



## CITY OF SALINAS

# TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

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**DATE:** **SEPTEMBER 9, 2021**

**DEPARTMENT:** **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

**FROM:** **ANDREW EASTERLING, TRAFFIC ENGINEER**  
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**TITLE:** **2021-2022 PRIORITIZATION OF TRAFFIC CALMING PROJECTS**

**RECOMMENDED MOTION:**

The Traffic and Transportation Commission is requested to review and provide feedback on the proposed neighborhood traffic calming project prioritization for 2021-2022, and to make a recommendation for Council approval.

**RECOMMENDATION:**

Numerous requests for traffic calming projects have exceed City's budgeted resources to respond to and provide traffic calming solutions for all of the neighborhoods currently petitioning for projects. The Traffic and Transportation Commission is requested to review and provide feedback on the proposed neighborhood traffic calming project prioritization list for 2021-2022 based on the Council approved traffic calming prioritization criteria, and to make a recommendation for Council approval.

**BACKGROUND:**

The City receives numerous requests, complaints and suggestions from residents regarding traffic related issues. Many residential concerns relate to driver behavior in the form of speeding or cut-through traffic on residential streets.

In 2009, Salinas adopted a traffic calming program in an attempt to reduce the speed of vehicles and discourage cut-through traffic on residential streets. With the success and community support for the first complete traffic calming projects on Rosarita Drive and Little River Drive, requests for traffic calming projects have been rapidly increasing. The city is evaluating requests as they are received but traffic calming projects are now becoming backlogged due to limited time and resources. In 2017, staff recommended the adoption of a priority rating system based on fair and impartial methodologies to deliver project based on identified needs and benefits. The recommended prioritization criteria was approved by City Council with Traffic and Transportation Commission Support.

Staff estimates the average cost of a neighborhood traffic calming project typically ranges \$70,000 to \$200,000. The project can take several months of community meetings with additional time for a voting period before advancing to implementation. The 2019-2020 budget for traffic calming projects was \$500,000, which was distributed to three neighborhood traffic calming projects, specifically Villa Street, Kittery Street/Snug Harbor, and First Avenue. Once the first three neighborhoods were complete staff was able to utilize remaining funds for the next highest priority, Geil Street neighborhood, currently in progress.

As of December 31, 2020, the backlog of traffic calming projects includes 46 neighborhoods. Based on past projects, staff estimates with the current budget of \$200,000, funding would be available to at least two neighborhood traffic calming projects. Based on the prioritization scoring from the approved criteria, staff is recommending traffic calming improvement projects to be considered in the order shown in the following table for 2021-2022 and continued on Attachment 1. Once the first two projects are completed and final costs are known, and if remaining resources are available staff will work on the next highest scoring project until the budget is depleted. Once the allotted budget has been depleted, the backlogged traffic calming petitions will be held until resources become available or until the next re-prioritization recommendation.

<b>Rank</b>	<b>Neighborhood</b>	<b>Score</b>
<b>1</b>	E Bolivar Street	73
<b>2</b>	Madrid Street	63
<b>3</b>	Casentini Street	61
<b>4</b>	Iverson Street	61
<b>5</b>	West Acacia Street	59
<b>6</b>	Paseo Grande	50
<b>7</b>	La Mesa Drive	46
<b>8</b>	Rico Street	44
<b>9</b>	Swaner Avenue	43
<b>10</b>	Calaveras Drive	42
<b>11</b>	Mendocino Drive	41
<b>12</b>	Victor Street	41
<b>13</b>	James Street	37
<b>14</b>	Northridge Drive	37
<b>15</b>	Lexington Drive	35
<b>16</b>	Westminster Drive	33
<b>17</b>	S Filice Street	32
<b>18</b>	Myrtle Street	31
<b>19</b>	Toro Avenue	31
<b>20</b>	Padova Drive	30
<b>21</b>	Santa Rita Drive	30

*\*Streets with equal scores rank the highest collision history first*

For all other neighborhoods requesting traffic calming projects, which scored less than 30 out of 100, staff recommends closing out the request. The traffic studies found that these neighborhoods have relatively low speeds, volumes and collision history when compared to other neighborhoods. Given the abundance of traffic calming requests in the City it is reasonably foreseeable that these

neighborhoods will not be prioritized for traffic calming in the foreseeable future. Therefore, staff recommends that requests for traffic calming projects be closed and the petitioners notified.

In summary, staff is providing the Commission the list of traffic calming requests received for which a traffic evaluation was already completed. Staff is recommending that the two highest scoring traffic calming requests be recommended to the City Council for consideration for the City's FY 2021-2022 fiscal year traffic calming program. At the completion of each of the traffic calming process for the recommended neighborhoods, staff will begin working on the next projects in line based on scores until the annual allocation is depleted.

#### CEQA CONSIDERATION:

**Not a Project.** The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

#### STRATEGIC PLAN INITIATIVE:

The 2021-2022 Prioritization of Traffic Calming Projects supports the Council goal of “Investment Strategies/Risk Management”.

#### FISCAL AND SUSTAINABILITY IMPACT:

There will be no impact to the General Fund. The 21/22 adopted CIP budget for Traffic Calming appropriated \$200,000. Staff estimates the top two priority neighborhoods will can be treated with the current budget. Staff will work until funds are depleted. If the first two neighborhoods can be completed, and final costs are known, and if remaining resources are available staff will work on the next highest scoring project until the budget is depleted. Once the allotted budget has been depleted, the backlogged traffic calming petitions will be held until resources become available or until the next re-prioritization recommendation.

#### ATTACHMENTS:

- Attachment 1: Neighborhood Traffic Calming Scoring Master List
- Attachment 2: Neighborhood Traffic Calming Scoring Worksheets
- Attachment 3: Neighborhood Traffic Studies
- Attachment 4: Neighborhood Traffic Management Program Manual