

# **City of Salinas**

*200 Lincoln Ave., Salinas, CA 93901*

*www.cityofsalinas.org*



## **Meeting Agenda - Final**

**Tuesday, June 18, 2019**

**4:00 PM**

**SALINAS ROTUNDA**

### **City Council**

***Mayor Joe Gunter***

***Councilmembers:***

***Scott Davis, District 1 - Tony Barrera, District 2***

***Steve McShane, District 3 - Gloria De La Rosa, District 4***

***Christie Cromeenes, District 5 - John "Tony" Villegas, District 6***

***Ray E. Corpuz, Jr., City Manager***

***Christopher A. Callihan, City Attorney***

***City Clerk's Office: (831) 758-7381***

**PLEDGE OF ALLEGIANCE****ROLL CALL****SISTER CITY DELEGATION**

Ichikikushikino, Japan

**PRESENTATION**

*Councilmember comments on presentations are generally limited to three minutes.*

**PG&E Public Safety Power Shutdowns**

*Receive presentation from Eric Daniels and Stewart Roth.*

**PUBLIC COMMENT TIME RESTRICTIONS**

*Public comments generally are limited to two minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule.*

**GENERAL PUBLIC COMMENTS**

*Receive public communications from the audience on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered. In order to be respectful of all speakers' views and to avoid disruption of the meeting, the audience shall refrain from applauding or jeering speakers who have been recognized by the Mayor.*

**CONSIDERATION**

[ID#19-335](#)

**Addendum to the Greater Salinas Area Memorandum of Understanding (GSA-MOU)**

**Recommendation:** Approve a Resolution approving an Addendum to the Greater Salinas Area Memorandum of Understanding (Addendum) between the City of Salinas and the County of Monterey which outlines general principles for processing projects in areas to the north and west of the city's limits.

[ID#19-339](#)

**An Ordinance Prohibiting Spectators at Street Races and Reckless Driving Exhibitions**

**Recommendation:** Consider adopting an Ordinance prohibiting spectators at street races and reckless driving exhibitions.

**CONSENT AGENDA**

*All matters listed under Consent Agenda may be enacted by one motion unless a member of the Council or the public requests discussion or a separate vote.*

[ID#19-352](#)**Minutes**

**Recommendation:** Approve minutes of June 4, 2019.

[ID#19-349](#)**Financial Claims**

**Recommendation:** Approve financial claims report.

[ID#19-318](#)**Ordinance Regulating Noise and Amplified Sound**

**Recommendation:** Adopt an Ordinance establishing regulations on noise and amplified sound and imposing penalties and fines, including costs for multiple responses, on those responsible for the noise or amplified sound violations. (Second Reading)

[ID#19-265](#)**Data Analytics Software Grant Acceptance**

**Recommendation:** Approve a Resolution accepting the Western Fire Chief's Association Data Lab Grant for the deployment of a real-time data analytics dashboard for the Fire Department totaling \$32,000.

[ID#19-299](#)**Freight Building Improvements at 1A Station Place, CIP Project No. 9265**

**Recommendation:** Approve a Resolution accepting Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, for maintenance and responsibility.

[ID#19-300](#)**2019-2020 Prioritization of Traffic Calming Projects**

**Recommendation:** Approve a Resolution approving the priority traffic calming projects for the 2019-2020 fiscal year traffic calming program.

[ID#19-306](#)**Parking Restrictions on Kern Street**

**Recommendation:** Approve a Resolution approving the establishment of parking restrictions at the northern terminus of Kern Street.

[ID#19-316](#)**City Wide Median/Greenbelts, Parks and City Facility Landscape Services**

**Recommendation:** Approve a Resolution awarding contract to Brightview Landscape Services, Inc. for the City Wide Median/Greenbelts, Parks and City Facilities Landscape Services in the amount of \$1,498,227; approve carrying over \$244,459.10 from FY 18/19 into the FY 19/20 budget for the Parks and Community Services Operating budget; and authorize the Public Works Director to issue Contract Change Orders, up to \$113,050, to bring the landscape areas to a maintainable condition.

[ID#19-337](#)**2019-2020 Salinas Municipal Airport Rates and Fees Schedule**

**Recommendation:** Approve a Resolution approving the 2019-2020 Salinas Municipal Airport Rates and Fees Schedule.

[ID#19-338](#)**Grievance Board Appointment**

**Recommendation:** Approve a Resolution appointing Ms. Tammy Weber to the Grievance Board consistent with Municipal Code Section 25-43.

[ID#19-347](#)**Appointments to the Salinas Valley Basin Groundwater Sustainability Agency**

**Recommendation:** Approve a Resolution appointing the California Public Utilities Commission (CPUC) regulated water company representative, and alternate, to serve on the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) Board of Directors.

**COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS**

*Receive communication from Councilmembers on reports, appointments and future agenda items. Councilmember comments are generally limited to three minutes.*

**ADJOURNMENT**

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**Patricia M. Barajas, City Clerk**

**AGENDA MATERIAL / ADDENDUM**

*ANY ADDENDUMS WILL BE POSTED WITHIN 72 HOURS OF REGULAR MEETINGS OR 24 HOURS OF SPECIAL MEETINGS, UNLESS OTHERWISE ALLOWED UNDER THE BROWN ACT.*

*CITY COUNCIL REPORTS MAY BE VIEWED AT THE SALINAS CITY CLERK'S OFFICE, 200 LINCOLN AVENUE, SALINAS, AND ARE POSTED ON THE CITY'S WEBSITE AT [WWW.CITYOFSALINAS.ORG](http://WWW.CITYOFSALINAS.ORG) ON THE THURSDAY BEFORE THE MEETING. PUBLIC MATERIAL FOR OPEN CITY COUNCIL MEETINGS, THAT IS DISTRIBUTED TO THE MAJORITY OF THE CITY COUNCIL LESS THAN 72 HOURS BEFORE THE MEETING, MAY BE VIEWED AT THE CITY CLERK'S OFFICE. THE CITY COUNCIL MAY TAKE ACTION THAT IS DIFFERENT THAN THE PROPOSED ACTION REFLECTED ON THE AGENDA.*

*DISABILITY-RELATED MODIFICATION OR ACCOMMODATION, INCLUDING AUXILIARY AIDS OR SERVICES, MAY BE REQUESTED BY ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN THE MEETING. REQUESTS SHOULD BE REFERRED TO THE CITY CLERK'S OFFICE AT 200 LINCOLN AVENUE, SALINAS, 758-7381, AS SOON AS POSSIBLE BUT BY NO LATER THAN 5 P.M. OF THE LAST BUSINESS DAY PRIOR TO THE MEETING. HEARING IMPAIRED OR TTY/TDD TEXT TELEPHONE USERS MAY CONTACT THE CITY BY DIALING 711 FOR THE CALIFORNIA RELAY SERVICE (CRS) OR BY TELEPHONING ANY OTHER SERVICE PROVIDERS' CRS TELEPHONE NUMBER.*

**PUBLIC NOTIFICATION**

*This agenda was posted on June 13, 2019 at the City Clerk's Office, in the Council Rotunda, and the City's website.*

*Meetings are streamed live at <https://salinas.legistar.com/Calendar.aspx> and televised live on Channel 25 at 4 p.m. on the date of the regularly scheduled meeting and will be broadcast throughout the day on the Wednesday, Friday, Saturday and Monday following the meeting. For the most up-to-the-minute Broadcast Schedule for The Salinas Channel on Comcast 25, please visit or subscribe to our Google Calendar located at <http://tinyurl.com/salinas25>. Recent City Council meetings may also be viewed on the Salinas Channel on YouTube at <http://www.youtube.com/thesalinaschannel>.*





# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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**File #:** ID#19-335, **Version:** 1

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### **Addendum to the Greater Salinas Area Memorandum of Understanding (GSA-MOU)**

Approve a Resolution approving an Addendum to the Greater Salinas Area Memorandum of Understanding (Addendum) between the City of Salinas and the County of Monterey which outlines general principles for processing projects in areas to the north and west of the city's limits.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** JUNE 18, 2019

**DEPARTMENT:** COMMUNITY DEVELOPMENT

**FROM:** MEGAN HUNTER, DIRECTOR

**BY:** LISA BRINTON, PLANNING MANAGER

**TITLE:** ADDENDUM TO GREATER SALINAS AREA MEMORANDUM  
OF UNDERSTANDING (GSA-MOU)

### RECOMMENDED MOTION:

A motion to approve an Addendum to the Greater Salinas Area Memorandum of Understanding (Addendum) between the City of Salinas and the County of Monterey.

### RECOMMENDATION:

Staff recommends the approval of a resolution approving the draft Addendum (Attachment 1) between the City and the County. This Addendum is an interim bridge that outlines the parameters and principles for processing certain projects in specific areas to the north and to the west of the city limit until a comprehensive update to the Greater Salinas Area Memorandum of Understanding is completed (Resolution 19059 (N.C.S.), Attachment 2).

### EXECUTIVE SUMMARY:

In 2006, the City and the County entered into the Greater Salinas Area Memorandum of Understanding (Attachment 2) to establish a broad policy framework to govern and to facilitate land use decisions in the area designated in the then-existing General Plan of Monterey as “Greater Salinas Area”, replacing the Amended Boronda Memorandum of Understanding and in part completing a condition in the settlement of litigation between the City and the County. The GSA-MOU needs to be updated to reflect current or contemplated land use development plans and projects. This Addendum, in conjunction with the existing GSA-MOU, would remain in effect until a comprehensive update to the GSA-MOU is completed and approved by the City and the County. On June 18, 2019, the County of Monterey Board of Supervisors (BOS) will consider the Addendum and City staff will report the BOS action taken at the City Council meeting.

### BACKGROUND:

Since the City and the County’s approval of the GSA-MOU, the City has adopted an Economic Development Element (EDE, 2017) to its General Plan (2002) and the County has adopted an updated General Plan for the non-coastal areas of unincorporated Monterey County (2010). For

the past couple of years, City and County staff have regularly discussed updating the GSA-MOU to reflect current land use development plans, current planned or contemplated development projects, and to provide for the protection of certain agricultural lands and much-needed resources, including low-income and farmworker housing, employment development opportunities, and associated services and facilities.

Meanwhile, a couple of plans and projects have recently been proposed and/or submitted applications for development on unincorporated lands north of the City within areas identified for future City growth and in the South Boronda area that is part of the City's Sphere of Influence (SOI). In the spirit of the GSA-MOU, City and County desire to work together for orderly growth relative to sewer, roads, etc. This Addendum would serve as an interim bridge that outlines parameters and principles for processing certain projects in specific areas to the north and to the west of the city limit until the GSA-MOU update is complete.

One purpose of this Addendum is to mark an initial movement of the City and the County toward a more comprehensive update to the GSA-MOU. Another, is to define the coordinated planning processes by which the City and the County will plan for and consider development in the aforementioned areas: 1) the area north of the City's current boundaries ("the Northern Area") and 2) the south of Boronda area ("the South Boronda Area"). Maps that more specifically show these areas are included as Exhibits "A" and "B" to the Addendum (Attachment 1).

## DISCUSSION:

Article 1 of the Addendum outlines the terms for City and County coordination including a description of the two geographical areas, anticipated potential development projects and plans to be coordinated, and a description of how the City and County agree to coordinate planning efforts and entitlement processing. It covers good faith consideration of entering into reimbursement agreements with developers to pay for technical, environmental, and fiscal economic studies and analysis and installation of infrastructure improvements beyond what is required for their individual project(s). It also provides that should a project warrant tax/revenue sharing separate from annexation, City and County will jointly prepare, and in good faith consider, entering into a tax/revenue sharing agreement.

