



# Montclair Safety and Improvement Council Traffic Calming Measures

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The following measures for calming traffic on Skyline Blvd. and Grizzly Peak Blvd, Oakland, have been compiled by the Skyline/Grizzly Traffic Safety group and the Montclair Safety and Improvement Council (MSIC). Many of these have been implemented in various stages, some are unable to be implemented for the reasons noted, and the remainder are open for further review and implementation.

These measures are grouped under the 4 recognized categories (4 "E's") of traffic calming strategy; Engineering, Enforcement, Education and Empowerment.

## Engineering (Oakland Public Works Agency/CEDA):

### 1. Speed Limit Signs

Install speed limit signs appropriate to the posted limit and at regular intervals. Ensure new and existing signs are not blocked by foliage or unreadable due to dirt, moss, etc.

Pros: reminds vehicle operators of posted speed limit and residential status.

Cons: cost to install and maintain signs, too many signs may cause confusion and are unattractive.

### 2. Warning Signs

Install warning signs, such as Slow, Children Playing, Pedestrian Traffic, Hidden Driveway, Deer Crossing, Share the Road, No Passing on Double Yellow, etc. Ensure new and existing signs are not blocked by foliage or unreadable due to dirt, moss, etc.

Examples of warning signs:



Pros: reminds vehicle operators of hazards and reasons to slow down.

Cons: cost to install and maintain signs, too many signs may cause confusion and are unattractive.

### 3. Stop Signs

Install stop signs at intersections. *Note that stop signs are not approved for traffic calming per Oakland PWA (meeting on 12/4/06 with PWA Traffic Engineers). Stop signs should only be installed at intersections that have recorded incidents of accidents due to cross traffic. Traffic volume thresholds must be met as well. If stop signs are installed at intersections only for speed control, then vehicle operators may ignore them, leading to accidents. However, also note that the Federal Manual on Uniform Traffic Control Devises states that stop signs may be used without regard to volume in: "Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop."*

Pros: causes vehicle operators to slow and stop.

Cons: cost to install and maintain signs, hinders traffic flow, constant stopping and starting of traffic causes noise and additional pollution, vehicle operators may ignore stop signs if there is rarely any cross traffic. *Currently prohibited by Oakland PWA as a speed calming method, but should be pursued for dangerous intersections.*

### 4. Speed Bumps/Humps

Install speed bumps/humps at regular intervals. *Note that per Oakland PWA (meeting on 12/4/06 with PWA Traffic Engineers) speed bumps may not be placed on Skyline Blvd. due to the "Boulevard" designation as a thoroughfare for emergency vehicles, city buses and emergency evacuation traffic.*

Example of speed bump:



- Pros: causes vehicle operators to slow down when crossing over bumps/humps.
- Cons: cost to install/create and maintain bumps, hinders bicyclists, vehicle operators speed up between bumps, bumps on curves are dangerous, impedes emergency vehicles. *Currently prohibited on Skyline Blvd. by Oakland PWA.*

## 5. Speed Cushions

Install speed cushions at regular intervals.

Examples of speed cushions:



- Pros: causes vehicle operators to slow down when driving over cushions, less restrictive to emergency vehicles than speed bumps/humps, less hindrance to bicyclists than bumps, becoming popular as an alternative to speed bumps/humps.
- Cons: cost to install/create and maintain speed cushions, vehicle operators speed up between cushions, cushions on curves are dangerous.

## 6. Textured Pavement

Install/create ridged or textured pavement surface at regular intervals.

- Pros: causes vehicle operators to slow down when driving over textured surface.
- Cons: cost to install/create and maintain textured pavement surface, hinders bicyclists, results in more noise, may not be as effective for speed control.

