



Memorandum

To: Traffic and Safety Commission - Item 6-1
Cc: Jeff Bond
From: Aleida Andrino-Chavez
Date: 1/22/2013
Re: Traffic Calming 800 Santa Fe

Background

At the request of a resident of the 800 block of Santa Fe Avenue, a speed survey was conducted on the 800 block of Santa Fe Avenue for eleven days from Tuesday May 29 to Friday June 8 2012. The results of the survey were presented to this Commission at the June 28 meeting and are included here for reference:

800 Santa Fe-2012

Average Daily Traffic Volume	3,932 vehicles
Average Speed	25.7 mph
85 th Percentile	29.3 mph

At the meeting, the results of a previous survey taken in June 2007 were presented for comparison. The 2007 counts were taken during a three-day survey and are presented below:

800 Santa Fe-2007

Average Daily Traffic Volume	2,360 vehicles
Average Speed	24.2 mph
85 th Percentile	28 mph

According to our current policy, two parameters are taken into consideration first before deciding to implement changes on a particular street in addition to the physical characteristics of the street: Speed and Volume.

Speed:

As shown by the data and the current Albany Traffic Calming Policy, the results of the survey, while in the higher limit, were below the required threshold at the 85th percentile speed that states it should be five miles over the posted speed limit. In this case, the 85th percentile should

have measured 30 mph. Both surveys, the 85th percentile speed measured below 30 mph. However, it is worth noting that the speed measures are in the higher end of the five mile per hour threshold.

Volume:

The survey also shows that traffic volume has increased by 66.6% between 2007 and 2012. This increase in traffic volume maybe due to the time of year the surveys were taken. The speed survey taken in 2007 was conducted when school was not in session as compared to the 2012 survey that was taken when school was still in session. According to policy, speed humps are recommended on streets that carry less than 3,000 vehicles per day. There are roughly 10 months during the school year and the volume of this segment of the street is considered higher than 3,000 vehicles per day most of the time.

Collisions:

Between 2000 and 2009, more than 15 collisions have been reported at or near the intersection of Santa Fe and Solano Avenues, one of them was a bicyclist-vehicle collision. This information was derived from the State Wide Incident Traffic Report System (SWITRS) data. Additional information about the type and possible cause of the collisions could be extracted from the database upon request.

Santa Fe Avenue General Characteristics:

Santa Fe Avenue is classified in the Traffic Management Plan (TMP, 2000) and in the Circulation Element of the General Plan as a collector street. Collector streets are roadways designed to channel traffic from local streets into the arterial street system and to handle short trips within neighborhoods. As a collector, Santa Fe is supposed to carry higher volumes than residential streets.

Santa Fe Avenue intersects Solano Avenue and Marin Avenue, two Major Arterials in the City with signalized intersections and high pedestrian use. In addition, Santa Fe Avenue is adjacent to the west side of Marin Elementary School and as such, is the north-south route to school for many children attending Marin Elementary. The TMP recommended implementation of speed treatments adequate for Minor Arterials on Santa Fe Avenue. It is worth noting that speed humps are not the only traffic calming solution that is available for implementation.

Traffic Calming Possibilities for Santa Fe Avenue:

The Albany Active Transportation Plan recommends Santa Fe Avenue as a Class III bicycle facility from Berkeley City Limit and Portland Avenue. This includes installing sharrows throughout the roadway and bike boxes at signalized intersections. Another consideration for the street is decreasing the length of the red curb on the north leg, along the east side of the intersection and implementing 90-minute parking so that right turning vehicles from southbound Santa Fe onto Westbound Solano slow down when making the turn. Currently, vehicles can make the right turn at high speeds as there is no parking and the return is wide. It seems that the existing red curb was to accommodate a bus stop for a route that no longer runs on Santa Fe Avenue. A more expensive solution would be to install bulb outs at the intersection of Santa F and Solano Avenues, and Santa Fe and Washington Avenues.

Another consideration is the fact that Safeway has proposed development of its facility on Solano Avenue. The intersection of Santa Fe and Solano Avenues is one of the intersections analyzed under CEQA, and depending on the results, there may be some mitigation measures for additional traffic for Santa Fe Avenue.

Engineering judgment is also another factor to consider. Professional engineering judgment can override the parameters established in the current Traffic Calming Policy.

At the September 2012 meeting, the T&S Commission recommended eliminating the red curb along the west side of the north leg intersection and prioritize the implementation of sharrows on Santa Fe Avenue.

Subsequently, staff met with neighborhood block representative, Chris Roche and discussed additional traffic calming options for the block. These include consideration of raised crosswalks or a mini circle at the intersection of Santa Fe and Washington. These measures would help calm Washington Street as well and would work in tandem with the proposed bike lanes for Washington Avenue in the ATP. The ATP recommends Washington Avenue as a bicycle boulevard facility between Jackson Street and Pomona Avenue. From Pomona Avenue to the Berkeley City Limit the ATP recommends striping bike lanes along Washington as the street is wide in this area.