Alternative 3: Construct Speed Humps by Priority at Set Funding Limit

The third strategy prioritizes requests that are eligible for speed humps under the current criteria, on the basis of the 85th percentile speed and traffic volume. Available funding would be applied to eligible streets in order of priority until all funds are committed.

This alternative maintains the existing speed criteria, but instead of treating requests on a first-come, first-served basis, requests are ranked on the basis of their 85th percentile speeds and traffic volumes. This method would identify a date when all eligible street segments are ranked against one another, and then segments would be selected for the speed hump survey process and subsequent speed hump installation.

Streets that are eligible for speed humps, but rank lower in priority and therefore are not funded in that year, could be carried forward to next year at which time they would be prioritized with all eligible requests identified by that time.

Under this alternative, street segments should not be carried forward for more than two years to prevent the carry-forward list from growing to an unmanageable size and becoming out of date. Residents who initiated the speed hump request may move and traffic conditions may change as time passes.

Kensington Grove Streetlight Request
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Requested streetlight change locations
Attachment
E HOPE ST
E HACKAMORE ST
E HUBER ST
E GRANDVIEW ST
E GLENCOVE CIR
E GLENCOVE ST
E GREENWAY
E BROWN RD
N ALBA
N ARCO
N 31ST ST
N LOS ALAMOS
N BARIN LN
EASTERN CANAL
RETENTION BASIN
PRIVATE RETENTION BASIN
TRACT "H"
PRIVATE RETENTION BASIN
CONDOMINIUMS
FONTANA VILLAGE

Number	Item	Unit Cost($)	Total ($)
5	Twin Arm Pole	370	1,850
5	Additional Arm	100	500
5	Added Luminaire	160	800
# of hours	Contracted Labor	800	4,000
5	Credit-Pole Reuse	(340)	(1,700)
Total		**1,090**	**5,450**

Item	Unit Cost	Total Cost
Monthly Power Usage	$3.33	$16.65
Monthly Maintenance	3.26	16.30
Charge per Luminaire	**$6.59**	**$32.95**