The parameters of this Addendum are limited to addressing proposed plans and projects in the Northern Area and the South Boronda Area (both areas more specifically shown on the attached Exhibits "A" and "B" of the Addendum (Attachment 1). The Northern Area includes Economic Opportunity Area (EOA) K, an area outside the City's current northern boundary identified in the EDE as a future opportunity area for economic development. EOA K is comprised of a Target Area, where near to mid-term development is projected and an Economic Development Reserve Area, which is to accommodate the City's longer-term economic development needs. Lands within EOA K are currently within the County's jurisdiction and are zoned as farmlands, permanent grazing, and commercial in the County's 2010 General Plan.

Prior to the Northern Area being annexed into the City, the County will coordinate with the City to consider a Specific Plan for Target Area K consistent with the City's Economic Development Element policies and identified land uses. Should annexation be part of the Specific Plan

entitlement application, the City will take the lead to process Specific Plan approvals in coordination with the County. The location of the proposed Specific Plan area is generally north of Russell Road and east of Harrison Road, as shown on Exhibit “A” of the Addendum (Attachment 1). The County may consider a proposal to develop a project on commercially designated lands under the County’s General Plan that is located within the County’s jurisdiction adjacent to Target Area K and within the City’s Economic Development Reserve Area K. The proposed County Commercial Development Project is generally located off Harrison Road east of State Highway 101 at the Sala Road interchange as shown on Exhibit “A” of the Addendum (Attachment 1). Both projects, as well as a possible farmworker housing project further north on Harrison Road are requesting connection to the City’s sewer facilities.

In the South Boronda Area, the County will work with City regarding future development on undeveloped lands located within the County’s jurisdiction and the City’s Sphere of Influence (SOI) and Economic Opportunity Area M. The City and the County agree that the City will take the lead in processing project and plan entitlements within the South Boronda Area if annexation is part of the entitlement application. The location of the proposed Community Plan Area is shown on Exhibit “B” to the Addendum (Attachment 1). Development in this SOI is intended to connect to the City’s sewer and Western Bypass pursuant to the County’s and City’s General Plans.

This Addendum also addresses the processing of farmworker housing projects that are on lands located within the County’s jurisdiction and within close proximity to the City’s boundary, including sphere of influence areas. As part of its entitlement review, the County will consider project proximity to existing infrastructure and services, and coordinate with City to ensure that infrastructure contemplates current and proposed surrounding projects.

Section 1.4 of the Addendum outlines ways in which the City and County agree to coordinate planning efforts and entitlement processes (e.g., specific and general development plans, General Plan amendments, annexations). This includes:

- joint application processing if timing works for all parties, or the provision of timing assurances and opportunity to review and comment on plans and applications if planning in tandem;
- coordination on or sharing in the preparation of technical studies and analyses required to determine and provide for project infrastructure, services, and public safety needs, (e.g., infrastructure, water, hydrology/stormwater, traffic and transportation);
- joint determination of appropriate level and process for compliance with California Environmental Quality Act (CEQA) including coordinating on or sharing in project mitigation requirements;
- selection of a mutually agreed upon consultant to prepare fiscal and economic analysis to provide recommended tax sharing percentages, should they be required, based on data and market demand analysis for proposed commercial uses; and
- joint review of technical studies, fiscal and economic analysis, and CEQA documents, and potential development of a joint recommendation regarding project entitlement processing for City Council and Board of Supervisors consideration.

Section 1.5 states that should a project within the Northern Area or South Boronda Area warrant tax/revenue sharing separate from the annexation process, the City and the County will jointly prepare and in good faith consider entering into a tax/revenue sharing agreement. The City and County also agree in good faith to consider entering into reimbursement agreements with project developer(s) to pay for technical, environmental, and fiscal economic studies and analysis and/or to install infrastructure improvements beyond what is required for their individual project(s). Subsequent project(s) would reimburse the developer(s) based on its pro rata share.

This Addendum would remain in effect until a comprehensive update to the GSA-MOU is completed and approved by the City and the County.

#### CEQA CONSIDERATION:

The proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378). This Addendum is not intended to constitute a project under CEQA as it represents only an agreement to cooperate subject to compliance with all applicable laws relating to further actions, which include the preparation of plans and the consideration of projects. Any subsequent discretionary projects resulting from implementation of the Addendum will be assessed for CEQA applicability.

#### STRATEGIC PLAN INITIATIVE:

This Addendum facilitates the continuation of the City and County's mutual planning and implementation efforts related to the "Greater Salinas Area" and adjacent to the City and/or in its Sphere of Influence (SOI) until the GSA MOU is updated. Both the Addendum and GSA-MOU promote all City Council goals of Economic Diversity and Prosperity; Safe, Livable Community; Effective Sustainable Government; Excellent Infrastructure, and Quality of Life.

#### DEPARTMENTAL COORDINATION:

Community Development coordinated preparation of the Addendum and prepared the staff report. City staff from Community Development, Public Works, Administration and the Economic Development Division held multiple coordination meetings with County staff to develop the parameters and principles of the Addendum. The City Attorney prepared the draft Addendum, reviewed subsequent revisions, and coordinated with County Counsel.

#### FISCAL AND SUSTAINABILITY IMPACT:

There are no direct or indirect fiscal impacts associated with approval of the Addendum. Staff time for coordination, review and implementation of inter-agency projects and issues is already allocated in the adopted budget. Any subsequent discretionary projects resulting from implementation of the Addendum will be subject to application processing fees and assessed for fiscal and sustainability impact.

ATTACHMENTS:

1. Resolution Adopting Addendum to GSA-MOU
  - a. Exhibit “A”: Addendum to GSA-MOU
2. GSA-MOU, Resolution 19059 (N.C.S.)

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**RESOLUTION APPROVING AN ADDENDUM TO THE GREATER SALINAS AREA  
MEMORANDUM OF UNDERSTANDING (GSA-MOU) BETWEEN THE CITY OF  
SALINAS AND THE COUNTY OF MONTEREY**

**WHEREAS**, in 2006, the City and the County entered into the Greater Salinas Area Memorandum of Understanding (GSA-MOU) to establish a broad policy framework to govern City-County growth in the “Greater Salinas Area”, replacing the Amended Boronda Memorandum of Understanding and in part completing a condition in the settlement of litigation between the City and the County; and

**WHEREAS**, in 2010, the County adopted a new General Plan for the non-coastal areas of unincorporated Monterey County; and

**WHEREAS**, in 2017, the City adopted an Economic Development Element (EDE) amending its 2002 General Plan; and

**WHEREAS**, City and County staff regularly discuss current land use development plans, current planned or contemplated development projects, protection of certain agricultural lands, and much-needed resources, including low-income and farmworker housing, employment development opportunities, and associated services and facilities; and

**WHEREAS**, in the spirit of the GSA-MOU, City and County desire to work together for orderly growth relative to proposed plans and projects that have been recently contemplated or have submitted applications for development on unincorporated lands north of the City within areas identified for future City growth and in the South Boronda area that is part of the City’s Sphere of Influence (SOI); and

**WHEREAS**, this Addendum to the GSA-MOU (Addendum) would serve as an interim bridge that outlines parameters and principles for processing certain projects in specific areas to the north and to the west of the city limit until a comprehensive GSA-MOU update is completed; and

**WHEREAS**, on June 18, 2019, the County of Monterey Board of Supervisors considered and approved the Addendum (Resolution XX).

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

- a. Finds that proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378), and any subsequent discretionary projects resulting from implementation of the Addendum will be assessed for CEQA applicability.
- b. Approves an Addendum to the Greater Salinas Area Memorandum of Understanding (GSA-MOU) between the City of Salinas and the County of Monterey to provide the framework for the coordination of certain plans and development projects within the

current boundaries of the City or its adopted Sphere of Influence, or within those areas identified in the City's Economic Development Element as Economic Opportunity Areas until a comprehensive GSA-MOU update is complete. Said Addendum, with associated maps, is attached hereto and incorporate herein by reference.

**PASSED AND APPROVED** this 18<sup>th</sup> day of June 2019 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

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Joe Gunter, Mayor

**ATTEST:**

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Patricia M. Barajas, City Clerk



## ADDENDUM TO GREATER SALINAS AREA MEMORANDUM OF UNDERSTANDING

This Addendum to the Greater Salinas Area Memorandum of Understanding ("Addendum") is entered into this \_\_\_\_ day of June 2019 (the "Effective Date"), by and between the City of Salinas, a California charter city, hereinafter referred to as "the City," and the County of Monterey, a political subdivision of the State of California, hereinafter referred to as "the County."

### RECITALS

WHEREAS, in 2006, as a replacement to the Amended Boronda Memorandum of Understanding and in part to complete a condition in the settlement of litigation between the City and the County, the City and the County entered into the Greater Salinas Area Memorandum of Understanding (the "GSA-MOU") to establish a broad policy framework to govern and to facilitate land use decisions in the area designated in the then-existing General Plan of the County as the "Greater Salinas Area" and in or adjacent to the City and its Sphere of Influence (SOI) ; and

WHEREAS, the GSA-MOU identified specific objectives to be achieved through the implementation of land use and associated policies for the preservation of certain agricultural land, the provision of future growth areas, and the provision of adequate financing for the services and the facilities of benefit to the residents of the City and of the County; and

WHEREAS, since the City and the County's approval of the GSA-MOU, the City has adopted an Economic Development Element (2017) to its General Plan (2002) and the County has adopted an updated General Plan (2010); and

WHEREAS, under the GSA-MOU the City and County agreed that the County would take the lead in processing project and plan entitlements in the undeveloped southern portion of the County's Boronda Redevelopment Project Area with concurrent City review for compliance with City development standards; and

WHEREAS, between 2004 and 2011, the County Redevelopment Agency worked directly with the City on developing a General Development Plan/Specific Plan for future development of the undeveloped area south of Boronda that included open space, mixed-use, business park, and heavy commercial uses; and

WHEREAS, in February 2012, the State of California dissolved redevelopment agencies, so the General Development Plan/Specific Plan entitlement process was not completed, and

WHEREAS, consistent with the GSA-MOU and their respective General Plans and Spheres of Influence, the City and the County have approved various projects in and around the boundaries of the City including the Salinas Ag-Industrial Center (Uni-Kool project-2010), the Salinas Travel Center (Love's Travel Stops project--2018), and the Butterfly Village project (2008); and

WHEREAS, the City and the County agree and acknowledge that the GSA-MOU is in need of an update to reflect current land use development plans and current planned or contemplated development projects, and to provide for the protection of certain agricultural lands and much-needed resources, including low-income and farmworker housing, employment development opportunities, and associated services and facilities; and

WHEREAS, until a comprehensive update to the GSA-MOU is complete, the City and the County desire to cooperate in the planning of certain development projects either within the current boundaries of the City or its adopted Sphere of Influence, or within those areas identified in the City's Economic Development Element as Economic Opportunity Areas, and desire to work cooperatively and expeditiously in order to support each other's land use planning and development efforts so that their mutual development projects can proceed in a well-planned, coordinated, and orderly manner; and

WHEREAS, one purpose of this Addendum is to mark the initial movement of the City and the County toward a more comprehensive update to the GSA-MOU and is limited to two areas: the area north of the City's current boundaries ("the Northern Area") and the south of Boronda area ("the South Boronda Area") (both areas more specifically shown on the attached Exhibits A and B, respectively); and

WHEREAS, another purpose of this Addendum is to define the coordinated planning processes by which the City and the County will plan for and consider the development of those areas shown on Exhibits A and B; and

WHEREAS, neither the City nor the County have made commitments to proposed development in the Northern Area or South Boronda Area, and all such proposals shall be required to comply with all applicable law including, but not limited to, the California Environmental Quality Act ("CEQA");

NOW, THEREFORE,

In mutual consideration of the terms and the conditions of this Addendum, the City and the County agree as follows:

## TERMS

### Article 1. City and County Coordination.

#### Section 1.1. Northern Area (Exhibit A).

##### (a) City's Economic Development Element Opportunity Area K.

In its Economic Development Element, the City identified an area outside the City's current northern boundary as a future opportunity area for economic development. The lands which comprise Area K (the "North Entrance," as it is referred to in the Economic Development Element) are currently within the County's jurisdiction and are zoned as farmlands, permanent

grazing, and commercial in the County's General Plan. Area K, shown and marked on Exhibit A, is comprised of a Target Area, where near to mid-term development is projected by the City, and an Economic Development Reserve Area, also identified on Exhibit A, which is to accommodate the City's longer-term economic development needs.