## 7. Chokers/Neckdowns and Chicanes

Install concrete chokers/neckdowns (lane narrowing barriers), chicanes (lane shifting barriers) and similar lane restriction or lateral shift devices. *Note that per Oakland PWA (meeting on 12/4/06 with PWA Traffic Engineers) lane choking devices may not be placed on Skyline Blvd. due to the "Boulevard" designation as a thoroughfare for emergency vehicles, city buses and emergency evacuation traffic.*

- Pros: causes vehicle operators to slow down when negotiating narrowed or deflected lanes.
- Cons: cost to install and maintain chokers/neckdowns and chicanes, hinders trucks, impedes emergency vehicles, may contribute to accidents. *Currently prohibited on Skyline Blvd. by Oakland PWA.*

## 8. RADAR Speed Signs

Install active RADAR display speed signs (indicating posted speed limit and vehicle's current speed).

Example of RADAR speed sign:



Pros: reminds vehicle operators of posted speed limit and displays their current speed in comparison, effective at getting vehicle operator's attention.

Cons: high cost to install and maintain RADAR signs, needs open area above (not shaded) for solar power, not always reliable, may be prone to vandalism.

## 9. Speed Limit Street Stencils

Paint or repaint stenciled speed limit on street surface.

Pros: reminds vehicle operators of posted speed limit, can be more visible than signs.

Cons: cost to paint and maintain stenciled lettering.

## 10. Painted Cross-walks

Paint or repaint cross-walk areas.

Pros: designates areas for crossing streets, can be used for enforcement, reminds vehicle operators of residential status.

Cons: cost to paint and maintain cross-walk areas.

## 11. Centerline and Edgeline Dots and Markers

Install reflective dots ("Bots Dots") and markers along street centerlines and edgelines.

Pros: improves roadway visibility, enhances double-yellow centerline status.

Cons: cost to install and maintain dots/markers, dangerous for bicycles.

## 12. Double-Fine Area

Designate road to be double-fine area (due to Scenic Roadway or similar classification).

Pros: provides stronger incentive for vehicle operators to obey posted speed limit.

Cons: effort/ability to designate double-line area, cost for signs, legal ramifications.

### **13. Vegetation Removal**

Trim and remove vegetation around signs, at intersections and along the roadway, especially in curves.

Pros: improves visibility of signs, improves line-of-sight through curves and at intersections, improves fire safety.

Cons: cost to trim and remove vegetation, needs to be done at regular intervals.

### **14. Circles and Roundabouts**

Install traffic circles/roundabouts at key intersections, such as Skyline/Shepherd Canyon/Manzanita/Pinehurst.

Pros: causes vehicle operators to slow down when negotiating traffic circle, improves safety for vehicles entering intersection, can be made visually appealing.

Cons: significant cost to install and maintain traffic circle, may need water supply for vegetation, requires architectural design and PWA approval.

## **Enforcement (Oakland Police Dept/Traffic Safety):**

### **15. Traffic Enforcement**

Enforce speed limits, passing over the double-yellow, reckless driving, not yielding to pedestrians in cross-walks, etc. Includes enforcement by Oakland Police/Traffic Safety, Oakland Park Rangers, EBRPD Police, Berkeley Police, CHP, etc.

Pros: enforces residential speed limits and traffic safety, crime deterrent, chronic violators will eventually avoid area.

Cons: limited officers for weekend patrols/enforcement, limited officers trained and equipped with RADAR/LIDAR, other higher priorities for officer's time, speeding occurs at variable times/days.

### **16. Noise Ordinance Enforcement**

Enforce noise ordinances (particularly motorcycles with aftermarket exhaust systems).

Pros: enforces noise ordinances, easy to hear violators approaching, chronic violators will eventually avoid area.

Cons: limited officers for weekend patrols/enforcement, limited officers trained and equipped with sound meters, other higher priorities for officer's time, violations occur at variable times/days.

## **17. Other Enforcement**

Write fix-it tickets for illegal modifications such as non-DOT/EPA approved exhaust systems (particularly motorcycles), illegal license plate mounting, lack of mirrors and turn-signals, etc.

Pros: enforces laws, chronic violators will eventually avoid area, much easier to ticket than moving violations.

Cons: limited officers for weekend patrols/enforcement, other higher priorities for officer's time.

## **Education:**

### **18. Direct Outreach**

Hand out flyers, talk with stopped violators, directly inform neighbors and visitors of traffic issues and concerns.

Pros: inexpensive, personal, better able to target violators.

