



# Agenda

## Safety and Parking Advisory Commission Community Chambers December 1, 2011 5:00 p.m.

**Commissioners:** Bill Bernheim – Chair, Dan Barcellos, Theodore Parks, Sean Shimada, Geoff Straw, Doug Waterman, James Watson, Russell Niche (Alternate)

**Assigned Staff:** Roxanne Namazi, Senior Civil Engineer (Commission Liaison)  
Rod Rifredi, Police Sergeant

**Council Liaison:** Joe Krovoza

*Note: Times designated for particular Agenda Items are approximate and subject to change. Items without times will be heard, as time is available. The City does not transcribe these proceedings. Contact Public Works to obtain a copy of the Staff Report for a particular item.*

- 
- 5:00 p.m.**
- A. Approval of Agenda**  
The Commission will review and approve the Agenda.
  - A.1 Oath of the Office:** Russell Niche, Sean Shimada
  - B.1 Commission/Staff Comments**
  - B.2 Public Communication**  
Any member of the public may address the Commission during this time on the matters which are listed on the Agenda.
  - C. Consent Items**  
The following items will generally be approved with no discussion since they are usually a standard and/or straightforward application. Items may be removed for discussion by a Commissioner or member of the public prior to Commission Action.
  - C.1. Review and/or Correct Meeting Minutes for October 6, 2011**  
See Draft Minutes attached.

**D. Discussion Items (with Staff Reports)**

Each of the following items will generally be introduced by City staff after which the public will be invited to address these issues and their concerns. After public input, the Commission will discuss the times and recommend action(s). Actions needing changes to the City Code and/or other unique circumstances will also require City Council action prior to implementation of any recommended changes.

- D.1. Request for Establishing 2-Hour Parking** – North Side of Fourth Street East of G Street
- D.2. Modification of the X Permit** – C Street between Third and Fourth Streets
- D.3. L Street between Fourth and Fifth Streets** – Striping
- D.4. Transit Signal Priority** – Informational
- D.5. Speed Zone Surveys** – Updated Survey, No Change in Speed Limit
- D.6. Russell Boulevard at California Avenue** – Pedestrian Crossing

**6:00 p.m. Adjournment – Confirm Next Meeting Date:**

Regular meeting is scheduled for 5:00 p.m. on Thursday, February 4, 2012 in the Community Chambers.

**General Notes:**

Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the Roxanne Namazi by calling 530-757-5686 (voice) or 757-5666 (TDD).

The city does not transcribe its proceedings. Anyone who desires a verbatim record of this meeting should arrange for attendance by a court reporter or for other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.

Any writing related to an agenda item for the open session of this meeting distributed to the Commission less than 72 hours before this meeting is available for inspection at the Public Works Department, 1717 Fifth Street, Davis. These writings will also be available for review at the Safety and Parking Advisory Commission meeting in the Community Chambers, 23 Russell Boulevard, Davis.



**SPAC AGENDA**  
Date: December 1, 2011  
Item No: C.1.

## Draft Minutes

### Safety and Parking Advisory Commission October 6, 2011

- Commissioners Present:** Bill Bernheim - Chair, Dan Barcellos, Theodore Parks, Geoff Straw, Doug Waterman, Jim Watson
- Commissioners Absent:** None
- Staff:** Roxanne Namazi, Senior Civil Engineer  
Sgt. Rod Rifredi, Police Department - Absent
- Chair:** Commissioner Bernheim called the meeting to order at 5:00 p.m.
- 

**A. Approval of Agenda**

Approved, with a minor correction (Item D.1. Southeast Corner of B/E. Eighth Streets)

**B.1 Commission/Staff Comments**

Staff:

- Staff updated the Commission on the status of the Downtown parking structure. City Council directed staff to develop a comprehensive analysis of the parking situation downtown and identify strategies to better utilize the existing spaces. Council also directed staff to look at alternative locations for a parking structure and provide for additional signage for the existing structures.

Commission

- Commission would like to revisit the crossing at Russell and California.
- Commissioner Parks expressed a safety concern regarding the tree branches hanging over the sidewalk on E. Eighth Street west of J Street.
- Commissioner Barcellos expressed a concern for the lane configuration at the intersection of Seventh and B Streets.

**B.2 Public Communications**

None.

C.1. 3

**C. Consent Items**

**Approve and/or Correct Commission Minutes, Regular Meeting of August 4, 2011.**

Approved with a minor change.