(b) City's Target Area K (Exhibit A).

The County will coordinate with the City regarding the preparation of a Specific Plan for City's potential future development of undeveloped lands located within the County's jurisdiction but within the City's Target Area K, consistent with the City's Economic Development Element policies and identified land uses. The City and the County agree that the City will take the lead in processing project and plan entitlements within Target Area K if annexation is a part of the entitlement application. The location of the proposed Specific Plan area is shown on Exhibit A.

(c) County's Potential Commercial Development Project.

The County may consider a proposal to develop a commercial project on commercially designated lands under the County's General Plan that is located within the County's jurisdiction adjacent to Target Area K and within the City's Economic Development Reserve Area K. The location of the proposed County Commercial Development Project is shown on Exhibit A.

Section 1.2. South Boronda Area (Exhibit B).

(a) Community Plan Area.

The County will work with the City regarding the potential future development of undeveloped lands located within the County's jurisdiction but within the City's Sphere of Influence and Economic Opportunity Area M prior to annexation. The City and the County agree that the City will take the lead in processing project and plan entitlements within the South Boronda Area if annexation is part of the entitlement application. The location of the South Boronda Area is shown on Exhibit B.

Section 1.3. Farmworker Housing Projects.

The County may consider proposals for development of farmworker housing on lands located within the County's jurisdiction but within close proximity to the City's boundary, including its Sphere of Influence areas. As part of any entitlement review, the County will consider project proximity to existing infrastructure and services, and coordinate with the City to ensure that infrastructure contemplates current and proposed surrounding projects.

Section 1.4. Mutual Support for Coordination of Development Process in the Northern Area and the South Boronda Area; Roles and Responsibilities.

(a) Mutual Support.

The City and the County agree that the City's consideration of a Specific Plan for Target Area K, and the County's consideration of a potential Commercial Development Project located in the

Northern Area, are consistent with the direction of City growth outlined in the GSA-MOU. The City and the County agree to coordinate efforts to process land use entitlements for the potential development of Area K including the County potential Commercial Development Project, the aforementioned City Specific Plan and potential annexation of Target Area K into the City, as well as future development proposals located in the Northern Area as outlined in subsection (b) below.

The City and the County agree that while not located to the north or the east of the City's current boundaries, the proposed Community Plan Area located in the South of Boronda Area, and within the City's Sphere of Influence, it is consistent with the intent and the purpose of the GSA-MOU. The City and County agree to coordinate efforts to process land use entitlements within the aforementioned Community Plan Area, as well as future annexation of this area into the City and development proposals located in the South Boronda Area as outlined in subsection (b) below.

(b) Coordination.

The City and the County agree to coordinate planning efforts and entitlement processes (e.g., specific and general development plans, General Plan amendments, annexations) for the Northern Area and the South Boronda Area. This includes:

1. joint application processing if timing works for all parties, or the provision of timing assurances and opportunity to review and comment on plans and applications if planning in tandem;
2. coordination on or sharing in the preparation of technical studies and analyses required to determine and provide for project infrastructure, services, and public safety needs, (e.g., infrastructure, water, hydrology/stormwater, traffic and transportation);
3. joint determination of appropriate level and process for compliance with California Environmental Quality Act (CEQA) including coordinating on or sharing in project mitigation requirements;
4. selection of a mutually agreed upon consultant to prepare fiscal and economic analysis to provide recommended tax sharing percentages, should they be required, based on data and market demand analysis for proposed commercial uses; and
5. joint review of technical studies, fiscal and economic analysis, and CEQA documents, and potential development of a joint recommendation regarding project entitlement processing for City Council and Board of Supervisors consideration.

Section 1.5. Taxes and Fees.

(a) Should a project within the Northern Area or South Boronda Area warrant tax/revenue sharing separate from the annexation process, the City and the County will jointly prepare and in good faith consider entering into a tax/revenue sharing agreement.

(b) City and County agree in good faith to consider entering into reimbursement agreements with project developer(s) to pay for technical, environmental, and fiscal economic studies and analysis beyond what is required for their individual project(s). Subsequent project(s) would reimburse the developer(s) based on its pro rata share.

(c) City and County agree in good faith to consider entering into reimbursement agreements with project developer(s) that install infrastructure improvements beyond what is required for their individual project(s). Subsequent project(s) would reimburse the developer(s) based on its pro rata share.

## Article 2. General Conditions.

### Section 2.1. General Compliance.

The City and the County agree to comply with all applicable federal, state, and local laws and regulations governing public agencies. Documentation of such compliance shall be made available for review by the City and the County upon request.

The parties do not intend this Addendum to constitute a project under CEQA as it represents only an agreement to cooperate subject to compliance with all applicable laws relating to further actions, which include the preparation of plans and the consideration of projects.

### Section 2.2. Administrative Amendments.

This Addendum may be amended by a written administrative amendment executed by the City Manager on behalf of the City and the County Administrative Officer or Assistant County Administrative Officer on behalf of the County, subject to review and approval by the Salinas City Attorney and Monterey County Counsel, respectively, and also subject to any required state or federal approval, provided that such administrative amendments do not substantially or materially change the terms and conditions, or overall purposes, of this Addendum.

### Section 2.3. Term.

The term of this Addendum shall begin as of the Effective Date, which is the date last signed by one of the parties, and shall remain in effect until a successor to this Addendum is approved by the City and the County.

### Section 2.4. Litigation.

In consideration of the mutual promises of the parties herein, the City and the County mutually agree that neither will pursue development-related litigation against the other insofar

as the subject development is consistent with this Addendum, and further provided that the parties comply with the terms and conditions of this Addendum.

### Article 3. Personnel and Participant Conditions.

#### Section 3.1. Conduct.

##### (a) Hatch Act.

The City and the County agree that no funds be provided, nor personnel employed under this Addendum, shall be in any way or to any extent engaged in the conduct of political activities in violation of 5 U.S.C. 15.

##### (b) Conflict of Interest.

The City and the County each agree to abide by the provisions of 24 CFR 570.611 and the requirements of state law with respect to conflicts of interest, and each covenants that it presently has no financial interest and shall not acquire any financial interest, direct or indirect, which would conflict in any manner or degree with the performance of services required under this Addendum. The City and the County each further agrees that in the performance of this Addendum that no person having such a financial interest shall be employed or retained by the City or the County, or, if already employed, be involved in any way with the development, processing, or consideration of the matters set forth herein. These conflict of interest provisions apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of the City or the County, or of any designated public agencies or entities.

### Article 4. Other Provisions.

#### Section 4.1. Entire Agreement.

This Addendum contains all the terms and the conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Addendum shall be deemed to exist or to bind any of the parties hereto.

#### Section 4.2. Notices.

Formal notices, demands, and communications (other than day-to-day routine communications) between the City and the County shall be sufficiently given if, and shall not be deemed given unless (i) dispatched by certified mail, postage prepaid, return receipt requested, (ii) sent by express delivery or overnight counter service with a delivery receipt, (iii) personally delivered with a delivery receipt, or (iv) sent by electronic mail with a copy delivered by one of the previous three methods, to the office of the parties shown as follows, or such other address as the parties may designate in writing from time-to-time:

City

County

City of Salinas

County of Monterey

Attn: Community Development Director  
65 West Alisal Street  
Salinas, California 93901  
Email: [meganh@ci.salinas.ca.us](mailto:meganh@ci.salinas.ca.us)

Assistant County Administrative Officer  
168 West Alisal Street, 3<sup>rd</sup> Floor  
Salinas, California 93901  
Email: [Chiulosn@co.monterey.ca.us](mailto:Chiulosn@co.monterey.ca.us)

With a copy to:

City Attorney  
City of Salinas  
200 Lincoln Avenue  
Salinas, California 93901  
Email: [chrisc@ci.salinas.ca.us](mailto:chrisc@ci.salinas.ca.us)

County Counsel  
168 W. Alisal St., 3<sup>rd</sup> Floor  
Salinas, CA 93901  
Email: [girardlj@co.monterey.ca.us](mailto:girardlj@co.monterey.ca.us)

Such written notices, demands, and communications shall be effective on the date shown on the delivery receipt as the date delivered or the date on which delivery was refused. The recipients herein may be changed upon written notice to the other party.

Section 6.3. Conformance with Federal and State Law.

Should federal or state regulations affecting this Addendum be adopted, amended, or revised during the terms hereof, this Addendum is subject to modification to assure conformance with such federal or state requirements pursuant to the provision of Section 2.2, above.

Section 6.4. Severability.

If any term of this Addendum is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall continue in full force and effect.

Section 6.5. Headings and Captions.

Paragraph titles or captions contained herein are inserted as a matter of convenience and for reference, and in no way define, limit, extend, or otherwise describe the scope of this Addendum or any provision hereof.

Section 6.6. No Third-Party Beneficiaries.

There are no intended third-party beneficiaries to this Addendum.

Section 6.7. Amendments.

This Addendum may not be modified, supplemented, or amended unless in writing by the parties. Any modification, supplementation, amendment, or waiver must be signed by both parties.

Section 6.8. Costs and Expenses.

Each party shall be responsible for its own costs and expenses in connection with any activities and negotiations undertaken in connection with this Addendum, and the performance of each party's obligations under this Addendum, unless specifically agreed to in writing by the parties.

Section 6.9. Governing Law; Venue.

This Addendum shall be governed and construed in accordance with the laws of the State of California without reference to choice-of-law principles, and venue for any action under this Addendum shall be in the Superior Court for the County of Monterey, subject to any motion for transfer of venue.

Section 6.10. Counterparts.

This Addendum may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

Section 6.12. Non-Recourse Agreement.

No member, official, employee, agent, or consultant of any party to this Addendum shall be personally liable to any other party, or any successor in interest or person claiming by, through, or under any party, in the event of any default or breach, or for or on account of any amount which may become due, or in any claim, cause, or obligation whatsoever under the terms of this Addendum.

IN WITNESS WHEREOF, the undersigned, as authorized representatives of the City and of the County, have entered into this Addendum as of the date first written above.

