



## Albany and Berkeley's Buchanan/Marin Corridor Goes on a Road Diet

By Christina Hohorst

A “road diet” is a transportation planning technique whereby a road is reduced in number of travel lanes or effective width to achieve systemic improvements. Road diets and shared lanes help create complete streets — roads designed for users of all ages, modes and mobilities.

MTC supports complete streets through Plan Bay Area and the One Bay Area Grant (OBAG) program. OBAG funding for streets and roads requires jurisdictions to comply with MTC's complete streets policies by adopting a complete streets resolution that supports routine accommodation of bicyclists, pedestrians and wheelchair users in project planning and design. The MTC policy was designed so that project sponsors could find opportunities to provide complete streets solutions when repaving or redesigning a roadway, which is more cost effective than adding bike lanes later. Jurisdictions also get more bang for their buck when they implement lane changes and reductions while doing pavement rehabilitation.

In the city of Albany, Buchanan Street and Marin Avenue make up a major arterial that provides direct access from Interstate 80 to Berkeley. The arterial corridor covers about 16 blocks in Albany and four in Berkeley. Between 19,000 and 21,000 motorists drive on it daily. Most blocks are lined with residences and there are two elementary schools along the corridor.

In 2000, the City of Albany approved a traffic management plan that prioritized traffic calming measures on major arterials to make



Marin Avenue, Berkeley

them safer and encourage more pedestrian, transit and bicycle usage. The Buchanan-Marin corridor was determined, by the plan's criteria, to be the city's highest priority arterial to address.

The cities of Albany and Berkeley put the corridor on a diet in September 2005 when they implemented Phase 1 of their traffic calming plan. They restriped the corridor's traffic lanes from four to three, created a left-turn lane and installed bike lanes on Marin Avenue from San Pablo Avenue in Albany to The Alameda in Berkeley. The project was slurry sealed using \$400,000 of Measure F local funds for pavement rehabilitation and \$120,000 from the Air District, and included a one-year trial period to monitor the reconfiguration before determining whether to implement a second phase of the project, with more permanent infrastructure.

According to Korve Engineering, reconfiguring the Buchanan-Marin roadway resulted in slower speeds and fewer cars. City consultant Korve recorded average speeds and daily volumes at three locations on the corridor during three

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The 2012 Bay Area pavement condition report is available at [www.mtc.ca.gov/news/press\\_releases/rel624.htm](http://www.mtc.ca.gov/news/press_releases/rel624.htm)

**User Week Starts**  
**November 4,**  
**2013**

*See page 2*  
*for details*

## Road Diet

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time periods — before project implementation in April 2005, 90 days after project implementation in November 2005, and one-year after implementation in April 2006. Results showed that speeds decreased about 10 percent after the road diet, while the volume decreased between 4 and 27 percent. In Albany, the drop in speed ranged from 2 to 4 mph.

“While this may not seem significant, such a change in speed is considered to be quite substantial on a street of this kind,” according to Bill Burton of Korve. “Although Marin Avenue has experienced a drop in average speed from 30 miles per hour to 27 miles per hour, the posted speed limit is 25 miles per hour.”

Traffic volumes in Berkeley also decreased, according to studies done before and after the project was completed. The changes in Berkeley were found to be “less than significant” given that daily traffic volumes fluctuate throughout the year, according to City Manager Phil Kamlarz.

## Pavement Management Program Certification Status: Why is this important?

In accordance with section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to have a Pavement Management Program (PMP) with jurisdiction certification renewal every two years. MTC cannot approve funding under the state transportation improvement program for jurisdictions that are not certified.

Check your jurisdiction's status at: [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html)

Former Albany City Councilman Farid Javandel is a longtime supporter of the restriping project. “The thing that was striking to me was that the first time I drove up Marin, I never had to stop because someone was turning left in front of me,” explained Javandel. “On a return trip, I stopped for a pedestrian, because it was okay to cross. It was a very positive type of experience. It makes me happy to see it working.”