**D. Discussion Items**

**D.1. Red Curb on the Southeast Corner of B and E. Eighth Streets**

Staff provided for the background and information. As a result of residents' complaints, staff installed red curb on the east side of B Street south of E. Eighth Street. Upon installation of the red curb, some of the residents complained about the loss of parking at this corner. At the meeting residents discussed their parking needs with the Commission and although they realized the need for some red curb at the corner, they requested that the length of the red curb be reduced to restore some of the parking.

**Action:** Commission directed staff to maintain 30 feet of the red curb and remove the rest of it to restore parking on this section of B Street, 5 - 1.

**D.2. J Street Traffic Calming – Proposed Additional Measures to Calm Traffic**

Staff provided the background and information. The Council at its September 20, 2011 meeting directed staff to present the Davis Bicycles! traffic calming plan to the Bicycle Advisory, and Safety and Parking Advisory Commissions for input. The plan was presented to the BAC and they Commission unanimously supported the proposed improvements.

Mr. Tracy, DB! representative, presented the proposed plan, including:

- “Ladder Crosswalk” marking supplemented with pedestrian crossing signs at all the intersections on J Street between E. Eighth and Covell Boulevard,
- “Left Turn Yield to Pedestrian” signs at all the side streets,
- advanced stop bars at all the intersections,
- parking tees on both sides,
- a cross-hatched 2-foot bike buffer on both sides,
- 25 mph speed limit signs.
- The estimated cost of the proposal is \$50,000.

Staff expressed the following concerns:

- Crosswalk markings on a residential street with low volume pedestrians are not warranted,
- Crosswalk markings are not traffic calming measures,
- Advanced stop bars on J Street where there are no Stop signs would be confusing to the drivers. Mr. Tracy revised the proposal to replace the Stop bars with Yield markings.

- “Left turn yield to pedestrian” signs are not appropriate for non-signalized intersections,
- Parking tees typically reduce the number of available parking spaces, parking is at a premium on J Street with all the apartment complexes and duplexes.
- Bike lane double striping already is installed on J Street and parking tees will only create a one-foot buffer.
- Use of Sharrows at the intersections may be confusing to the drivers and cyclists.
- Concerned about the high cost of installation and maintenance of the proposed measures.

Commission shared staff’s concerns and would like to measure the impacts of the 2-foot bike buffer, initially proposed by staff and the sub-committees of the BAC and SPAC.

**Action:** Commission reaffirmed staff’s original proposal to install the 2-foot buffer and did not support the proposed augmented plan by the Davis Bicycles! 5 - 1.

**D.3. Updated City Council Goals 2010-2012** – Commission discussed and prioritized the Council’s updated goals, as attached. Commission was not in favor of setting a workplan, as they are reactive to the traffic and parking safety issues raised by the residents.

**Action:** Commission prioritized Updated Council Goals.

**Next Meeting:** Confirmed for December 1, 2011.

**Adjournment:** Meeting adjourned at 6:45 p.m.

Respectfully submitted,

Roxanne Namazi  
Senior Civil Engineer

Actions Assigned to PW/Safety & Parking Advisory Commission (SPAC)	Lead	PW/SPAC Proposed Action	Priority Status Year 1 / Year 2
ED 7. Consider development of a multi-modal transit center and parking facility on Olive Drive or at Depot.	PW/CDS		Year 1
S6. Collaborate with DJUSD, PTAs, non-profit organizations and others to increase bicycling and walking to school, using education and encouragement programs or infrastructure improvements where appropriate.	PW/CDS		Year 2
DD3. Explore reconfiguration of parking and streets, maximizing utilization and convenience for customers.	PW/CDS		Year 2
CSE3. Using a zero-based evaluation process, review all commissions to ensure a strong commission scope and structure.	CC		Year 1
CSE 8. Consider General Plan element updates in the following areas: economic development, transportation and sustainability.	PW/CDS CC		Year 1
I5. Improve bike circulation and safety	PW		Year 1
I6. Increase cycling and pedestrian awareness and improve safety by considering stencils of safe routes to school and repainting of the Davis Bike Loop.	PW		Year 1
I8. Pursue a strong implementation of 5 <sup>th</sup> Street Redesign.	PW		Year 1

**Staff Report****December 1, 2011****TO:** Safety and Parking Advisory Commission**FROM:** Roxanne Namazi, Senior Civil Engineer**SUBJECT: Request for Establishing 2-Hour Parking** – North Side of Fourth Street East of G Street**Recommendation**

Approve staff's recommendation to convert the exclusive right turn lane on the north side of Fourth Street east of G Street into 2-hour parking (see attached Exhibit A).