Dated: \_\_\_\_\_, 2019

City of Salinas

\_\_\_\_\_  
Ray Corpuz, City Manager

APPROVED AS TO FORM:

\_\_\_\_\_  
Christopher A. Callihan, City Attorney

Dated: \_\_\_\_\_, 2019

County of Monterey



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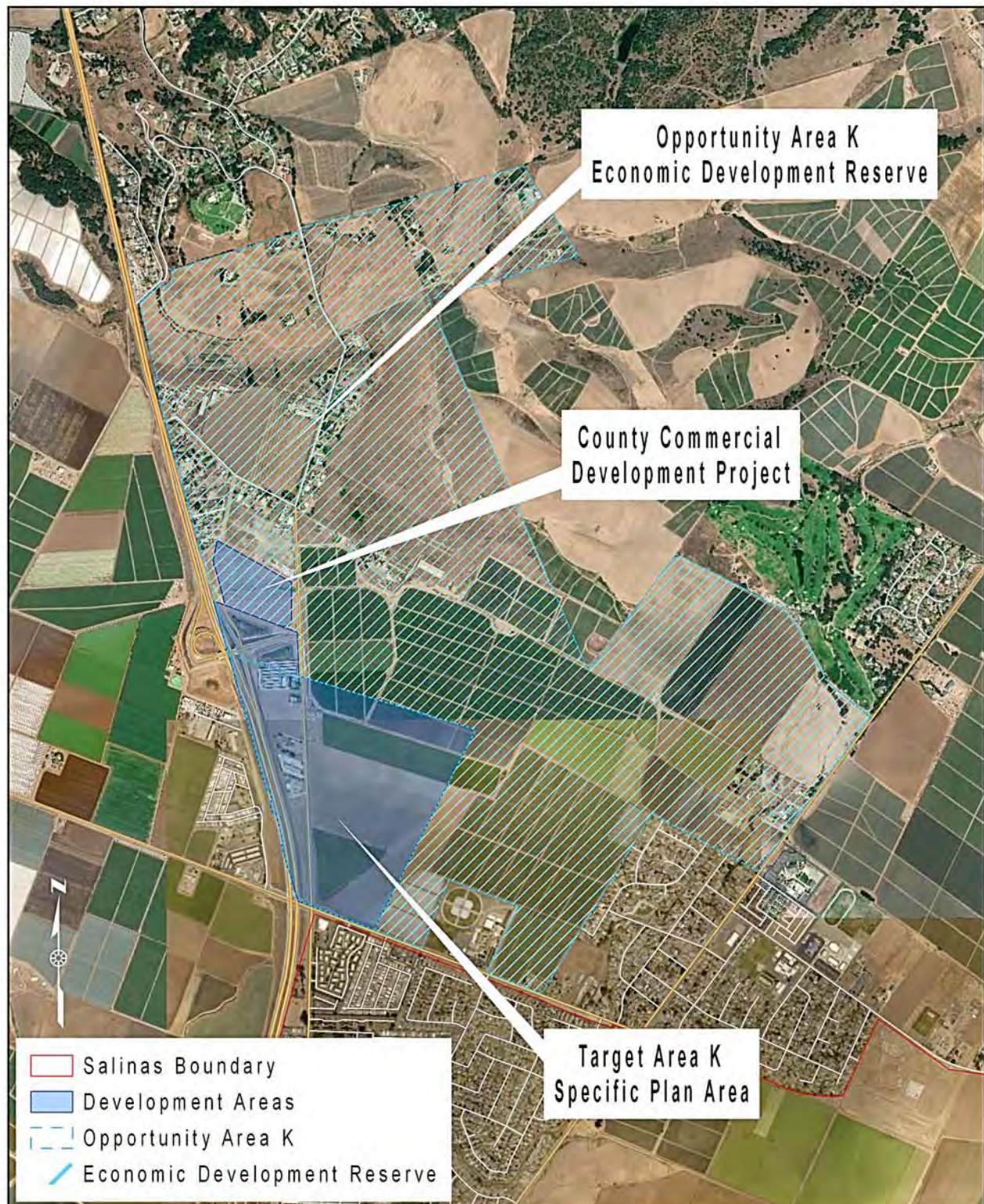
Nicholas Chiulos, Assistant CAO

APPROVED AS TO FORM:

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Leslie J. Girard, Chief Assistant County Counsel

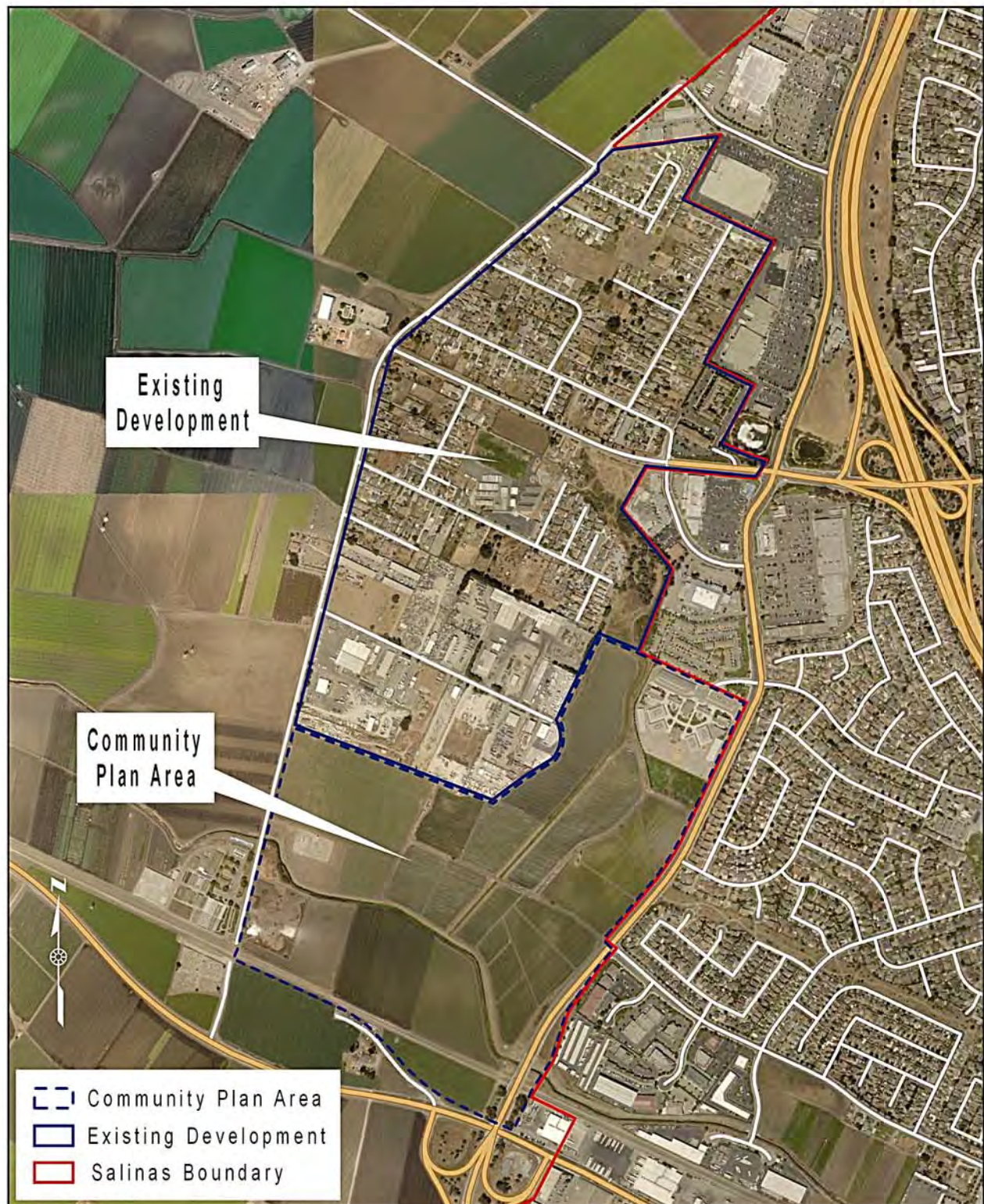
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## EXHIBIT A

Northern Area





## EXHIBIT B

South Boronda Area

**RESOLUTION NO. 19059 (N.C.S.)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALINAS  
APPROVING THE GREATER SALINAS AREA MEMORANDUM OF  
UNDERSTANDING WITH THE COUNTY OF MONTEREY**

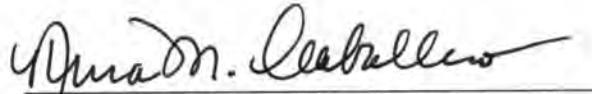
**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SALINAS** that the Council approves the attached Greater Salinas Area Memorandum of Understanding (GSA-MOU) which shall replace the Amended Boronda MOU (City Council Resolution No. 16453 dated March 3, 1998) and is intended to assure orderly development in the Greater Salinas Area of the County General Plan and in the City of Salinas and further authorizes the Mayor to execute the attached Greater Salinas Area MOU between the City of Salinas and the County of Monterey.

**PASSED AND ADOPTED** this 29th day of August 2006, by the following vote:

AYES: Councilmembers Barnes, Giuriato, Ocampo, Sanchez, and Mayor Caballero

NOES: Councilmember Lutes

ABSENT: Councilmember De La Rosa

  
\_\_\_\_\_  
Anna M. Caballero, Mayor

ATTEST:

  
\_\_\_\_\_  
Ann Camel, City Clerk



# **GREATER SALINAS AREA MEMORANDUM OF UNDERSTANDING**

## **Preface**

The negotiated terms of the Greater Salinas Area Memorandum of Understanding (MOU) will replace the previous Boronda Memorandum of Understanding between the City of Salinas and the County of Monterey and shall be adopted only after a joint public meeting of the Monterey County Board of Supervisors and the Salinas City Council. In the event of a successful challenge to any provision of this MOU by a third party, such provision shall be removed from the Greater Salinas Area MOU.

This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City. It is recognized that, with respect to some of the provisions set forth herein, numerous actions must be taken pursuant to State and local laws and regulations before such policies can be implemented. Such actions include, in some instances, the need to comply with the California Environmental Quality Act (CEQA), the need to hold public hearings and/or otherwise seek public input before reaching binding decisions, and the need to obtain approvals from other agencies such as the Local Agency Formation Commission (LAFCO). For all such provisions, this MOU shall be understood to constitute tentative policy commitments that can only become fully binding after all such legal prerequisites have been satisfied. Even so, both parties agree to make a good faith effort to follow and implement the provisions of this MOU subject to the foregoing.

The City and County do hereby mutually agree to the following:

## **City Growth**

1. City and County agree that the future growth direction of the City shall be to the north and east of the current City limits, except as otherwise provided for in this MOU.
2. County supports the City's 2005 Preliminary Sphere of Influence/Annexation Proposal to LAFCO to the north and east of the City's existing City Limits (Exhibit A).
3. County supports the City's 2005 Preliminary Sphere of Influence/Annexation Proposal to LAFCO to the south of the City's existing City Limits (Exhibit A) for the exclusive purpose of agricultural processing and processing capacity (Fresh Express). County further supports future City Sphere of Influence / Annexation proposals to the

## GREATER SALINAS AREA MEMORANDUM OF UNDERSTANDING

south of the City's existing City Limit for the exclusive purpose of agricultural processing and processing capacity (Unikool), subject to the establishment of appropriate agricultural conservation easements.

4. City and County agree to the creation and implementation of agricultural conservation easements in the unincorporated areas to the west and south of the City's Sphere of Influence insofar as the easements are consistent with the adopted General Plans of the two jurisdictions.
5. City and County agree to work cooperatively and in concert with the affected property owners to annex developed unincorporated areas (e.g. Bolsa Knolls) adjacent to or within the City's Sphere of Influence as shown in Exhibit A and to transfer existing County sanitation facilities (e.g. Boronda) upon future City annexation that support these areas subject to the property owners paying any required sanitation system connection fees established by MRWPCA. It is anticipated that an initial effort consistent with this annexation commitment shall be cooperation by all parties to consider and facilitate the proposed Chapin Rogge Road annexation application insofar as the annexation is consistent with the provisions of LAFCO.
6. City and County agree that developments within the City's 2005 Preliminary Sphere of Influence/Annexation Proposal shall only occur after annexation to the City and that the City shall consult with the County in the planning process. City and County also agree that the developments within the area designated by the County General Plan as the Greater Salinas Planning Area shall only occur after consultation with the City in the planning process.
7. City and County agree that the County shall not process any proposals for development in areas contiguous (immediately adjacent) to the City's City Limit if those proposals would require either or both a County General Plan amendment or a rezoning. Proposals for development requiring a General Plan amendment or a rezoning shall be referred to the City for consideration and possible annexation to the City.
8. City and County agree to work cooperatively and expeditiously in annexation matters consistent with this agreement.
9. City and County agree to support fees and taxes needed to mitigate the collective impact of new and existing development on the regional transportation system to the extent that the fees and taxes reflect the overall financing program adopted by TAMC.
10. City and County agree that County will develop a County-wide Traffic Impact fee program for the improvement of major County roads in accordance with the County's adopted General Plan. The County fee program will be developed in consultation with TAMC and Monterey County cities. It is recognized that there

**GREATER SALINAS AREA  
MEMORANDUM OF UNDERSTANDING**

will be development within the City of Salinas related to the anticipated annexation of land to the north and east of the existing City Limits, and it is the desire of both jurisdictions that the County not rely upon the imposition of an ad hoc traffic fee on City development. Therefore the development of the Traffic Impact Fee for the Salinas Area, as shown in Exhibit B, will be a priority and a nexus study and hearing process should be completed within 18 months of adoption of the 2006 County General Plan. The County Traffic Impact Fee will be imposed on development in affected cities and unincorporated areas.