Cons: chance of confrontation.

### **19. Community Outreach**

Post information on community Web sites, in local newspapers, on appropriate Web bulletin boards and forums (i.e. on-line motorcycle forums).

Pros: inexpensive, broader outreach, less chance of confrontation.

Cons: less personal and direct.

### **20. Police Outreach**

Police discuss traffic issues and concerns with targeted groups such as local motorcycle clubs, gatherings of motorcyclists at The Wall, etc.

Pros: direct and targeted, has higher deterrent value than resident outreach.

Cons: limited officers for outreach, other higher priorities for officer's time.

### **21. Safety Day Events**

Hold safety day events such as the Bay Area Riders Forum 1Rider Motorcycle Safety day. Educate vehicle operators and riders of traffic laws, issues and concerns. Involve residents and police.

Pros: direct and targeted, personal, inexpensive, utilizes peer pressure.

Cons: chance of confrontation, other higher priorities for officer's time.

## Empowerment:

### 22. Citizen RADAR Program

Perform Citizen RADAR patrols to clock and record speed violations, which are then provided to the police and used to send out a warning form letter to violator.

Pros: directly targets violators, RADAR patrol has immediate deterrent effect, gathers statistics for traffic enforcement, warning from police has deterrent effect.

Cons: need volunteers to be trained and to participate, chance of confrontation.

### 23. Cut Out Signs

Purchase realistic cut-out signs of people, setup on private property near roadway, monitor, and take down.

Examples of actual “kid cut out” and “officer cut out” signs:



Pros: causes vehicle operators to slow down, easy to repair/replace if damaged.

Cons: cost to purchase signs, may be prone to vandalism, chance of signs causing vehicle operators to become desensitized to people/children by the roadway, chance of accident.

### 24. Neighborhood Signs

Purchase or create neighborhood signs on private property requesting vehicle operators to not speed, to respect the neighborhood, to watch out for children, etc.

An example of a neighborhood sign (located on Bear Creek Road in Berkeley):



Pros: informs vehicle operators of traffic issues, alerts vehicle operators that the neighborhood is concerned and vigilant.

Cons: cost to install and maintain signs, may be prone to vandalism.

## 25. Rolling Road Blocks

Drive at posted speed limit along the road. Coordinate with specific instances of speeding via cell phone or radio. Signage on vehicle can note “neighborhood pace car.”

Pros: causes vehicle operators behind vehicle to adhere to the speed limit.

Cons: costly/wastes fuel, increases pollution, may incite illegal passing or road rage, need for volunteers.

## 26. Roadside Rally

Organize group of residents along roadside to vocalize or signal violators, display signs, etc.

Pros: direct and targeted, inexpensive, alerts vehicle operators that the neighborhood is concerned and vigilant.

Cons: chance of confrontation, chance of accident or injury, need for volunteers.

## 27. Roadway Classification

Work with local/city/state govt. to classify Skyline/Grizzly as a Scenic Roadway, Natural Corridor or some similar classification.

Pros: may allow double-fine designation or stricter traffic laws and enforcement.

Cons: effort/ability to classify roadway, cost for signs, legal ramifications, building and property restrictions.

## 28. Engagement with Other Affected Organizations

Work with organizations whose members/constituents are also negatively affected by speeding and reckless traffic, such as the East Bay Bicycle Coalition, neighborhood organizations and regional parks.



- Pros: increases number of resources working on education and empowerment activities, increases influence with local/city/state govt.
- Cons: volunteers needed to coordinate and communicate activities.

## **29. Media and Communications**

Work with local print and television media to report on and communicate traffic issues, film speeding and reckless driving violators.

- Pros: informs wider audience and/or influential individuals of the traffic issues.
- Cons: volunteers needed to work with media and to film violators, chance of confrontation.

## **30. Private Enforcement**

Hire off-duty officers or private security to patrol roads.

- Pros: provides patrols specific to our area and on our designated schedule, alerts vehicle operators that the neighborhood is concerned and is taking action.
- Cons: cost, ability to fairly divide cost among residents who will benefit, potential legal ramifications, limitations for private security to perform enforcement.