**Fiscal Impact**

The cost of installation of the signing and red curb, and removal of the lane line striping (estimated at approximately \$300) can be accommodated within the Fiscal Year 2011-2012 Transportation Program (7256) budget.

**Background and Analysis**

The Transportation and Parking Committee of the Davis Downtown Business Association is requesting that the exclusive right turn lane on Fourth Street just east of G Street be converted to 2-hour parking.

The Davis Downtown Station project, bounded by Fifth Street, G Street, Fourth Street and the Railroad tracks, consisting of the USDA office building, a movie theater, shops/restaurants and a parking garage was developed over 10 years ago. The exclusive westbound to northbound right turn lane on Fourth Street at G Street was created as part of this development.

At the request of the DDBA Parking Committee, staff collected turning movement counts at this corner to assess the need for the exclusive turn lane. The collected data indicated the turning movements at this corner are comparable to the turning movement counts at the other legs of the intersection that do not have any exclusive turn lanes. Therefore the exclusive right turn lane at this location does not seem to be necessary. Elimination of the turn lane will result in the addition of approximately eight (8) 2-hour parking spaces.

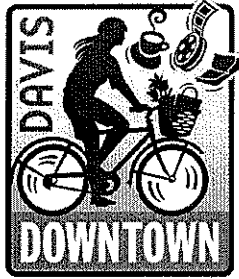
Attachments: Exhibit A  
DDBA Request Letter

c: Melanie Glover, DDBA Director  
Sgt. Rod Rifredi, Parking Enforcement

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Fourth Street e/o G Street - Parking Modifications



DAVIS DOWNTOWN  
BUSINESS ASSOCIATION

October 31, 2011

Safety and Parking Advisory Commission  
City of Davis  
23 Russell Blvd  
Davis, CA 95616

Dear Commissioners,

The Transportation & Parking (T&P) Committee of the Davis Downtown Business Association is recommending that the dedicated right turn lane at Fourth and G Streets be converted to two-hour parking spaces.

As part of our ongoing efforts to address parking needs in Downtown Davis, the T&P Committee coordinated with the City of Davis Public Works Department who collected traffic volume counts at the intersection of Fourth and G Streets to assess the need for a dedicated right turn lane on Fourth Street. According to the data collected in the last couple months, the traffic volume in the westbound direction is comparable to the volumes in the other legs of the intersection. Therefore, Public Works determined that the right turn lane could be converted to two-hour parking (a total of 8 new spaces) since this dedicated lane does not appear to be necessary for the existing traffic volume. The attached exhibit illustrates the proposed modifications.

Please let us know if you have any questions regarding our recommendation. As this is a relatively straightforward and inexpensive solution to creating more parking spaces in the near-term, we would like to see this change implemented as soon as possible.

Thank you for considering our recommendation.

Sincerely,

Rosalie Paine  
Co-President

Michael Bisch  
Co-President

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**Staff Report**

**December 1, 2011**

**TO:** Safety and Parking Advisory Commission

**FROM:** Roxanne Namazi, Senior Civil Engineer

**SUBJECT: Modification of X Permit – C Street Between Third and Fourth Streets**

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**Recommendation**

Approve staff's recommendation to remove X Permit parking on the east side of C Street, north of Third Street (see attached Exhibit A).

**Fiscal Impact**

The cost of removal and replacement of the signs (approximately \$100) can be accommodated within the Fiscal Year 2011-2012 Transportation Program (7256) budget.

**Background and Analysis**

Currently, C Street between Third and Fourth Streets has 90-minute/X Permit parking restrictions on both sides. The X Permit allows downtown employees with a permit to park there all day. The business owners on C Street north of Third Street are requesting that X Permit parking be removed in front of the businesses to allow for customer parking.