11. City and County agree to work cooperatively on establishing the alignment, phasing and financing of the regional roadway facility commonly referred to as the Westside Bypass and will expedite the completion of a Project Study Report for this future roadway. City and County agree that the ultimate alignment of the future Westside Bypass shall establish the development boundary for the City. It is the intent of both parties to minimize the impact on agricultural land in establishing the Westside Bypass alignment so that the ultimate alignment shall not result in the development of acres of agricultural land in excess of that anticipated in the Westside Bypass alignment as shown in the City of Salinas 2002 adopted General Plan (Exhibit C).
12. City and County agree that future development between the area west of Davis Road and east of the future Westside Bypass, excluding the Boronda Redevelopment Project area, shall be limited to expansion of the City's retail sales capacity and shall take place after annexation.
13. City and County agree to work cooperatively to address the collective impact of current and anticipated land uses in the Reclamation Ditch Watershed Area. There is a recognition that a comprehensive financing program is needed that includes grants, benefit assessments, appropriate development impact fees, and special taxes required to address current and anticipated impacts. The County, in consultation with the City, should complete a nexus study and hearing process, assessing benefit of current and existing land uses, within 36 months of adoption of this MOU. The adopted impact fee will be imposed on current and existing land uses in both the City and unincorporated areas.

**Boronda Redevelopment Project Area**

14. City and County agree that in the undeveloped southern portion of the Boronda Redevelopment Project Area (Exhibit D) the County shall take the lead in the planning, review, and approval process subject to concurrent City review so that the final approved project is consistent with existing City development standards. City recognizes the County's desire and intent to assure development that is consistent with commitments made to the Boronda community regarding required amendments to the current adopted Boronda Community Plan and that the anticipated development is assumed to provide financial benefit (i.e. tax increment) to the Boronda Development Area. City and County will work



**GREATER SALINAS AREA  
MEMORANDUM OF UNDERSTANDING**

cooperatively to assure that those commitments will result from and through the final approvals for development and annexation to the City of Salinas. City and County further agree that there will be no final development approvals prior to the completion of all requirements (including final LAFCO approval) for annexation of the subject area to the City of Salinas.

City and County agree that infill development in the northern portion of the Boronda Redevelopment Project Area (Exhibit D) will continue to be processed by the County subject to consultation with the City.

15. City and County agree that property tax generated within the Boronda Redevelopment Area shall continue to accrue to the Boronda Redevelopment Area for implementation of the current (January 1, 2006) adopted Redevelopment Area Plan. Upon completion of the aforementioned Plan, the former Redevelopment Property Tax increment shall be allocated between the City and the County on a 50/50 basis.

**Affordable Housing**

16. City and County agree to support each other's efforts to construct affordable housing throughout the County necessary to achieve the Fair Share Housing Allocation as approved by the Association of Monterey Bay Area Government (AMBAG).
17. City and County agree that if the 100% affordable housing project on Rogge Road approved by the County in 2006 is annexed to the City that the project shall be credited to the County's Fair Share Housing Allocation.

**Other**

18. City and County mutually agree that neither will pursue future development related litigation against the other insofar as the subject development is consistent with this agreement.

**CITY OF SALINAS**

A municipal corporation of the State of California

By: 

Anna M. Caballero, Mayor

Dated: 8-29-06

**COUNTY OF MONTEREY**

A political subdivision of the State of California

By: 

Jerry Smith

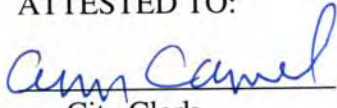
Chairman of the Board of Supervisors

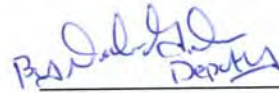
Dated: 8-29-06

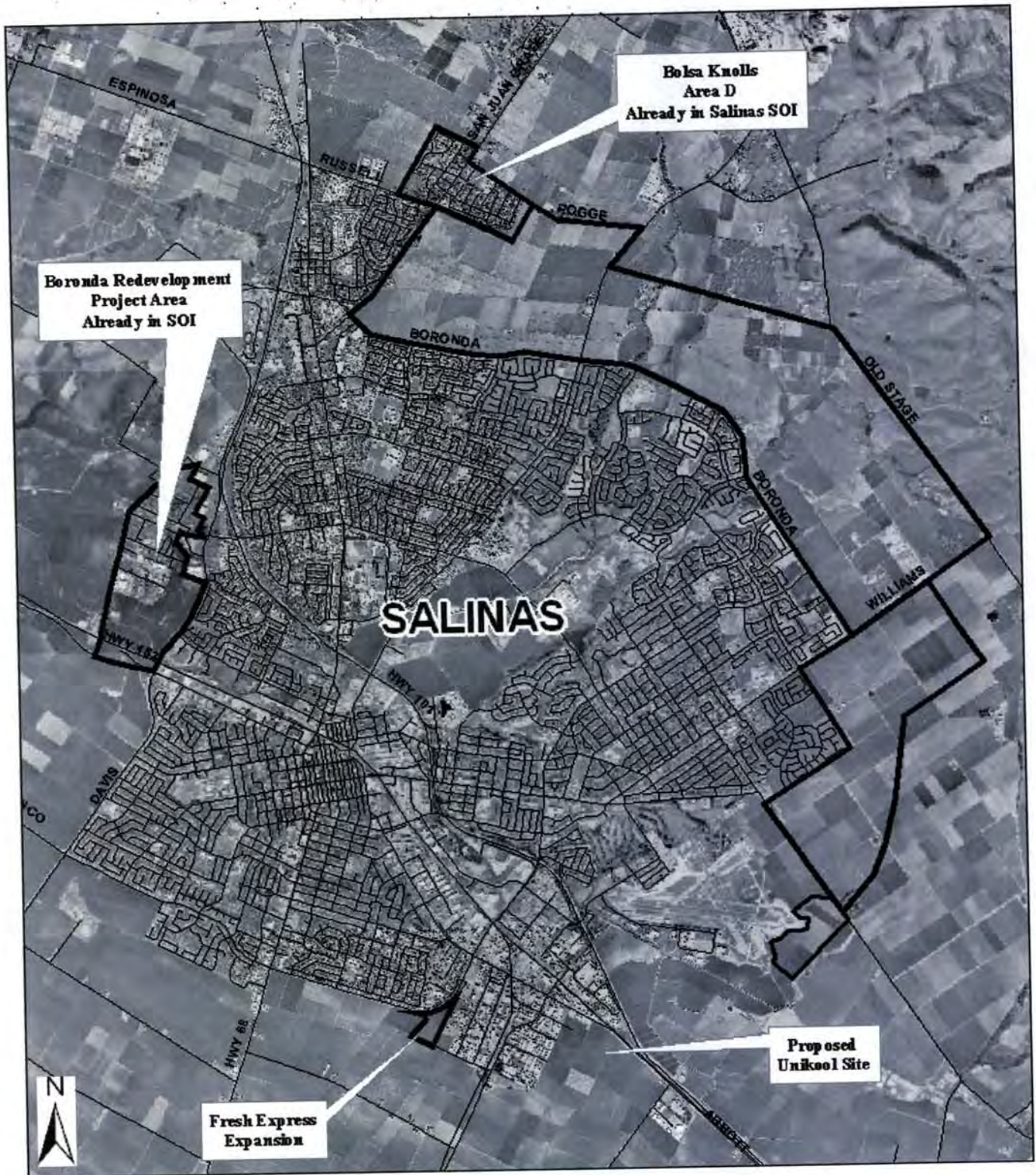


GREATER SALINAS AREA  
MEMORANDUM OF UNDERSTANDING

ATTESTED TO:

