

Office of Transportation

ACTION CALENDAR

October 14, 2003

To: The Honorable Mayor and
Members of the City Council

From: Transportation Commission

Subject: Funding For Traffic Circles (CF-45-03)

RECOMMENDATION

At its regularly scheduled meeting of September 18, 2003, the Transportation Commission adopted the following two motions:

1. The Transportation Commission supports the City Council compromise motion to designate the \$140K recently shifted from the Bicycle fund to Traffic Calming to be earmarked explicitly and solely for use for traffic circles on Bicycle Boulevards. In addition, the Transportation Commission recognizes that there is a widespread Citywide need for traffic calming and encourages staff and Council to prioritize identification of alternative sources of funding other than existing City transportation funds for traffic calming.
2. The Transportation Commission reaffirms previous action on installing semi-permanent traffic circles.

At its regularly scheduled meeting of March 20, 2003, the Transportation Commission adopted the following motion:

The Transportation Commission recommends that if a particular neighborhood request extensively landscaped traffic circles, these be funded through private contributions or additional City appropriations rather than the City's existing traffic calming funds, which are currently designated for low-cost circle designs.

FISCAL IMPACTS OF RECOMMENDATION

Assuming the traffic circles to be installed in Berkeley are the permanent, more expensive design, and assuming this cost is \$25,000 per traffic circle (which could be higher if constructed one-at-a-time, and if Public Works Engineering overhead costs are significant), the cost to install all currently proposed circles is between \$1.15m and \$1.225m.

\$550-575K of this is for 22-23 proposed circles on Bike Boulevards or other primary bicycle routes, and \$600-650K is for 24-46 traffic circles on streets not identified as primary bike facilities.

If the \$140K currently under discussion remains in the Bike Plan Implementation fund, approximately \$500K should be available in FY 2003-04 for traffic circles and other Bike Plan Implementation expenditures. In FY 2003-04 approximately \$190K should be available for traffic circles from the Traffic Calming funds.

CURRENT SITUATION

There are over 9 neighborhood and bike implementation traffic calming plans currently being developed by the Office of Transportation, including proposals for approximately 23 circles on bike facilities, and approximately 26 more circles on other streets.

Berkeley City Council has approved five new traffic circles for the Le Conte neighborhood: 2 on a bike boulevard; 3 on other streets. Plans are being prepared for bids to be solicited for 5 permanent circles.

The three non-bike boulevard circles in Le Conte could cost approximately \$75,000 possibly plus some P.W. Engineering overhead costs.

The two bike boulevard circles in Le Conte could deplete the Bike Plan Implementation funds by over \$50,000.

Once the Le Conte traffic circles are installed, funding in the FY 2003-04 Traffic Calming funds will accommodate approximately 4 more traffic circles on non-bike facility roads.

BACKGROUND

Historically, \$50,000 is provided annually for traffic calming in the General Fund budget. \$170,000 is the General Fund annual contribution to the Bike Plan Implementation Funds, approximately \$30,000 of which is used for staff salary and benefits.

RATIONALE FOR RECOMMENDATION

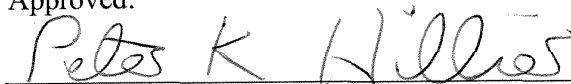
The Transportation Commission is strongly of the opinion that many years of planning and effort have been invested in the Bike Plan, and considerable work and financial resources are required to implement the plan. The plan not only calls for traffic calming on Bike Boulevards, but safe crossings of major roads will require considerable resources as well.


The Transportation Commission supports the infusion of more funds into the citywide traffic calming efforts. However, those funds should not be taken from other transportation projects, such as the Bike Plan Implementation Funds. Furthermore, to maximize the potential impact of limited funds, the lower-cost semi-permanent traffic circles should be the standard design.

CONTACT PERSON

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Approved:



 Dean Metzger, Chair, Transportation Commission