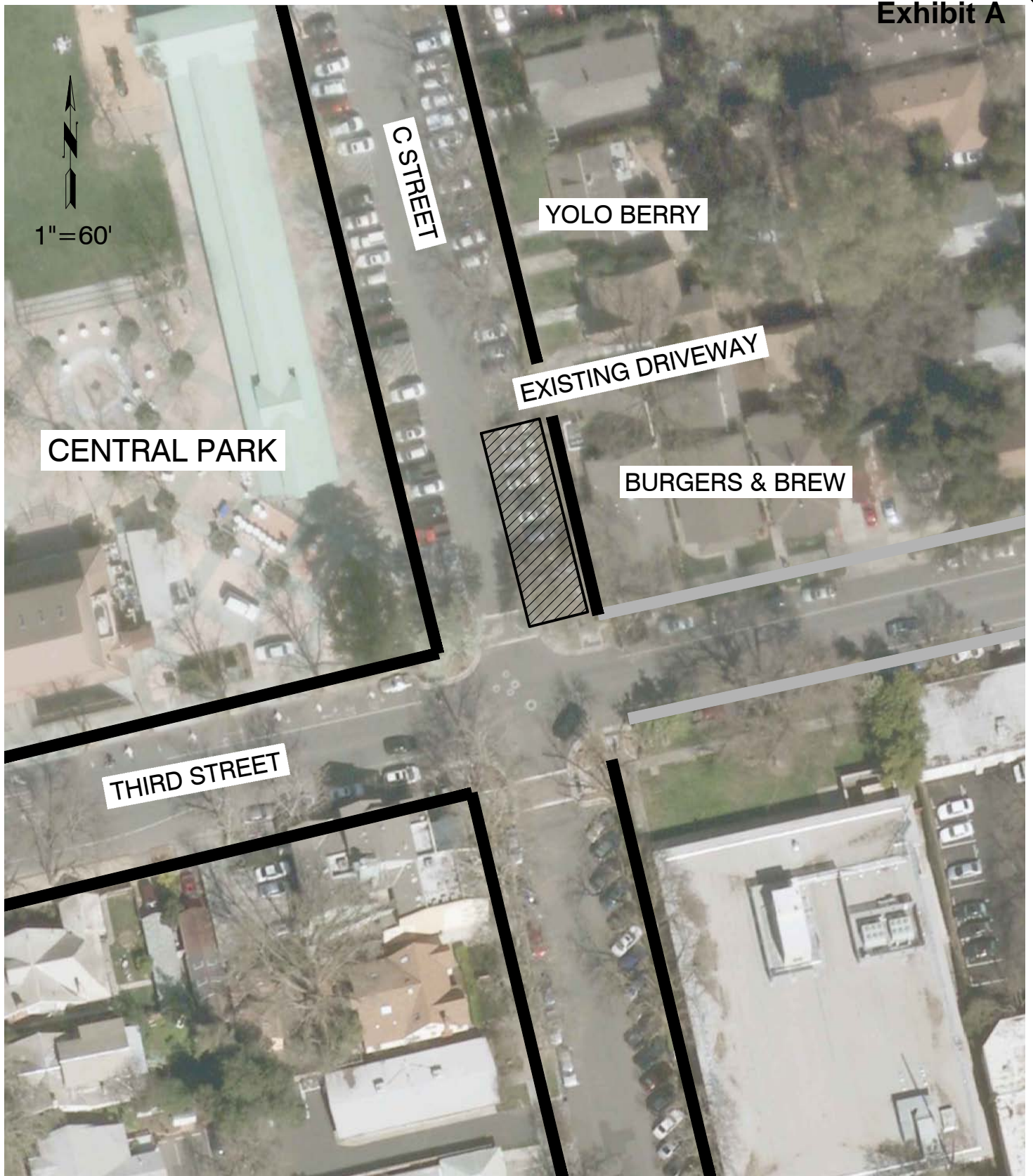
There are a total of 37 90-Minute/X Permit parking spaces on the east side of C Street between Third and Fourth Streets. Elimination of the proposed 8 spaces from the X Permit area may shift the employee parking further north. However, there are under-utilized X Permit spaces between Fourth and Fifth Streets to accommodate the parking shift.

Attached is a letter of request from the Davis Downtown Business Association.

Attachment: Exhibit A  
DDBA Request Letter

c: Melanie Glover, DDBA Director  
Sgt. Rod Rifredi, Parking Enforcement

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Existing X-Permit/90 Minute Parking



Existing 2-Hour Parking



Remove X-Permit, maintain 90 Minute Parking (8 spaces)



**DAVIS DOWNTOWN  
BUSINESS ASSOCIATION**

November 17, 2011

Safety and Parking Advisory Commission  
City of Davis  
23 Russell Blvd  
Davis, CA 95616

Dear Commissioners,

The Transportation & Parking (T&P) Committee of the Davis Downtown Business Association is recommending that the eight (90-min/X Permit) spaces on the east side of C Street between Third Street and the first driveway be converted to 90-minute only.

This recommendation is in response to a request made to the T&P Committee by the landlord of the three businesses located on the east side of C Street near Third Street: Burgers and Brew, Let Them Eat Cake and Yoloberry Yogurt. The landlord requested that "X" permit parking for the south 17 parking places on the east side of C street be removed to free up spaces for customers.