  
City Clerk

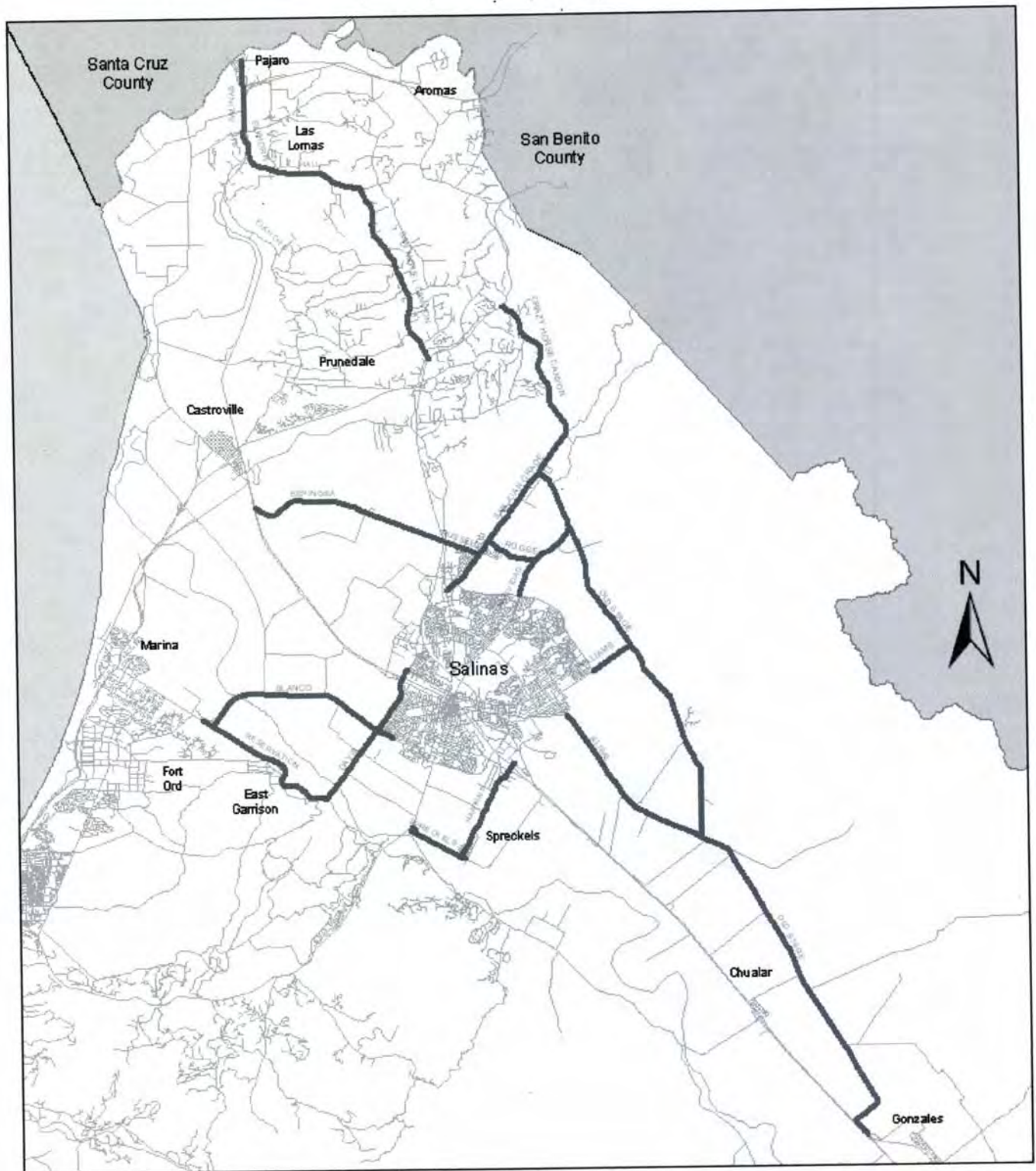
 Deputy  
County Clerk



**EXHIBIT A**

**Salinas 2005 Preliminary Sphere of Influence (SOI)/  
Annexation Proposal Map**

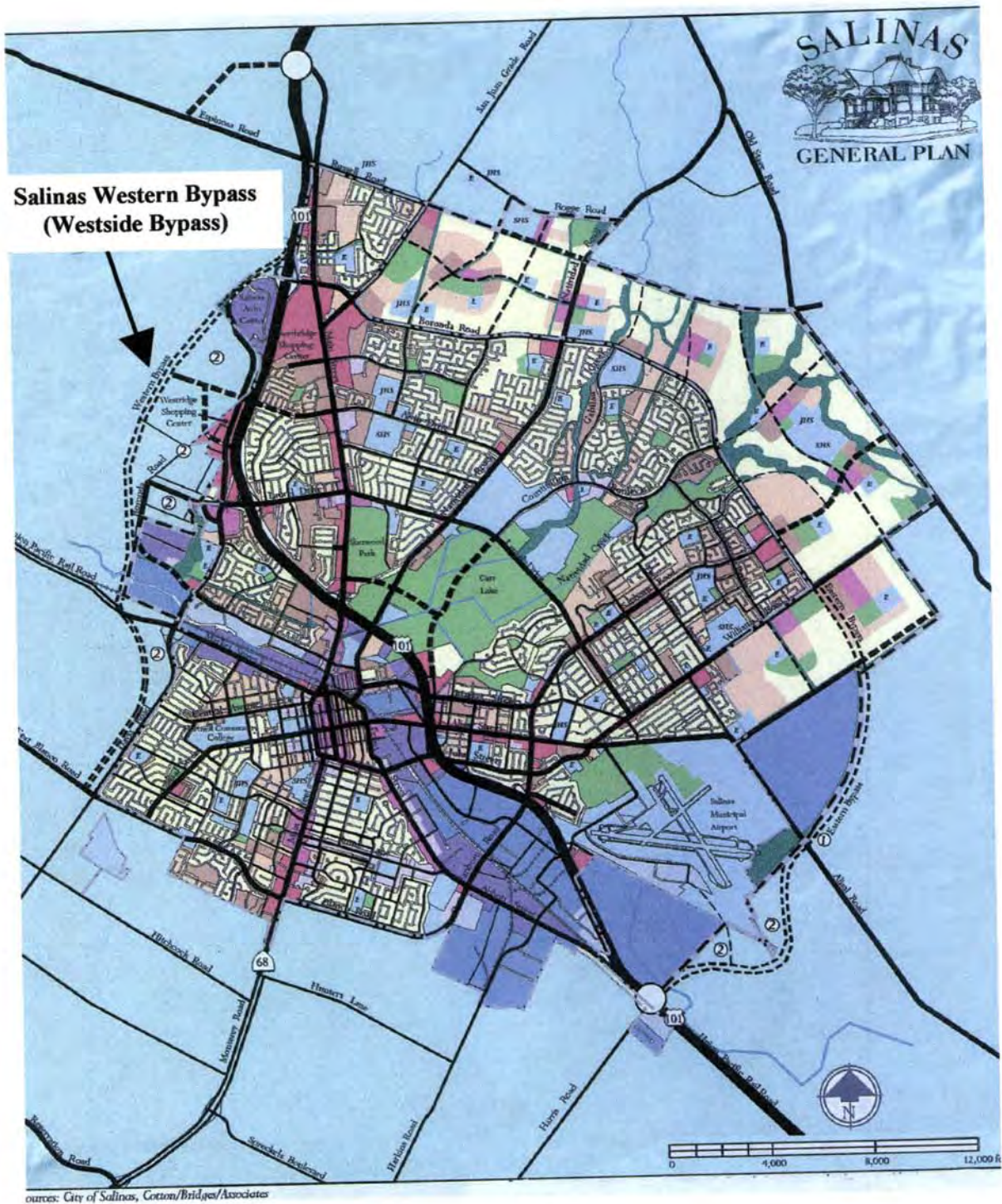




**EXHIBIT B**

**Salinas Area Traffic Impact Fee  
Affected Major County Roads**





## EXHIBIT C

Westside Bypass Alignment  
City Salinas 2002 General Plan





#### EXHIBIT D

North Boronda Redevelopment Project Area  
South Boronda Redevelopment Project Area



# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-339, Version: 1

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### **An Ordinance Prohibiting Spectators at Street Races and Reckless Driving Exhibitions**

Consider adopting an Ordinance prohibiting spectators at street races and reckless driving exhibitions.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 18, 2019

**DEPARTMENT:** OFFICE OF THE CITY ATTORNEY

**FROM:** CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

**TITLE:** ORDINANCE PROHIBITING SPECTATORS AT STREET RACES  
AND RECKLESS DRIVING EXHIBITIONS

**RECOMMENDATION MOTION:**

A motion to adopt an ordinance prohibiting spectators at street races and reckless driving exhibitions.

**RECOMMENDATION:**

It is recommended that the City Council adopt the proposed ordinance.

**EXECUTIVE SUMMARY:**

This proposed ordinance is being brought forward at the request of Council member Davis, with the support of Mayor Gunter.

Illegal speed contests are a rising concern in cities across the state due to the risk of injury and death to the participants and the spectators and to uninvolved innocent people. A long-time problem in larger cities, such as San Jose and Los Angeles, Salinas is beginning to realize a growth in the street racing subculture. In January 2019, the California Highway Patrol reported there were approximately forty (40) cars and one hundred (100) people on Iverson Street. While no arrests were made, seven tickets were issued, four cars were impounded, and warnings were given to both the spectators and the racers. California has laws in place (California Vehicle Code Section 23109 and 22651.6) to penalize the participants (drivers) involved in street racing (speed contests). Engaging in a speed contest is considered a misdemeanor which may be penalized by jail time, fines up to \$1000, community service, and suspension or restriction of a driver's license. The vehicle used for the speed contest may also be impounded for up to thirty (30) days. The penalties are greater if the speed contest results in injury. The State laws, however, do not contain provisions regulating the presence of spectators.

With sufficient state laws available to regulate speed contests, the proposed ordinance provides the Salinas Police Department with an additional tool to combat speed contests. By making it unlawful for a person to be a spectator at a speed contest or reckless driving exhibition, the



proposed ordinance is designed to curb speed contests by preventing a crowd of spectators from gathering. The intent is to prevent a crowd of spectators from forming to remove the incentive for drivers to engage in speed contests in the first place: if no one is watching, the speed contest becomes less interesting. Cities such as San Jose and Beverly Hills, for example, have adopted ordinances prohibiting the presence of spectators at speed contests.

## DISCUSSION:

Salinas faces a growing problem with street racing, a problem which has resulted in many injuries and deaths across the state in recent years. Both participants and spectators have been injured or killed during street racing exhibitions. Street races in Salinas are becoming a more common occurrence, with streets being blocked off and the safety of the City's residents and visitors being put at risk by these events. In December 2018, the Salinas Police Department responded to multiple calls about street racing in the City, which resulted in their chasing and later arresting a Hollister gang member who was participating in the street racing. In November 2015, an 18-year old man from Half Moon Bay was arrested after a high-speed chase through Salinas. The individual, believed to have been a participant in a street race in Gonzales, was chased through Salinas at speeds of 80-100 mph before he was ultimately stopped and arrested near Ryan Ranch. In 2011, two Salinas men were arrested for an alleged street race that killed a 61-year old man. The two men were driving on North Davis Road near Westridge Parkway and during their street race reached speeds up to 80 mph toward the auto mall when one of the drivers hit and killed the 61-year old man who was crossing the street near Auto Center Drive.

More recently, on May 31, 2019, Salinas Police were engaged in a high-speed vehicle pursuit of an individual engaged in a reckless driving exhibition at the Auto Zone store on North Sanborn Road. Salinas Police initiated a traffic stop of the vehicle, but the driver sought to evade the stop by making several laps around the parking lot before travelling onto Boronda Road. The pursuit reached speeds of 90 mph with the suspect leaving and then re-entering the city limits. The pursuit crossed the city with speeds on surface streets reaching 80 mph and at one point the driver (a sixteen-year-old) drove against the flow of traffic, directly at oncoming Police vehicles in an attempt to stop them from chasing him. The pursuit lasted approximately seventeen minutes and covered almost twenty miles, with the driver lodged at Juvenile Hall and the vehicle impounded.

On May 24, 2019, there were two separate incidents involving speeds contests. One occurred on East Alvin Drive and involved a twenty-eight-year-old man who was not licensed to drive at the time and a twenty-year-old man. The second was in the downtown area, which resulted in several citations being issued and three vehicles being towed.

Speed contests generally occur late at night or early in the morning and at times hundreds of street racers and spectators gather on public streets and off-street parking facilities and residential neighborhoods. The gatherings are facilitated by social media where street races are organized, and participants and spectators invited. The individuals block the streets with their cars, preventing



both vehicular and pedestrian traffic. They set up improvised racetracks, with spectators lining the improvised racetrack. When either the street race is over or is interrupted by the Salinas Police Department, the participants and the spectators leave the area, driving at high rates of speed, to another location, causing traffic congestion and danger to other drivers and to pedestrians.

To help combat the rising trend in Salinas, recently, nineteen Salinas Police Officers and two Police Sergeants received training from the California Highway Patrol (an eight-hour course) on how to enforce against street racers including how to identify vehicles that have been modified for racing purposes. And, the Department continues to conduct roll-call training for street racing and side show enforcement. With this training and the proposed ordinance, the Salinas Police Department will have additional tools to address the problem of street racing and to continue to protect the safety of the City.

#### CEQA CONSIDERATION:

The action of adopting the proposed ordinance is not subject to environmental review under the California Environmental Quality Act (CEQA) [CEQA Guidelines Section 15378 and Section 15060(c)(2), (3)].

#### STRATEGIC PLAN INITIATIVE:

The City Council's adoption of the proposed urgency interim ordinance supports the City Council's goals and objectives of improving the Quality of Life for all of its residents and promoting a Safe and Livable Community (2016-2019 Strategic Plan).

#### FISCAL AND SUSTAINABILITY IMPACT:

The City Council's adoption of the proposed ordinance would not have an impact on the City's General Fund, Measure E, or Measure G.

#### DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments including the Police Department and the City Attorney's Office. The Police Department reviewed the proposed ordinance prior to its consideration by the City Council and supports the proposed ordinance as presented.

