

Coolidge Highway - Road Diet  
City of Berkeley

6/29/2018



## Who is TIA?

Since 1967, the Transportation Improvement Association (TIA) has been one of the leading safety agencies in the world. Created by more than two-hundred government and corporate leaders, TIA is committed to identifying transportation safety trends that negatively impact society, and developing solutions that can be implemented to save lives, prevent injuries, and improve mobility.

### Crash History

The three year crash history (2014-2016) was examined for the corridor. In order to evaluate the proposed geometry the signalized intersections, which include left lanes, were excluded from the summary. The results are shown in Table 2.

Table 2 Crash Frequencies

Segment	Total Crashes	Injury Crashes	PDO Crashes	Mitigated by Turn Lane*
10 Mile to Lincoln	11	2	9	N/A
Lincoln to 11 Mile	15	4	11	N/A
11 Mile to Havard	15	3	12	13
Havard to Catalpa	16	6	10	10
Catalpa to Wiltshire	10	1	9	8
Wiltshire to 12 Mile	13	1	12	11
<b>Corridor Complete</b>	<b>80</b>	<b>17</b>	<b>63</b>	<b>42</b>

\*Sideswipe same, rear end, rear end /left and head on /left type crashes.

North of 11 Mile Road, in the 4 lane areas, eight (8) side-swipe same type crashes occurred. These are due to lane changes or collisions with parked vehicles. Additionally, 20 rear-end crashes occurred outside of the signalized intersections. These are typically the result of vehicle stopping or slowing to turn and can be mitigated by the addition of center turn lane.

The conversion of a 4 lane roadway to a 3 lane roadway with center turn lane has been shown to reduce crashes. The expected decrease in crashes would be 29% of all crashes (in the existing 4 lane section).

Intersections along Coolidge Hwy	AM Levels of Service (LOS)			PM Levels of Service (LOS)		
	Existing 4-Lanes 2018 Traffic Volumes	Proposed 3-Lanes 2018 Traffic Volumes	Proposed 3-Lanes 2023 Traffic Volumes	Existing 4-Lanes 2018 Traffic Volumes	Proposed 3-Lanes 2018 Traffic Volumes	Proposed 3-Lanes 2023 Traffic Volumes
W 11 Mile Rd	C	C	D	B	C	C
Harvard Rd	A	B	B	A	B	B
Catalpa Dr	B	B	B	A	B	B
Wiltshire Rd	B	C	C	B	D	D
12 Mile Rd	D	D	E	D	D	D

Traffic model assumes NO traffic diverts for the corridor after Road Diet

“...In the 2023 horizon year there is some degradation of level of service shown, but it is not significant. “

“...The future year 2023 traffic, which assumes background growth and anticipated development continues to operate at acceptable levels of service with the exception of 12 Mile and Coolidge in the AM peak hour. As the geometry of the intersection (at this location) is unchanged by the proposed improvement, the situation will occur regardless.”