



Office of the City Manager

CONSENT CALENDAR

July 28, 2020

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Department of Public Works

Subject: Grant Applications: Highway Safety Improvement Program Cycle 10

RECOMMENDATION

Adopt two Resolutions authorizing the City Manager to submit grant applications to the California Highway Safety Improvement Program Cycle 10 for the following projects: Protected Left-turn Signals at multiple signalized intersections for up to \$4 million and Sacramento Street Pedestrian Crossings for up to \$250,000.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, these grants would provide a total of up to \$4,250,000 of competitive grant revenue to the City's State Capital Grants Fund (Fund 306) for traffic safety improvements at multiple signalized intersections and crosswalks without traffic control starting in FY 2021. City matching funds are not required for these types of projects under the California Highway Safety Improvement Program (HSIP) program.

Protected Left-turn Signals at Multiple Intersections Project	\$4,000,000
Sacramento Street Pedestrian Crossings	\$ 250,000
Total HSIP Grant Funding Request	\$4,250,000

CURRENT SITUATION AND ITS EFFECTS

The HSIP provides funding to agencies to install specific counter measures to enhance traffic safety on public streets and highways. One of these counter measures is converting left-turn phases at signalized intersections from permissive to protected. The term "permissive left-turn" refers to the situation where drivers at signalized intersections make left-turns using the same green light that is used by drivers continuing straight. This occurs in Berkeley where the signal face lacks a left-turn arrow to provide a dedicated phase for making a left-turn. Drivers making a permissive left-turn must yield to oncoming motor and bicycle traffic and pedestrians in the crosswalk that the driver's vehicle is about to cross. Installation of signal heads with left-turn arrows allows for the provision of a "protected left-turn" wherein the driver has a dedicated signal phase for making a left-turn. The driver is protected from oncoming traffic, which is stopped at a red light on the opposite side of the intersection, and pedestrians and bicyclists are protected from left-turning traffic due to proceeding during a separate signal phase. The locations included in the City's Protected Left-turn Signal Project would be selected based on the number of reported crashes related to left-turns, as required by the HSIP Program.

The Sacramento Street Pedestrian Crossings project is proposed to be submitted for funding under the HSIP Pedestrian Crossing Enhancements Set-aside Program. This program provides up to \$250,000 per applicant for installation of Rectangular Rapid Flashing Beacons (RRFBs), pedestrian countdown signal heads, crosswalk markings, advanced yield lines/signs, and other types of signs and pavement markings. Other work related to pedestrian crossing safety may be allowed as long as the cost is no more than 20% of the total project cost. The Sacramento Street Pedestrian Crossings Project would include allowable project elements consistent with the Berkeley Bicycle Plan (2017) and forthcoming Draft 2020 Pedestrian Plan. The project would extend between Dwight Way and Alcatraz Avenue and include the installation of Rectangular Rapid Flashing Beacons for the pedestrian crossings of Sacramento Street at Fairview, Prince, and Oregon Streets. Due to the limited amount of funding available per applicant, Pedestrian Hybrid Beacons (PHBs) are not an allowable project element, as a single PHB would exceed \$250,000 in cost. The PHBs along Sacramento Street recommended within the City's 2017 Bicycle Plan therefore would not be included in the grant application.

BACKGROUND

The proposed projects are consistent with the City's adopted Vision Zero Action Plan (Plan)¹. The Plan shows violation of the pedestrian right of way at a crosswalk as the second most prevalent traffic violation associated with severe and fatal collisions in Berkeley, after unsafe speed. The Plan also shows that failure to yield while making left or U-turns is the third most prevalent traffic violation associated with severe and fatal collisions in Berkeley. By providing a dedicated signal phase for left and U turns at various locations, the Protected Left-turn Signal Project will reduce collisions caused by driver failure to yield while making these maneuvers. The Sacramento Street Pedestrian Crossings project will reduce collisions caused by driver violation of the pedestrian right of way by making pedestrians more visible as they cross the street. Sacramento Street is identified as a high-injury street in the Vision Zero Action Plan and Draft Berkeley 2020 Pedestrian Plan.

The overall purpose of the California HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The California HSIP is part of the federal HSIP codified under 23 CFR 924.

ENVIRONMENTAL SUSTAINABILITY

The projects in these grant applications are designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a that calls for expanding and improving Berkeley's bicycle and pedestrian infrastructure. The Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes, such as public transit, walking, and bicycling, must become the primary means of fulfilling the City's mobility needs in order to meet these targets. Reducing the number of collisions involving left-turn movements

¹ https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley_Vision_Zero_Action_Plan_Approved_03102020.pdf

could also reduce the amount of automotive fluid spills that may occur after serious collisions. Spilled automotive fluid could otherwise drain to the Bay and contaminate the soil.

RATIONALE FOR RECOMMENDATION

HSIP funding allows the City to address traffic safety issues at multiple signalized intersections and along a major transportation corridor. The need for the projects in these applications has been identified in the 2019 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.), as well as in the Draft 2020 Berkeley Pedestrian Plan. These documents were the result of robust public engagement processes involving Transportation Commissioners and numerous other members of the Berkeley community. Not applying would mean foregoing up to \$10,000,000 in potential grant funding.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to apply for these funds. However, no alternative funding source has been identified to complete these traffic safety projects.

CONTACT PERSON

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Eric Anderson, Associate Planner, Public Works, 981-7062

Attachments:

- 1: Resolution - Protected Left-turn Signals
- 2: Resolution - Sacramento Street Pedestrian Crossings

RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR
PROTECTED LEFT-TURN SIGNALS AT MULTIPLE INTERSECTIONS

WHEREAS, the overall purpose of the California Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on the State's public roads through the implementation of infrastructure-related highway and street safety improvements; and

WHEREAS, funding for local agency infrastructure projects is available in Cycle 10 of the California Highway Safety Improvement Program; and

WHEREAS, permissive left-turns at signalized intersections can lead to increased fatal and severe collisions; and

WHEREAS, the City has made a commitment to promoting projects that meet the City's Vision Zero Policy (Resolution No. 68,371-N.S.) goal of zero fatal and severe collisions by 2028; and

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians are among the potential safety improvement measures proposed in the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Highway Safety Improvement Program for traffic safety improvements at certain signalized intersections citywide for the amount of up to \$4 million, and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR
SACRAMENTO STREET PEDESTRIAN CROSSINGS

WHEREAS, residents of South Berkeley crossing Sacramento Street on foot encounter traffic safety issues such as fast-moving, heavy vehicle traffic, trucks, buses, and lack of gaps in traffic to safely cross the street; and

WHEREAS, these traffic safety concerns have been documented in both the 2020 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.) and the Draft 2020 Berkeley Pedestrian Plan, wherein Sacramento Street has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians; and

WHEREAS, pedestrian crossing beacons, advance yield lines and red curbs approaching crosswalks at unsignalized intersections are among the traffic safety improvements proposed for Sacramento Street between Dwight Way and Alcatraz Avenue in the Draft 2020 Berkeley Pedestrian Plan update; and

WHEREAS, Highway Safety Improvement Program Pedestrian Crossing Enhancements Set-aside funds can be used to make pedestrian traffic safety improvements; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Highway Safety Improvement Program (Cycle 10) for the amount of up to \$250,000, and accept the grants awarded, and execute any resultant agreements and amendments.