## Upcoming Events

### StreetSaver® User Week Nov. 4 – Nov. 7, 2013

**Location:**

MetroCenter, 1st Floor, Auditorium  
101 Eighth Street  
Oakland, CA 94607

*Technology Transfer Workshop*

Monday, November 4  
9 a.m. to 12 noon

*General Users Meeting*

Monday, November 4  
1 p.m. to 4 p.m.

*Workshop I: Distress Survey*

Tuesday, November 5  
9 a.m. to 4 p.m.

**Location:**

Alameda County Conference Center  
4th Floor, Fremont Room  
125 Twelfth Street  
Oakland, CA 94607

*Workshop II: StreetSaver® Training, Basic*

Wednesday, November 6  
9 a.m. to 4 p.m.

*Workshop III: StreetSaver® Training:*

*Budget Analysis*

Thursday, November 7  
9 a.m. to 4 p.m.

### Southern California StreetSaver User Meeting Nov. 6 – Nov. 7, 2013

**Location:**

Atrium Hotel  
18700 MacArthur Blvd  
Irvine, CA 92612

### Upcoming User Weeks:

**March 24 – 28, 2014**

**November 17 – 20, 2014**

Contact Kimberly Hughes

<[khughes@mtc.ca.gov](mailto:khughes@mtc.ca.gov)>

for more information on User Week.



### StreetSaver® Pavement Management Tip

Need to access the deterioration curve for a section, create inspection data or M&R records, or manage a section? You can do all this from the main menu by clicking on the desired module. A quick way is to go to the Pavement Sections module.

1. Step 1: Click “View Sections” so that a spreadsheet-like manual called Sections shows up.
2. Step 2: Right click on desired section and a drop down window like that pictured here will show up.
3. Now you can choose desired tasks without returning to main menu.



# Software Updates and News

By Sui Tan, MTC

## StreetSaver® Executive Performance Summary

You asked, and we listened. You asked to quickly get a report for an update of the state of the system. As of Sept. 1, all StreetSaver® online users can now print an all-new Executive Performance Summary report, featuring clean, at-a-glance condition numbers and key information that will help you better understand and manage your pavement.

Here is an explanation of each part of the report (pictured above):

### 1) Current PCI

Understanding your network condition starts with understanding your pavement condition index (PCI). The Current PCI is the average of all PCI scores of individual sections of streets, weighted by section area.

### 2) Remaining Service Life

This is the remaining serviceable life of your network's pavement. The level of service is considered unacceptable when the threshold has reached a PCI score of 25.

### 3) Historical Pavement Condition Trends

This historical chart shows the pave-

ment conditions in the last five years.

### 4) Current PCI by Functional Class

Your road network is composed of different functional classes. This chart provides a breakdown of the pavement condition in each class.

### 5) Network Inventory

You will find basic inventory about your street sections including pavement area, network mileage in miles and lane-miles, and number of street sections.

### 6) Surface Type

This pie chart shows the breakdown of pavement surface types in your network.

### 7) Historical Network Condition Trends

This chart helps you to visualize any trends in your condition category over the last five years.

### 8) Current Condition Category Indicators

This chart visually shows whether condition categories are in the upward or downward trends in current year.

## StreetSaver® Asset Management

StreetSaver's new asset management module —

now under development — is designed to assess funding needs for non-pavement assets.

The first sub-module to be released by next spring is called Sign. Sign will help jurisdictions



prepare to meet the federal mandate for local agencies to implement a management system (by June 14, 2014) to maintain regulatory and warning sign retroreflectivity.

For all of the modules being developed, the needs analysis approach is to use the remaining life based on expected life or from condition data indicating work is needed. If you have asset management/GIS experience, and would like to help develop an asset management tool that meets users' needs, please contact Sui Tan at 510.817.5844 or stan@mtc.ca.gov.