To address these concerns, the T&P Committee consulted with organizations located in the same vicinity (Farmers Market and Davis Community Church), and also coordinated with the City of Davis Public Works Department. Public Works determined that there are 37 90-min/X Permit parking spaces on the east side of C Street between Third and Fourth Streets. They recommended that eight of these spaces be converted in the area closest to the retail businesses—the area lying between Third Street and the first driveway. Public Works suggested that they make a special sign for the rest of the C Street block that continues to Fourth Street that would say, "X Permit/90-Min from here to Fourth Street," and install the sign on the north side of the driveway. As stated above, the T&P Committee concurs with Public Works' recommendation.

Please let us know if you have any questions regarding our recommendation. As this is a relatively straightforward and inexpensive solution to accommodating the needs of Downtown businesses, we would like to see this change implemented as soon as possible.

Thank you for considering our recommendation.

Sincerely,

Rosalie Paine  
Co-President

Michael Bisch  
Co-President

D.2. 12

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## STAFF REPORT

### SPAC AGENDA

Date: December 1, 2011

Item No: D.3.

**DATE:** December 1, 2011

**TO:** Safety and Parking Advisory Commission

**FROM:** Michael Mitchell, Interim Principal Engineer

**SUBJECT:** Modifications of Striping along L Street, Between Fourth and Fifth Streets

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#### **Recommendation**

Approve staff's recommendation to modify the striping on L Street, between Fourth and Fifth Streets, to add parking on the east side. See attached Exhibit A.

#### **Fiscal Impact**

The estimated cost of restriping is approximately \$3,600, to be included in the Street Maintenance Program (7252), FY 2011-2012.

#### **Background and Analysis**

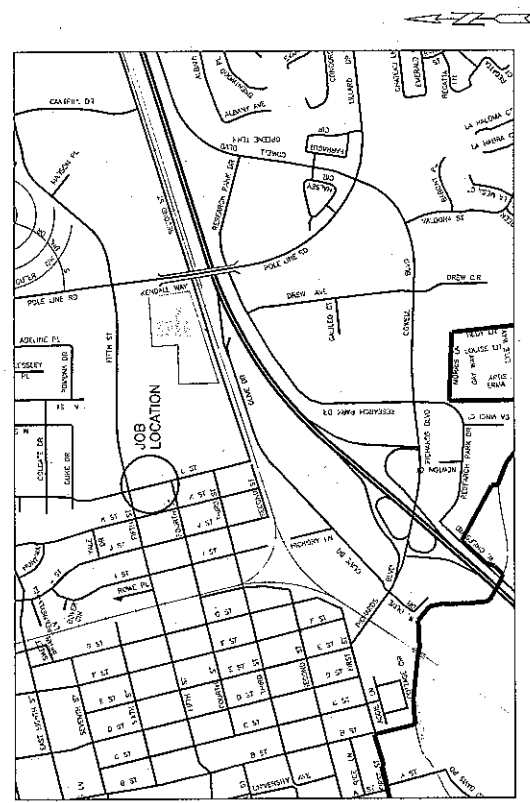
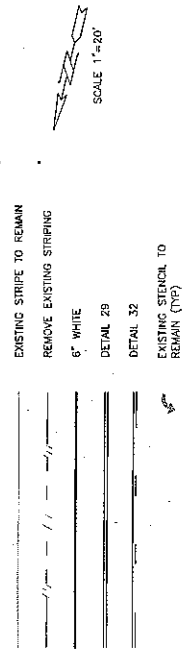
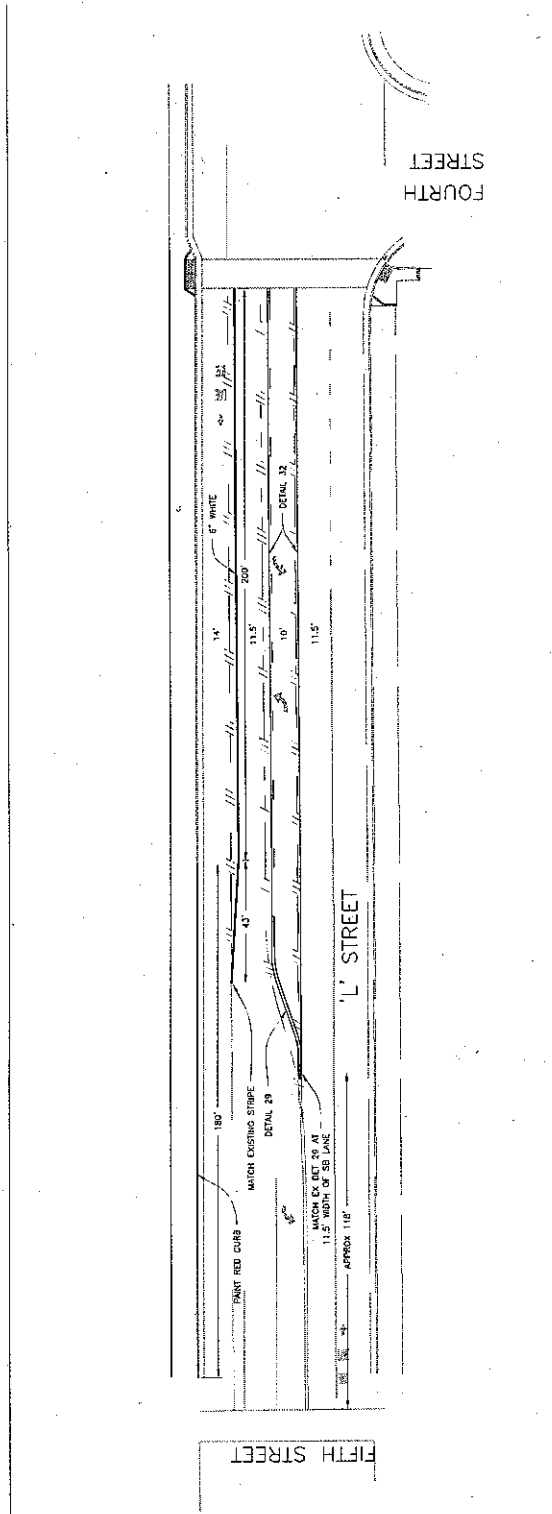
The plan for the bike path extension on the east side of L Street, between Fourth and Fifth Streets, was presented to the Bicycle Advisory and Safety and Parking Advisory Commissions in April 2011, as Informational.

