



Office of the City Manager

CONSENT CALENDAR
November 18, 2008

To: PK Honorable Mayor and Members of the City Council

From: PK Phil Kamlarz, City Manager

Submitted by: Claudette R. Ford, Director, Public Works

Subject: Installation of Speed Feedback Signs

RECOMMENDATION

Approve the installation of speed feedback signs at selected locations throughout Berkeley.

FISCAL IMPACTS OF RECOMMENDATION

The approximate \$40,000 for the purchase of these signs is provided by a grant obtained by Health and Human Services. The City's only costs for this project are for installation, which are estimated at \$9,000 (including three new poles with foundations and an electric meter fee for PG&E), and maintenance at an estimated \$5,000 per year. These funds are available in FY 2009 in account 610-4950-431-6560.

CURRENT SITUATION AND ITS EFFECTS

The following criteria for placement of speed feedback signs were established by Transportation staff based on traffic engineering and safety considerations:

1. Major/collector roadways
2. 85th percentile speed over 30 MPH
3. Proximity to schools, parks, senior centers
4. Five-year collision history with primary collision factor of "unsafe speed"
5. Traffic volume (\geq 2000 vehicles/direction/day)
6. Police recommendations
7. Citizen complaints

Streets Studied:

Based on the above criteria the following list of candidate locations was prepared, from which seven sites were selected:

| Street | Cross Street | 85% Speed (MPH) | Number of Collisions | Volume (Veh/Day) | Special Circumstances |
|------------------|-----------------|-----------------|----------------------|------------------|-----------------------|
| Sacramento (NB)* | Harmon | 36 | 0 | 7,300 | Speed |
| Arlington (SB)** | Mendocino | 32 | 0 | 5,200 | Citizen complaints |
| Alameda (SB)** | Napa | 36 | 0 | 8,000 | Speed |
| Hopkins (EB)* | Cedar Rose Park | 34 | 0 | 2,000 | Police recommended |
| Alcatraz (EB)** | California | 33 | 4 | 8,800 | Accidents |
| MLK (NB)* | Russell | 33 | 0 | 10,400 | Park |
| Claremont (NB)** | Hazel | 33 | 0 | 6,900 | School |
| Telegraph (NB)* | Stuart | 32 | 1 | 10,100 | School |
| Sacramento (NB)* | Hearst | 32 | 0 | 13,100 | BART/Ohlone Trail |
| Sixth (NB)* | Gilman | 32 | 1 | 3,600 | Accidents |
| Cedar (WB)* | Franklin | 32 | 0 | 3,400 | Cedar Rose Park |
| Dwight Way (EB)* | California | 31 | 1 | 6,800 | Citizen complaints |
| Adeline (NB)** | Russell | 31 | 0 | 11,700 | Bike Blvd |

*Major streets serve the movement of automobiles, trucks, buses, pedestrians, and bicycles across the city, connecting to the regional transportation network, and to other jurisdictions. Major streets should be maintained to facilitate the efficient flow of automobiles and large vehicles through the city and out of the city.

**Collector streets serve the movement of automobiles, buses, pedestrians, and bicycles between neighborhoods and across the city. Collector streets should be maintained and improved to balance the needs for a safe and comfortable environment for the residents living on these streets as well as the needs of the general public to be able to move efficiently through the city on a variety of modes, including bicycles, automobiles, transit buses, and shuttles.

Notes:

- *Posted speed limit is 25 MPH (except on Sacramento where it is 30 MPH).*
- *Number of collisions recorded in last five-year period from 9/1/2001 to 9/30/2006.*

Streets Selected:

The traffic engineering factors used in order to determine the most suitable locations included speed, daily traffic volume, collision history, special circumstances and field investigations. Solar powered SFS are considered easy to install and operate. Their solar power supply precludes involving power companies, which often can be very time-consuming, not to mention the savings in electrical power charges. The following were considered for locations: sun exposure (for the purpose of charging of solar panels), availability of light poles (for installation purposes), driver sight line/visibility, and placement away from possible obstruction by trees/structures.

Based on these factors the following streets were found suitable for the installation of speed feedback signs:

1. Sacramento (NB)* S/O Harmon (Major Roadway, District 2)
2. Arlington (SB)* N/O Mendocino (Collector Roadway, District 5)
3. Dwight Way (EB)*** W/O California (Major Roadway, District 3/4)
4. Telegraph (NB)* S/O Stuart (Major Roadway, District 7)
5. Alcatraz (EB)** W/O California (Collector Roadway, District 2)
6. MLK (NB)*** S/O Russell (Major Roadway, District 3)
7. Claremont*** (NB) S/O Hazel (Collector Roadway, District 8)

* - Speed feedback signs at Sacramento-NB, Arlington-SB, and Telegraph-NB would be solar powered and would be installed on existing electric poles (no new poles/foundations are needed).

** - Speed feedback sign at Alcatraz-EB would be an electric powered and would be installed on existing electric poles (no new poles/foundations are needed, however an electric meter would need to be installed by PG&E therefore, installation would most likely be completed in 2009).

*** - Speed feedback signs at Dwight Way-EB, MLK-NB, and Claremont-NB would be solar powered and would require installation of new poles/foundations (existing pole could not be used since utility lines run over these poles).

As and when more funding becomes available, other suitable locations can be considered for being equipped with these devices.

BACKGROUND

Speed feedback signs provide drivers a visual display of current speeds as well as a reminder of the posted speed limit. These signs can be pole mounted and set to display "Violator Alerts" such as a flashing "SLOW DOWN" message. Speed feedback signs have an advantage over other traffic calming devices in that they do not slow emergency vehicles and therefore may be installed on roads designated as part of the emergency access and evacuation network.

The signs were purchased through a State Office of Traffic Safety grant given to Health and Human Services (HHS) to support bike and pedestrian safety programs. HHS applied for funding from the State Office of Traffic Safety to provide a bike and pedestrian safety program for the period October 2005 through December of 2007. On September 27, 2005, Council approved the fund application and program by passing Resolution No. 63,063-N.S. The monies were applied for bike/pedestrian safety staff and supplies. OTS augmented the grant to include 100 hand countdown signs and \$40,000 for vehicle speed feedback signs. The total grant was for \$406,621. HHS staff worked with Public Works Transportation to organize the purchase of the items. Due to limited funding, we were able to purchase only seven speed feedback signs.

CONTACT PERSON

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