#### ATTACHMENTS:

Proposed Ordinance

**ORDINANCE NO. \_\_\_\_\_ (N.C.S.)**

**AN ORDINANCE TO PROHIBIT SPECTATORS AT STREET RACES AND  
RECKLESS DRIVING EXHIBITIONS**

*City Attorney Impartial Analysis*

*This ordinance imposes penalties on spectators at speed contests and reckless driving exhibitions. This ordinance is focused on a clear, limited population of people and gives proper notice to individuals as to what activities are lawful and what activities are unlawful. In discouraging spectators, the act of organizing and participating in illegal street races will be discouraged.*

WHEREAS, pursuant to California Vehicle Code Section 23109 motor vehicle speed contests and exhibitions of speed conducted on public streets and roadways are illegal; and

WHEREAS, streets within Salinas have been the site of continuing and escalating illegal street racing; and

WHEREAS, street racing threatens the health and safety of the public, interferes with pedestrian and vehicular traffic, creates a public nuisance, and interferes with the right of private business owners to enjoy the use of their property and for patrons to enjoy the use of the private businesses; and

WHEREAS, racers and spectators gather on the streets late at night and early in the morning hours, blocking the streets and the sidewalks to oncoming traffic, placing bets, forming a racetrack area, and otherwise encouraging, aiding, and abetting the street racing process; and

WHEREAS, illegal street racers accelerate to high speeds without regard to oncoming traffic, pedestrians, or vehicles parked or moving nearby. The racers drive quickly from street to street, race for several hours, and then move to other locations upon the arrival of the police. Those who participate in this illegal activity are sophisticated, using cell phones, police scanners, and other electronic devices to communicate with each other to avoid arrest. They use the internet and social media to provide information on where to race and give advice on how to avoid detection and prosecution. In most cases, illegal street races attract hundreds of spectators. The mere presence of spectators at these events fuels the illegal street racing and creates an environment in which these illegal activities can flourish; and

WHEREAS, thousands of people are killed each year due to illegal street racing, including spectators who can be injured or killed when the driver of a vehicle engaged in a speed contest loses control of the vehicle and enters the crowd of spectators; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) reported that motor vehicle accidents are the leading cause of death between the ages of 16 and 20; and

WHEREAS, the City Council of Salinas finds it necessary and appropriate to take additional steps to protect the public's health and safety, beyond the imposition of penalties on spectators at speed contests; and

WHEREAS, the City Council finds that this Ordinance is not a project subject to environmental review pursuant to the California Environmental Quality Act (CEQA) [CEQA Guidelines Section 15378 and Section 15060(c)(2), (3)].

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

**SECTION 1. Article X is hereby added to Chapter 5 of the Salinas Municipal Code, is titled "Spectators at Speed Contests and Reckless Driving Exhibitions," and reads as follows:**

Sec. 5-10.01. Definitions.

The following terms, used in this Article, shall have the meanings set forth in this Section:

(a) "Street Race" means any motor vehicle speed contest or motor vehicle exhibition of speed referred to in subdivisions (a) and (c) of California Vehicle Code Section 23109, as the same may be amended from time-to-time.

(b) "Reckless Driving Exhibition" means any exhibition of reckless driving referred to in California Vehicle Code Section 23103, as the same may be amended from time-to-time.

(c) "Offstreet parking facility" is defined in subdivision (c) of California Vehicle Code Section 12500, as the same may be amended from time-to-time.

(d) "Spectator" means any person who is present at a Street Race or Reckless Driving Exhibition, or the site of the Preparations for either of these activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. A "Spectator" includes any person at the location of the event without regard to the means by which the person arrived.

(e) A person is "present" at the Street Race or the Reckless Driving Exhibition if that person is within two hundred (200) feet of the location of the Street Race or the Reckless Driving Exhibition, or within two hundred (200) feet of the site for the Preparations for either of these activities.

(f) "Preparations" for any Street Race or Reckless Driving Exhibition include, but are not limited to, any of the following acts done for the purpose of a Street Race or Reckless Driving Exhibition:

(1) One or more motor vehicles and persons have arrived at a predetermined location on a public street or highway or in an Offstreet Parking Facility;

- (2) One or more persons have gathered on, or adjacent to, a public street or highway;
- (3) One or more persons have gathered on, or adjacent to, a public street or highway;
- (4) One or more persons have impeded the free public use of a street, highway, or Offstreet Parking Facility by acts, words, or physical barriers;
- (5) One or more motor vehicles have lined up on a public street, highway, or Offstreet Parking Facility with motors running;
- (6) One or more drivers is revving a motor vehicle's engine or causing the motor vehicle's tires to spin; or
- (7) A person is standing or sitting in a location to act as a race starter.

Sec. 5-10.02. Spectators Prohibited at Street Races and Reckless Driving Exhibitions.

(a) It shall be unlawful for any person to:

- (1) Be knowingly present as a Spectator at a Street Race conducted on a public street or highway; or
- (2) Be knowingly present as a Spectator at a Reckless Driving Exhibition conducted on a public street or highway or in an Offstreet Parking Facility.

(b) It shall be unlawful for any person to:

- (1) Be knowingly present as a Spectator where Preparations are being made for a Street Race conducted on a public street or highway; or
- (2) Be knowingly present as a Spectator where Preparations are being made for a Reckless Driving Exhibition conducted on a public street or highway or in an Offstreet Parking Facility.

(c) Nothing in this Section prohibits peace officers or their agents who are acting in the course of their official duties from being Spectators at a Street Race or a Reckless Driving Exhibition or Spectators at the location of Preparations for either of these activities.

Sec. 5-10.03. Relevant Circumstances to Prove a Violation.

(a) Notwithstanding any other provision of law, to prove a violation of this Article, admissible evidence may include, but is not limited to, any of the following:

(1) That the person charged has previously participated in or been a Spectator at a Street Race or Reckless Driving Exhibition;

(2) That the person charged has previously aided and abetted Street Racing;

(3) That the person charged has previously attended a Street Race or Reckless Driving Exhibition; or

(4) That the person charged was previously present at a location where Preparations were being made for a Street Race or Reckless Driving Exhibition, or where a Street Race or Reckless Driving Exhibition was in progress.

(5) Evidence of these prior acts may be admissible, to the fullest extent permissible by law, to show the opportunity, intent, plan, knowledge, identity, or the absence of a mistake or an accident, or propensity of the defendant to be present at or attend a Street Race or Reckless Driving Exhibition if the prior act or acts occurred within three (3) years of the presently charged offense. These prior acts may always be admissible to show knowledge on the part of the defendant that a Street Race or a Reckless Driving Exhibition was taking place.

(b) In addition to the circumstances set out in subsection (a), above, and notwithstanding any other provision of law, to prove a violation of this Article, admissible evidence may also include, but is not limited to, any of the following:

(1) The time of day;

(2) The nature and the description of the scene, including the number and the configuration of traffic lanes;

(3) The number of people at the scene;

(4) The location of the person charged in relation to any person or group of persons present at the scene;

(5) The number and descriptions of motor vehicles at the scene;

(6) That the motor vehicles at the scene have been modified or altered to increase power, handling, or visual appeal;

(7) That the person charged drove or was transported to the scene.

(c) For purposes of subsection (b), above, the term “scene” refers to the location of the Street Race or Reckless Driving Exhibition.

**Sec. 5-10.04. Penalties for Violation.**

A violation of this article shall be a misdemeanor and may be prosecuted criminally or administratively pursuant to the provisions of the Salinas Municipal Code.

**SECTION 2. Severability.** If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

**SECTION 3. Effective Date.** This Ordinance will take effect thirty (30) days from and after its adoption.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

\_\_\_\_\_  
Joe Gunter, Mayor

ATTEST:

\_\_\_\_\_  
Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

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Christopher A. Callihan, City Attorney



# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-352, Version: 1

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### Minutes

Approve minutes of June 4, 2019.





# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-349, Version: 1

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### **Financial Claims**

Approve financial claims report.

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431757	05/31/2019	Open	David Yates	\$100.00
431758	05/31/2019	Open	Denise Ledezma Petty Cash	\$84.75
431759	05/31/2019	Open	Jesse Pinon	\$100.00
431760	05/31/2019	Open	Manuel Perrien	\$100.00
431761	05/31/2019	Open	Robert Eggers	\$100.00
431762	05/31/2019	Open	Sheldon Bryan	\$100.00
431763	05/31/2019	Open	Victoria Gray	\$100.00
431764	05/31/2019	Open	710 Combinator Co.	\$357.00
431765	05/31/2019	Open	Charles Samson	\$303.00
431766	05/31/2019	Open	Cheryl Hildreth-Puente	\$75.00
431767	05/31/2019	Open	Dale Willard	\$10.00
431768	05/31/2019	Open	Daniel Garcia	\$75.00
431769	05/31/2019	Open	East of Eden	\$568.00
431770	05/31/2019	Open	Jared Lomker	\$200.00
431771	05/31/2019	Open	Javier Beares	\$75.00
431772	05/31/2019	Open	Jissella Duarte	\$8.67
431773	05/31/2019	Open	Kwi Yi	\$350.00
431774	05/31/2019	Open	Lelyn Furey	\$75.00
431775	05/31/2019	Open	Maria Lopez	\$100.00
431776	05/31/2019	Open	Mark Filamor	\$165.00
431777	05/31/2019	Open	Marlene Zamudio	\$62.00
431778	05/31/2019	Open	Matt Nitenson	\$205.00
431779	05/31/2019	Open	Michael Mizer	\$200.00
431780	05/31/2019	Open	Raul Zagal	\$10.00
431781	05/31/2019	Open	The M.O.C Members Only Club	\$549.00
431782	06/04/2019	Open	Ana Ambriz	\$12.75
431783	06/04/2019	Open	Ana Medrano	\$57.00
431784	06/04/2019	Open	Angeline Sickler	\$40.00
431785	06/04/2019	Open	Betty Wilder	\$12.00
431786	06/04/2019	Open	Chris Callihan	\$188.70
431787	06/04/2019	Open	Daniela DeBaca	\$14.25
431788	06/04/2019	Open	Denise Ledezma	\$14.25
431789	06/04/2019	Open	Francisco Brambila	\$248.75
431790	06/04/2019	Open	James Goulart	\$24.00
431791	06/04/2019	Open	Jesse Gilpas	\$12.00
431792	06/04/2019	Open	Jessica Ng	\$153.13
431793	06/04/2019	Open	Jonathan Moore	\$33.18
431794	06/04/2019	Open	Jose G. Garcia	\$24.00
431795	06/04/2019	Open	Luis Ochoa	\$248.75
431796	06/04/2019	Open	Ruby Alvarez	\$140.25
431797	06/04/2019	Open	Sabrina Webb	\$24.00

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431798	06/04/2019	Open	South Bay Regional Public Safety	\$255.00
431799	06/04/2019	Open	Steve McShane	\$6.00
431800	06/04/2019	Open	Todd Kessler	\$140.25
431801	06/04/2019	Open	Adolfo Magana	\$12.00
431802	06/04/2019	Open	Alejandro Rodriguez	\$129.42
431803	06/04/2019	Open	Alex Magana	\$12.00
431804	06/04/2019	Open	David Jacobs	\$6.00
431805	06/04/2019	Open	Jason Gates	\$140.25
431806	06/04/2019	Open	Regents of the University of California	\$60.00
431807	06/04/2019	Open	Vikki Balestra	\$102.00
431808	06/04/2019	Open	4Leaf Inc	\$14,667.30
431809	06/04/2019	Open	7 Eleven	\$16.91
431810	06/04/2019	Open	A-1 Sweeping	\$300.00
431811	06/04/2019	Open	Airlink Automation	\$165.19
431812	06/04/2019	Open	Alhambra and Sierra Spring DS Waters of America LP	\$62.01
431813	06/04/2019	Open	Allstar Fire Equipment Inc	\$2,516.58
431814	06/04/2019	Open	Amazon.Com	\$831.60
431815	06/04/2019	Open	American Supply Company	\$800.43
431816	06/04/2019	Open	Amerigas	\$6,767.28
431817	06/04/2019	Open	Andrew McLaughlin	\$100.00
431818	06/04/2019	Open	Angeles Jimenez Zarate	\$150.00
431819	06/04/2019	Open	Asap Alisal Signs And Printing	\$318.90
431820	06/04/2019	Open	AT and T	\$8,866.22
431821	06/04/2019	Open	AT&T Mobility	\$141.39
431822	06/04/2019	Open	Bear Electrical Solutions Inc	\$14,415.00
431823	06/04/2019	Open	BKF Engineers	\$462.00
431824	06/04/2019	Open	Blancas Construction, Inc.	\$350.00
431825	06/04/2019	Open	Brent DeBorde	\$88.75
431826	06/04/2019	Open	Bruce Bush	\$100.00
431827	06/04/2019	Open	California Water Service	\$4,501.11
431828	06/04/2019	Open	Candi Swinscoe	\$100.00
431829	06/04/2019	Open	Canon Financial Services Inc	\$714.77
431830	06/04/2019	Open	Carlons Fire Extinguishers Inc	\$113.35
431831	06/04/2019	Open	Casey Printing Inc	\$4,953.40
431832	06/04/2019	Open	Cassie McSorley	\$100.00
431833	06/04/2019	Open	Cathy's Action Packed Fun Jumps Inc	\$2,416.33
431834	06/04/2019	Open	CDW-G	\$14,213.88
431835	06/04/2019	Open	Central Coast Marketing	\$2,500.00
431836	06/04/2019	Open	Certified Staffing Solutions Inc dba Certstaffix T	\$4,500.00
431837	06/04/2019	Open	Chris Swinscoe	\$100.00
431838	06/04/2019	Open	Cintas	\$145.42

