



## Legislation Text

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**File #:** 20-180, **Version:** 1

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Discussion of the E. 14<sup>th</sup> Street (North Area) Pedestrian Lighting Project

### **SUMMARY AND RECOMMENDATIONS**

The City's consultant, Kimley-Horn and Associates, Inc., has completed a lighting analysis for the E. 14<sup>th</sup> Street (North Area) Pedestrian Lighting project. Staff will update the Committee on the current status and present two options for proceeding with the project.

### **BACKGROUND**

The project area is approximately 0.3 miles of E. 14<sup>th</sup> Street in length, between Durant Ave and Georgia Way with an alternative to extend the lighting from Georgia Way to Dutton Avenue. Increased foot traffic is anticipated in this area with activation of AC Transit's Bus Rapid Transit (BRT) system. Pedestrian level lighting will make this segment of the travel pedestrian friendly and support the use of the BRT system. E. 14th Street is a State highway and therefore Caltrans review and approval of improvements is required.

### **ANALYSIS**

The current lighting consists of LED luminaires mounted on 30' high poles at intervals to sufficiently illuminate the roadway for motor vehicle purposes. Pedestrian lighting consisting of lamps at closer intervals, approximately 16' high and oriented to illuminate the sidewalks is desired to improve walking conditions. Existing BRT station lighting and Caltrans safety lighting at signalized intersections will remain unchanged.

This project will add pedestrian level fixtures to existing poles and add new infill pedestrian lights as needed. Basic light levels are measured horizontally at the ground. Additionally, in sidewalk and crosswalk pedestrian areas, light levels are measured 5' vertically above the ground simulating the illumination of a person's face. The spacing of added and infill lights will govern pedestrian horizontal and vertical light levels.

When complete, the project will improve lighting and safety along the subject corridor. Lighting levels will exceed City sub-division standards and pedestrian lighting levels will substantially meet the horizontal ground level National Standard recommendations; however, in some locations the vertical light levels will not meet guidelines.

Cost analysis anticipates sufficient project budget to install improvements from Durant Avenue to Georgia Way, and with a possible bid-alternative to extend lighting improvements from Georgia Way to Dutton Avenue. In order to meet the vertical light levels in all instances, the project would need to be shortened or additional funding would need to be appropriated for the project.

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