The bike path was extended from Fifth Street to the Fourth Street intersection to eliminate the mid-block crossing north of Fourth Street. Construction of this concrete path was completed last month. As a result of the path widening (from 8-foot to 11-foot) and construction of new curb and gutter, the street pavement width was narrowed and parking was eliminated on the east side of L Street.

The business owners on this block have expressed concerns for the lack of parking for their clients and have requested that parking be re-established on the east side. Restriping L Street between Fourth and Fifth Streets will accommodate a 14-foot parking/bike lane, 11.5-foot travel lanes and a 10-foot center turn lane. This will allow for approximately 10 parking spaces on the east side of L Street.

#### **Attachment**

- Exhibit A



DESIGNED BY: SEK	CITY OF DAVIS PUBLIC WORKS DEPARTMENT	SHEET 1 OF 1 SHEETS
CHECKED BY: BK		
DRAWN BY: SEK		
<b>Davis</b> <i>California</i>		
L STREET RESTRIPE PROGRAM 7252		
REV. DATE	DESCRIPTION	

**Staff Report**

**December 1, 2011**

**TO:** Safety and Parking Advisory Commission

**FROM:** Roxanne Namazi, Senior Civil Engineer

**SUBJECT: Transit Signal Priority**

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**Recommendation**

This is an Informational item.

**Fiscal Impact**

Funding for the possible implementation of the proposed system in future, will be provided by Unitrans.

**Background and Analysis**

In order to improve passenger service by improving time reliability for Unitrans buses, Unitrans is proposing to implement transit signal priority at some of the city key intersections.

Fehr and Peers Transportation Consultants, under a contract with Unitrans, analyzed the key corridors in the city and prepared a report. A summary of the report is attached.

City and Unitrans staff will continue to discuss the recommended improvements and any possible implementation plan.

Attachment: Summary report

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## Unitrans Transit Signal Priority Implementation Study

Over the past decade, Unitrans statistics have shown a continuing increase in travel time on most lines. In 2005, it began to re-configure routes and reduce the number of stops to stem this trend. In addition, as recommended in its Short Range Transit Plan, Unitrans began a process in 2007 to evaluate a transit signal priority system (TSP). In other cities, TSP has proven to be beneficial in improving service reliability and travel time for passengers, while reducing the need for additional resources for transit operations.

