



Office of the City Manager

CONSENT CALENDAR
July 26, 2022

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 Application: Highway Safety Improvement Program Cycle 11

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to submit a grant application to the California Highway Safety Improvement Program (HSIP) Cycle 11 for the following project: Protected Left-Turn Signals at multiple signalized intersections for up to \$6 million, and accept the grant if awarded, and execute any resultant agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, this grant would provide a total of up to \$6,000,000 of competitive grant revenue to the City's State Capital Grants Fund (Fund 306) for traffic safety improvements at multiple signalized intersections starting in FY 2023. City matching funds are not required for this type of project under the HSIP program.

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.

BACKGROUND

The proposed project is consistent with the City's adopted Vision Zero Action Plan. The Plan show violations 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 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 AND CLIMATE IMPACTS

The project in this grant application is designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a which calls for expanding and improving Berkeley's bicycle and pedestrian infrastructure. The plan targets reducing transportation emissions by 80% below the 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 could also reduce the number 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 would allow the City to address traffic safety issues at multiple signalized intersections. The need for the project has been identified in the 2019 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.), as well as in the Berkeley Pedestrian Plan. These documents were the result of a robust public engagement process involving Transportation Commissioners and numerous other members of the Berkeley community. Not applying would mean foregoing up to \$6,000,000 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 this traffic safety project.

CONTACT PERSON

Farid Javandel, Transportation Division Manager, Public Works, 981-7061
Beth Thomas, Principal Planner, Public Works, 981-7068
Eric Anderson, Associate Planner, Public Works, 981-7062

Attachment:

1: Resolution

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 11 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 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 2023.

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 \$6 million, and accept the grants awarded, and execute any resultant agreements and amendments.

