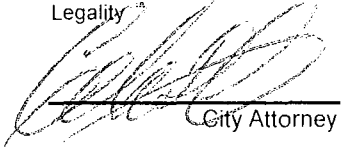
By: Chester Nakahara, Public Works Director  
John Wanger, City Engineer



**PLAN VIEW**

Scale: 1/4" = 1'



  
City Attorney

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2015 AUG 32 PM 3:41

# OAKLAND CITY COUNCIL

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

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION APPROVING THE INSTALLATION OF A STOP SIGN  
PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 21351 AND  
21355 AND OAKLAND MUNICIPAL CODE SECTIONS 10.12.010 AND  
10.12.110 ON LINDA AVENUE AT THE INTERSECTION OF KINGSTON  
AND ROSE AVENUES**

**WHEREAS**, California Vehicle Code Sections 21351 and 21355 and Oakland Municipal Code Sections 10.12.010 and 10.12.110 authorize the Traffic Engineer, by City Council resolution, to install stop sign at intersections; and

**WHEREAS**, traffic investigations conducted in response to requests from local citizens and community representatives of the City of Piedmont indicate that the installation of a stop sign at the subject intersection will enhance safety and right-of-way clarification for all road users; and

**WHEREAS**, the Traffic Engineer of the City of Piedmont found the installation of a stop sign, according to traffic engineering standards and practices, to be the most appropriate action to mitigate existing conditions; and

**WHEREAS**, funds totaling \$1,200 are available in Oakland Public Works, Transportation Services Division's Neighborhood Traffic Safety Program (C371410), Measure B Fund (2211), Organization (92246); now, therefore, be it

**RESOLVED:** That, pursuant to Oakland Municipal Code Sections 10.12.010 and 10.12.110, California Vehicle Code Sections 21351 and 21355, and the findings of the Traffic Engineer set forth above and in the accompanying report; the City Council hereby approves the installation of a stop sign on the following street:

- Linda Avenue at the intersection of Kingston and Rose avenues

**FURTHER RESOLVED:** That the stop sign shall be installed in accordance with the City's traffic engineering standards and procedures.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_  
LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California