The first phase of the TSP was implanted on the UC Davis campus, as a pilot program. Emitters were installed on the buses, and three signalized intersections on the campus were upgraded to provide a “soft” priority for buses. The intersections were LaRue/Orchard, LaRue/Hutchison, and Hutchison/Dairy. The soft priority would allow for a short extension or advancement of the green phase of the signal sequence when a bus was present.

In addition to the pilot program on the campus, Unitrans was interested in whether such a system could be extended into the City of Davis. In 2010, it initiated a Transit Signal Priority Implementation Study, contracting with Fehr & Peers to conduct the study. Phase 1 of the study looked at passenger and transit vehicle delay at 34 signalized intersections in the City and quantified the minutes of delay experienced by transit riders at each intersection. The result of that study was to identify two priority corridors where coordinated signals could most benefit transit rider travel time and service reliability, while also improving general traffic flow. The two corridors chosen were the Russell Boulevard corridor (between A Street and Arthur) and Cowell/Richards (between 1<sup>st</sup> Street and Pole Line Road).

The F&P study used a combination of signal coordination, transit signal priority, and operational improvement strategies to analyze these corridors using the VISSIM analysis software for weekday AM and PM peak hour conditions. The analysis concluded that the transit signal priority, in conjunction with coordination and operational improvements, will generally improve overall traffic flow, meaning that the impact of the priority system would either be either negligible or better than existing conditions. Specific operational changes were also recommended at specific intersections that would further improve bus reliability and traffic flow. These results were consistent with national studies showing a large benefit to reducing transit delays with negligible change in general traffic delays.

## Staff Report

### SPAC AGENDA

Date: December 1, 2011

Item No: D.5.

December 1, 2011

**TO:** Safety and Parking Advisory Commission

**FROM:** Matt Wolf, Engineering Technician

**SUBJECT:** **Certification of Speed Zones for Radar Enforcement** - Updated Survey,  
No Change in Speed Limits

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#### **Recommendation**

Recommend the Commission review the speed survey result and confirm the recommendation to make no changes to the posted speed for the respective segment.

#### **Fiscal Impact**

None.

#### **Background and Analysis**

An Engineering and Traffic Survey must be conducted within the most recent five-year period in order to use radar for speed enforcement. The following segment listed in the attached table has recently been surveyed. These surveys justify speed limits in accordance with the Caltrans Engineering and Traffic Survey criteria as currently posted. In several case, the speed limits are reduced an additional 5 MPH because of special conditions listed on the individual segment reports.

Upon approval by the Commission, the updated surveys will be distributed.

Attachment: Traffic Survey

**Engineering and Traffic Survey, Speed Zone Update  
No Change to Posted Speed**

Location	Posted Speed
Humboldt Avenue (entire length)	25

# City of Davis - Engineering Traffic Survey

## Observations

Location: Humboldt Avenue (entire length) Segment: 240  
 Survey Type: Regular Road Width: \_\_\_\_\_ Shoulder Width: \_\_\_\_\_  
 Road Condition:  Wet  Smooth  Bumpy  Holes  Level  Grade   
 Posted\_Speed 25MPH Direction: Both Time: 2:45pm to 3:45pm  
 Date: Thursday, October 13, 2011 Observer: E. Mann

## Calculations

Calculated By: Speed Plot  
 Total # of Vehicles: 100 Average Speed: 28MPH  
 Critical Speed: 32MPH 10MPH Pace: 23 to 32 % in Pace: 87

## Collision Rate

0.0 Collisions/M.V.M.  
 No. of Collisions (2 Years): 0.0  
 Segment Length (ft.): 2875'  
 ADT: 700

## Other Information

### Special Condition

Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown condition such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

## Recommendation

Maintain posting at 25 MPH

Recommended By: Matt Wolf

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
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D.5.



## Staff Report

### SPAC AGENDA

Date: December 1, 2011

Item No: D.6.

December 1, 2011

**TO:** Safety and Parking Advisory Commission

**FROM:** Roxanne Namazi, Senior Civil Engineer

**SUBJECT:** Pedestrian Crossing on Russell Boulevard at California Avenue

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#### **Recommendation**

Discuss various safety improvement options at the pedestrian crossing on Russell Boulevard at California Avenue.

#### **Fiscal Impact**

To be determined, depending on the proposed modifications and upon approval of the Council.

