RESOLUTION NO. 21291 (N.C.S.)

A RESOLUTION OF THE CITY COUNCIL APPROVING THE LAUREL HEIGHTS TRAFFIC CALMING PLAN FOR IMPLEMENTATION; AND DIRECTING STAFF TO PRIORITIZE TRAFFIC CALMING REQUESTS

WHEREAS, the City adopted a traffic calming policy in 2009 to address neighborhood traffic concerns and allocated funds to the City traffic calming program; and

WHEREAS, residents of Laurel Heights engaged the City to develop a neighborhood traffic calming plan with support from residents in accordance with the City traffic calming policy; and

WHEREAS, in order to effectively implement the City's policy in alignment with available funding, a prioritization strategy is proposed for the growing requests for traffic calming received;

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby:

1) Approves the Laurel Heights Traffic Calming Plan for implementation as supported by residents;

BE IT FURTHER RESOLVED, that considering the increasing number of request for traffic calming, the Council directs City staff to prioritize traffic calming requests using the prioritization strategy outlined in attached Exhibit A.

PASSED AND APPROVED this 7th day of November, 2017, by the following vote:

AYES: Councilmembers: Barrera, Davis, De La Rosa, McShane and Mayor Gunter

NOES: None

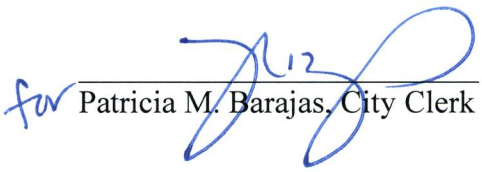
ABSENT: None

ABSTAIN: Councilmembers: Craig and Villegas

APPROVED:

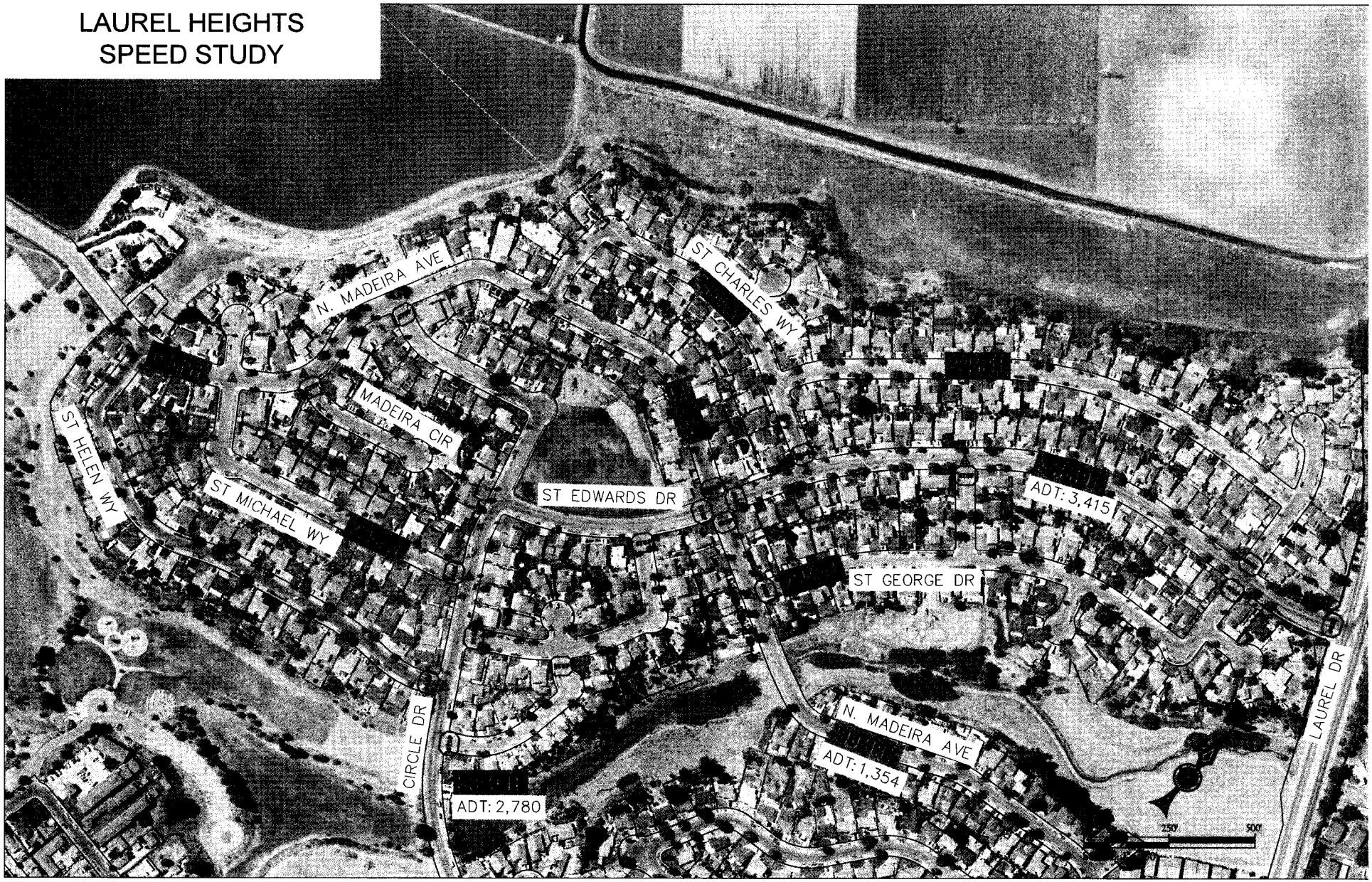
Joe Gunter, Mayor

ATTEST:

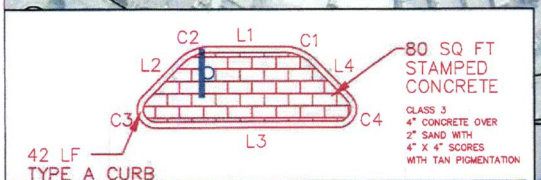


for Patricia M. Barajas, City Clerk

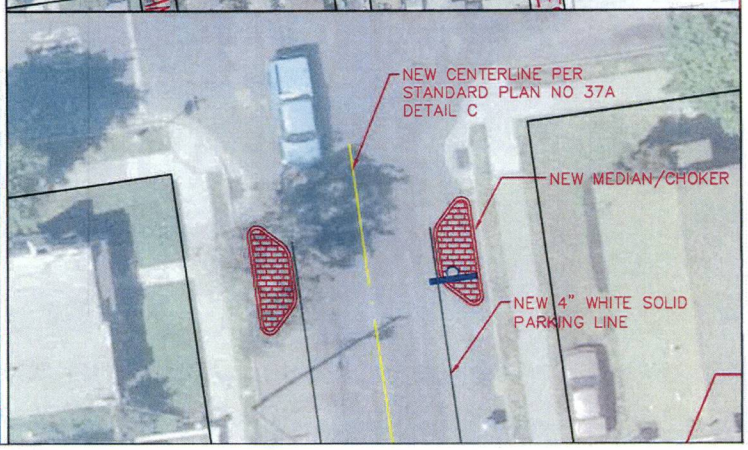
LAUREL HEIGHTS SPEED STUDY



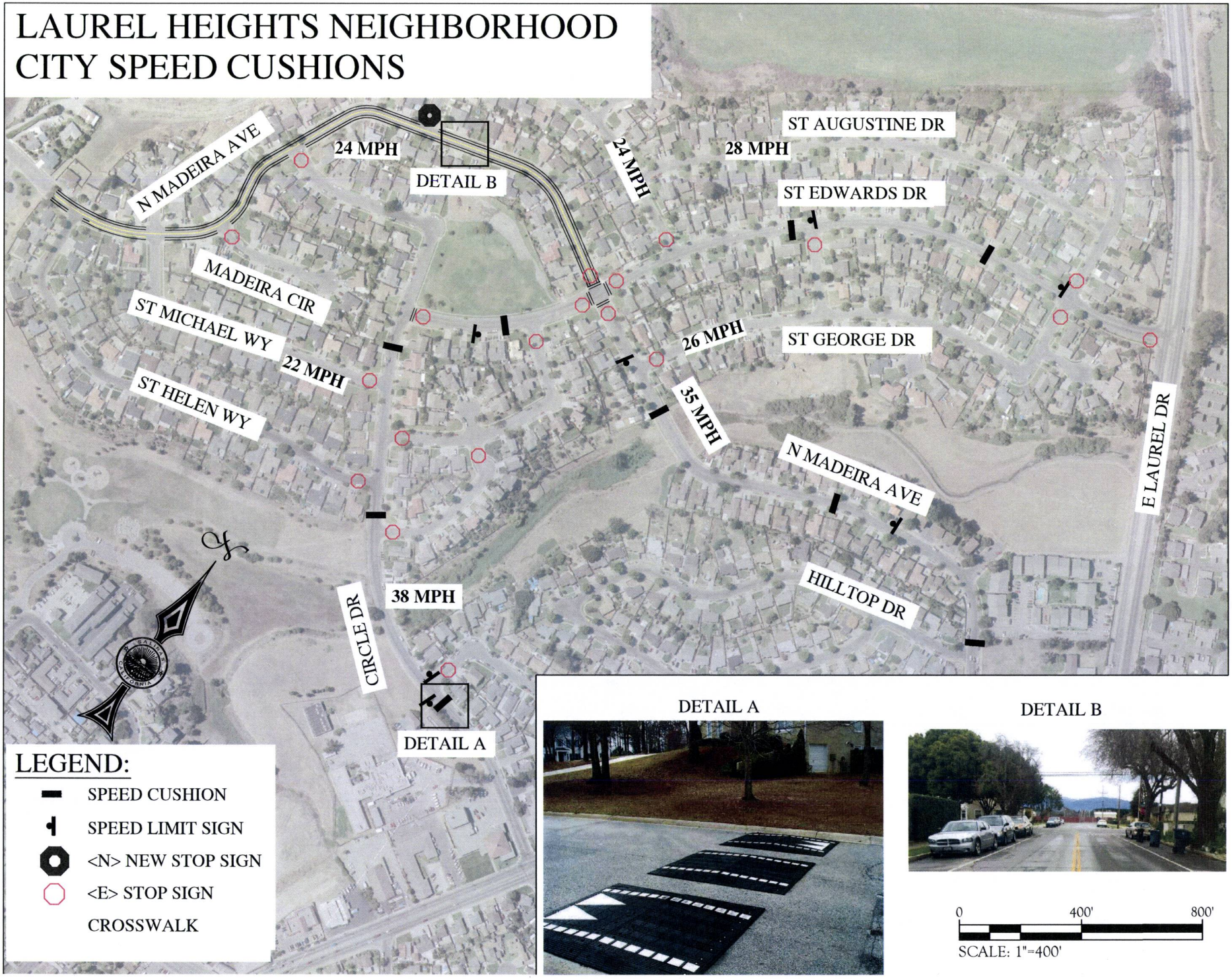
NACIONAL ST – STRIPING PLAN



Parcel Line and Curve Table			
Line #/Curve #	Length	Bearing/Delta	Radius
C1	2.75	45.00	3.50
L1	6.20	S52° 50' 45.57"E	
C2	2.75	45.00	3.50
L2	4.34	N82° 09' 14.43"E	
C3	3.53	135.00	1.50
L3	15.17	N52° 50' 45.57"W	
C4	3.53	135.00	1.50
L4	4.34	S7° 50' 45.57"E	



LAUREL HEIGHTS NEIGHBORHOOD CITY SPEED CUSHIONS



LEGEND:

- SPEED CUSHION
- SPEED LIMIT SIGN
- <N> NEW STOP SIGN
- <E> STOP SIGN
- CROSSWALK

DETAIL A

DETAIL B

0 400' 800'

SCALE: 1"=400'

STREET:	
FROM	**TO**
STAFF	
DATE	

	CATEGORY	**POINTS**
1	**Traffic Volumes (20 Points)** Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,50(with a maximum possible score of 20 points. **Facility** Residential street **AWDT** [ ] ADT	0
2	**Speed (20 Points)** Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditious of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. **85th Percentile** [ ] MPH	0
3	**Crash History (20 Points)** Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. **Collisions** [ ] Each **Fatal** [ ] Each **Pedestrian/Bike** [ ] Each	0
4	**Land Use (20 Points)** Proximity to designated schools and pedestrian generators (e.g. parks, libararies, and other public facilities) within 500 feet of the roadway section. The traffi(calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in 500 feet of the study area with a maximum possible score of 20 points. **Designated School** 0 Each **Pedestrian Generator** [ ] Each	0
5	**Geometrics and Engineering Judgmentent (20 Points)** Presence of sight distance issues, changes in verical or horizontal curavture, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. **Score** [ ] /20	0
		TOTAL SCORE 0