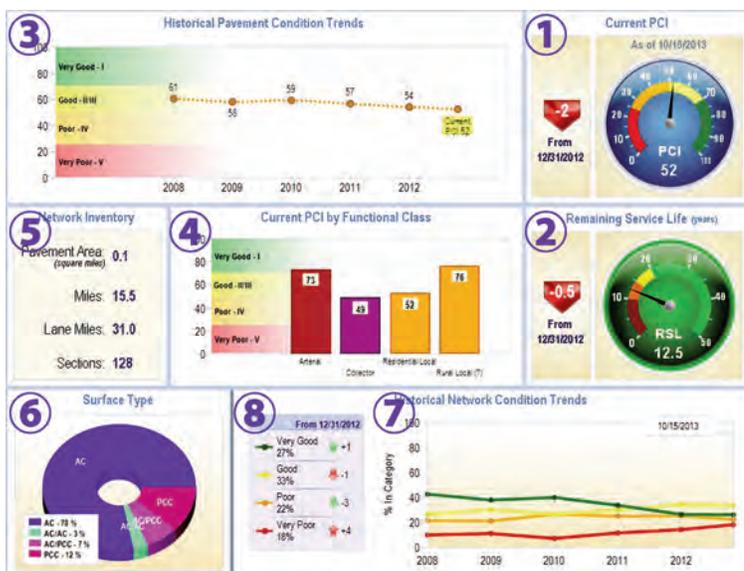


## New Invoicing System

Effective July 1, 2013, MTC has contracted with DevMecca.com LLC to provide payment solutions for StreetSaver products and services. Subscribers may already have received a newly formatted invoice from DevMecca.com. Please follow the prompts to pay with PayPal or with a check. If paying by check, please print the invoice and mail it with your check, made payable to the Metropolitan Transportation Commission, to the following address:

Metropolitan Transportation Commission  
Attn: DevMecca.com, LLC  
3760 Market St NE #308  
Salem, OR 97301

In the next few months, we will roll out a revamped website with the payment solutions integrated.



# Improving the Quality of Pavement Management Data

By Sui Tan

To provide quality data on pavement condition ratings for local jurisdictions within the San Francisco Bay Area, MTC – through the Pavement Management Technical Assistance Program (P-TAP) – requires that private P-TAP contractors hired by public agencies pass a prequalification test and establish a quality control plan for their pavement evaluation and rating work. On top of these requirements, the MTC Quality Data Management Plan recently was expanded to include a quality acceptance plan.

## Quality Acceptance Plan

MTC contracted with the California Pavement Preservation Center (CP2C) at California State University, Chico to administer the quality acceptance plan. The CP2C will communicate with data collection contractors about issues found in the field.

If a contractor does not meet the data collection requirements (per the quality control plan) or if CP2C determines that the collected data does not meet the requirements established in prequalification, a “stop work” order will be issued requiring corrective actions. Multiple violations could result in termination of the data collection contract.

Under the new contract, CP2C will perform the following tasks:

### 1) Administer the Rater Certification Program

The Rater Certification Program (RCP) consists of both a field pavement distress survey test for determining PCI and an online knowledge test. CP2C will facilitate both the field and online tests for raters up to twice a year.

### 2) Conduct Audits of Quality Control Plans

The CP2C team will verify that the Quality Control Plans (QCPs) adopted by the data collection contractors are being completed prior to project sponsors’ acceptance of inspection results. CP2C will conduct on-site audits and QCP results to ensure that contractors are meeting the requirements established in their plans. The requirements of the QCP are:

1. Re-survey of “control” sections at least once every two weeks
2. Re-survey of at least five percent of sections previously rated within one month of completing surveys.
3. Re-survey of at least five percent of the rated sections by a supervisor
4. Checks of collected data against prior survey data and checks of calculated PCI values against prior PCI values for the same section if no treatments have been applied since the prior survey.

CP2C will also spot-check and/or

conduct full audits of the QCP from selected projects as directed by MTC.

### 3) Verify Data Collected by Contractors

CP2C will conduct data verification actions including:

- Checks of collected data against prior inspection data and checks of calculated PCI values against PCI values based on prior inspection data projected to the inspection date for the same section if no treatments have been applied since the prior inspection.
- Re-inspection of sections previously inspected by the data collection contractor.

For more information about the MTC Data Quality Management Plan or P-TAP, please contact Sui Tan, 510-400-8428.

## Street Talk



METROPOLITAN  
TRANSPORTATION  
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