#### **Background and Analysis**

Russell Boulevard is a four-lane arterial with over 21,000 vehicles per day. Posted speed limit is 30 mph and critical speed (85<sup>th</sup> %ile) is 39 mph. As a result of receiving numerous complaints regarding difficulty crossing Russell Boulevard at California Avenue, we have provided for the following improvements at this crossing:

In 2007:

- Removed the marked crosswalk on the east side to concentrate everyone on the west side.
- Installed “triple-four” crosswalk marking on the west side of the intersection.
- Installed pedestrian actuated yellow flashing beacons at the crossing, on both sides and in the center island.
- Installed crossing signs at the crosswalk and in advance of the crossing in both directions.
- Installed “Yield to Pedestrians” sign in the center median.
- Provided for the trimming of the trees at or near the crossing to improve visibility and lighting at the crossing.

In 2011:

- Installed “Yield to Pedestrians Here” signs on both sides and in the center median.
- Yield pavement markings in advance of the crossing in both directions.

Please see attached Exhibit A. We continue to receive traffic safety concerns from the cyclists, pedestrians and drivers at this crossing. There was another bike/vehicle crash at this location in September. Staff investigated additional improvement options including:

1. Rapid Rectangular Flashing Beacon:

- The RRFB has interim approval from the FHWA. It is currently being used in Berkeley, CA and Santa Monica, CA.
- RRFBs are user-actuated amber LEDs that supplement warning signs at un-signalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.
- RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.
- RRFBs may be installed on either two-lane or multi-lane roadways.
- In a study from Tampa Bay, FL, they analyzed data from 19 crosswalks with varying cross-sections, speeds, and volumes. In summary:
  - The study included roadways with ADT around 20,000, vehicle speeds on the studied roadways average 48 MPH, and 12 of the 19 study crosswalks were four-lane divided roadways.
  - Average yield compliance at all crosswalks increased from 8.14% to 82.27% with installation of the RRFB.
- The estimated cost of this installation is approximately \$20,000.

2. Pedestrian Hybrid Signal (HAWK Signal)

- The Pedestrian Hybrid Signal is included in the Draft 2011 CAMUTCD.
- A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.
- CAMUTCD Draft 2011 - Section 4F.03 Operation of Pedestrian Hybrid Beacons Standard:
  - 01 Pedestrian hybrid beacon indications shall be dark (not illuminated) during periods between actuations.
  - 02 Upon actuation by a pedestrian, a pedestrian hybrid beacon face shall display a flashing CIRCULAR yellow signal indication, followed by a steady CIRCULAR yellow signal indication, followed by both steady CIRCULAR RED signal indications during the pedestrian walk interval, followed by alternating flashing CIRCULAR RED signal indications during the pedestrian clearance interval (see Figure 4F-3). Upon termination of the pedestrian clearance interval, the pedestrian hybrid beacon faces shall revert to a dark (not illuminated) condition.

- CAMUTCD Draft 2011 also provides for guidelines for this installation. The guidelines are based on the vehicular and pedestrian volumes. We are in the process of collecting counts at this location
- The estimated cost of installation of Hybrid Signal is approximately \$50,000.

3. Closure of the Crossing

- As an option, we could close down the crossing by removing the signs, markings, and the yellow flashing beacons, and installing pedestrian crossing barricades and direct bikes and pedestrians to cross at the signalized intersection of Oak Avenue and Russell Boulevard. This intersection is approximately 400 feet east of the California Avenue crossing.
- The estimated cost of this option is approximately \$5,000.

Staff will need to discuss the outcome of this meeting with UCD staff and will bring back a recommendation to the Commission at a future meeting.

c: Cliff Contreras, Director, UCD Transportation and Parking Services

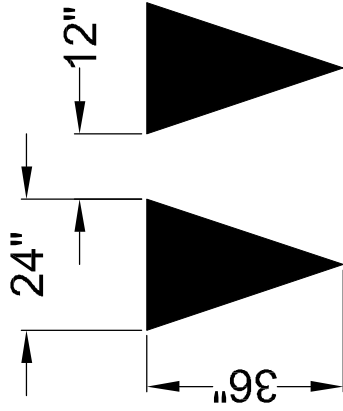
Attachment: Exhibit A

rn/mab

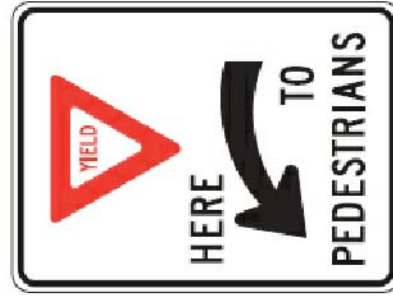
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# DETAIL A

Per CA MUTCD 3B-16



# DETAIL B



R1-5a  
(4 locations)