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431839	06/04/2019	Open	Comcast (Business)	\$191.23
431840	06/04/2019	Open	Commercial Truck Company	\$91.17
431841	06/04/2019	Open	Daniel David Green	\$100.00
431842	06/04/2019	Open	Dave Shaw	\$100.00
431843	06/04/2019	Open	David Furey	\$200.00
431844	06/04/2019	Open	David L Crabill	\$100.00
431845	06/04/2019	Open	David Yates	\$100.00
431846	06/04/2019	Open	Debi-Ann Watanabe	\$475.00
431847	06/04/2019	Open	Della Mora Heating and Sheet Metal and Air Condi	\$5,618.00
431848	06/04/2019	Open	Devon Fehn dba Fehn Electric Co	\$464.01
431849	06/04/2019	Open	Dino Bardoni	\$100.00
431850	06/04/2019	Open	Direct TV LLC	\$131.98
431851	06/04/2019	Open	Don Chapin Inc	\$64.70
431852	06/04/2019	Open	Donald Cline	\$100.00
431853	06/04/2019	Open	East Bay Tire Company	\$3,144.80
431854	06/04/2019	Open	Emergency Response Training Inc dba Defibthis Emer	\$220.00
431855	06/04/2019	Open	En Pointe Technologies Sales LLC	\$402.11
431856	06/04/2019	Open	Fashion Streaks	\$152.25
431857	06/04/2019	Open	FAST Services	\$360.00
431858	06/04/2019	Open	Fed Ex	\$7.03
431859	06/04/2019	Open	Fred D Jr Hardee	\$3,211.78
431860	06/04/2019	Open	Gabriel Hernandez	\$100.00
431861	06/04/2019	Open	Gerry Davis	\$100.00
431862	06/04/2019	Open	Golden State Emergency Vehicle Service Inc	\$546.81
431863	06/04/2019	Open	Golden State Truck and Trailer Repair	\$504.31
431864	06/04/2019	Open	Granite Rock Co	\$232.74
431865	06/04/2019	Open	Heath Johnson	\$100.00
431866	06/04/2019	Open	Henry Gomez	\$100.00
431867	06/04/2019	Open	Ingram Book Company	\$18,550.96
431868	06/04/2019	Open	Institute for Urban Initiatives	\$9,000.00
431869	06/04/2019	Open	Jeff Gibson	\$100.00
431870	06/04/2019	Open	Jeffrey Paul Lofton	\$90.94
431871	06/04/2019	Open	Jesse And Evan Inc dba La Plaza Bakery	\$1,845.42
431872	06/04/2019	Open	Jesse Pinon	\$100.00
431873	06/04/2019	Open	Jesus Orozco	\$100.00
431874	06/04/2019	Open	Jim Clark	\$100.00
431875	06/04/2019	Open	John Avery	\$100.00
431876	06/04/2019	Open	Jonathan Barnes	\$100.00
431877	06/04/2019	Open	Jonathan Smith	\$100.00
431878	06/04/2019	Open	Jose Luis Corral dba Salinas Pizza	\$1,022.37
431879	06/04/2019	Open	Juan A Ruiz	\$100.00

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431880	06/04/2019	Open	Karina Lehrner dba Capacity Consulting	\$1,312.50
431881	06/04/2019	Open	Kenn Adams	\$750.00
431882	06/04/2019	Open	Kenneth Bough	\$25.00
431883	06/04/2019	Open	Kimberly Kaye Osborne	\$3,750.00
431884	06/04/2019	Open	Kimberly Robinson	\$500.00
431885	06/04/2019	Open	Kysmet Security & Patrol	\$192.00
431886	06/04/2019	Open	L.N. Curtis & Sons dba Curtis Blue Line	\$425.55
431887	06/04/2019	Open	Lance Miraco	\$100.00
431888	06/04/2019	Open	Lehr Auto Electric	\$1,231.29
431889	06/04/2019	Open	Leon De Asis	\$2,000.00
431890	06/04/2019	Open	Leticia Altamirano	\$205.45
431891	06/04/2019	Open	Life Assist	\$1,343.63
431892	06/04/2019	Open	Manuel Perrien	\$100.00
431893	06/04/2019	Open	Maria Teresa Heffington	\$100.00
431894	06/04/2019	Open	Mark Freedman	\$100.00
431895	06/04/2019	Open	Mark Putnam	\$100.00
431896	06/04/2019	Open	Martha Carvey Petty Cash Custodian	\$64.32
431897	06/04/2019	Open	Martin Persijn	\$100.00
431898	06/04/2019	Open	Matthew Maldonado	\$500.00
431899	06/04/2019	Open	Michael Groves	\$100.00
431900	06/04/2019	Open	Mission Uniform Service	\$470.82
431901	06/04/2019	Open	Monterey Coast Brewing Company	\$78.23
431902	06/04/2019	Open	Monterey County Peace Officers Assoc	\$125.00
431903	06/04/2019	Open	Monterey County The Herald	\$550.00
431904	06/04/2019	Open	Monterey County Weekly	\$1,650.00
431905	06/04/2019	Open	Monterey One Water	\$123.92
431906	06/04/2019	Open	Monterey Transfer and Storage Inc	\$390.00
431907	06/04/2019	Open	Motorola Solutions, Inc	\$2,041.75
431908	06/04/2019	Open	Mountain Mike's Pizza	\$99.38
431909	06/04/2019	Open	MWI Veterinary Supply Company	\$372.00
431910	06/04/2019	Open	Napa Auto Parts	\$223.86
431911	06/04/2019	Open	Natividad Medical Center	\$155.00
431912	06/04/2019	Open	Neil Herrier	\$100.00
431913	06/04/2019	Open	Norcliff Wiley	\$100.00
431914	06/04/2019	Open	Northridge Owner, L.P.	\$1,500.00
431915	06/04/2019	Open	Office Depot Business Service Division	\$2,618.98
431916	06/04/2019	Open	Old American Incorporated	\$1,536.00
431917	06/04/2019	Open	One Workplace L Ferrari, LLC dba Peninsula Busines	\$1,900.26
431918	06/04/2019	Open	OverDrive, Inc.	\$12,042.50
431919	06/04/2019	Open	Pacific Gas and Electric Company	\$2,126.99
431920	06/04/2019	Open	Pacific Products and Services LLC	\$3,113.83

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431921	06/04/2019	Open	Patania Masonry	\$13,225.00
431922	06/04/2019	Open	Pedro C Estrada Db a Estrada Janitorial Service	\$2,470.00
431923	06/04/2019	Open	Pinnacle Medical Group Inc	\$735.00
431924	06/04/2019	Open	Quality Water Enterprises	\$428.56
431925	06/04/2019	Open	Race Forward	\$4,000.00
431926	06/04/2019	Open	Ray Corpuz	\$38.63
431927	06/04/2019	Open	RDO Equipment Company	\$1,928.00
431928	06/04/2019	Open	Recorded Books	\$56.90
431929	06/04/2019	Open	Regents of the Univ of Calif dba UC Berkeley	\$36.00
431930	06/04/2019	Open	Republic Services of Salinas	\$577.21
431931	06/04/2019	Open	Rexel USA, Inc dba Platt Electric Supply	\$5.24
431932	06/04/2019	Open	Richard Maldonado	\$100.00
431933	06/04/2019	Open	Ricky Williams	\$100.00
431934	06/04/2019	Open	Robert Eggers	\$100.00
431935	06/04/2019	Open	Robert Eggleston	\$100.00
431936	06/04/2019	Open	S & L Investments dba Salinas Valley ProSquad	\$294.93
431937	06/04/2019	Open	Salinas Urgent Care Doctors On Duty	\$706.09
431938	06/04/2019	Open	Scott Tyler	\$100.00
431939	06/04/2019	Open	Serco Inc.	\$48,546.69
431940	06/04/2019	Open	Sheldon Bryan	\$100.00
431941	06/04/2019	Open	Simon Jimenez	\$100.00
431942	06/04/2019	Open	Smart and Final Iris	\$328.28
431943	06/04/2019	Open	Smith and Enright Landscaping	\$13,247.03
431944	06/04/2019	Open	State of California Dept of Cosumer Affairs	\$75.00
431945	06/04/2019	Open	State of California Dept of Cosumer Affairs	\$75.00
431946	06/04/2019	Open	Steven Furtado	\$100.00
431947	06/04/2019	Open	Summit Uniform	\$326.66
431948	06/04/2019	Open	Suzanne Cottle-Gavalla	\$107.96
431949	06/04/2019	Open	Target Pest Control	\$595.00
431950	06/04/2019	Open	Terry Gerhardstein	\$100.00
431951	06/04/2019	Open	The Bank Of New York Mellon	\$250.00
431952	06/04/2019	Open	Thomas Luzod	\$100.00
431953	06/04/2019	Open	Todd Swinscoe	\$100.00
431954	06/04/2019	Open	Tracy Molfino	\$100.00
431955	06/04/2019	Open	Tri County Fire Protection	\$490.00
431956	06/04/2019	Open	United Parcel Service	\$39.51
431957	06/04/2019	Open	US Post Office	\$800.00
431958	06/04/2019	Open	Val's Plumbing & Heating Inc	\$302.37
431959	06/04/2019	Open	Valley Center Bowl	\$109.54
431960	06/04/2019	Open	Verizon Wireless	\$1,922.29
431961	06/04/2019	Open	Verizon Wireless	\$2,377.35

# City of Salinas

## Check Report 431757-431977

From Payment Date: 5/31/2019 - To Payment Date: 6/4/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431962	06/04/2019	Open	Verizon Wireless	\$420.00
431963	06/04/2019	Open	Verizon Wireless	\$575.05
431964	06/04/2019	Open	Verizon Wireless	\$266.88
431965	06/04/2019	Open	Vicky Burnett	\$100.00
431966	06/04/2019	Open	Victoria Gray	\$100.00
431967	06/04/2019	Open	VSS International, Inc	\$981,747.34
431968	06/04/2019	Open	W W Grainger Inc	\$636.61
431969	06/04/2019	Open	Wallace Group A California Corporation	\$21,505.79
431970	06/04/2019	Open	Walmart Community BRC	\$685.44
431971	06/04/2019	Open	Wayne Vance	\$100.00
431972	06/04/2019	Open	Wendy J. Dippold dba Capitol Electronic Reporting	\$63.25
431973	06/04/2019	Open	Zachary Linnane	\$395.00
431974	06/04/2019	Open	Candice Robertson	\$75.00
431975	06/04/2019	Open	Laurie Mercado	\$30.00
431976	06/04/2019	Open	Luna Pritchette	\$164.00
431977	06/04/2019	Open	Rosa Navarro	\$50.00
Type Check Totals:				\$1,286,514.64
General Account - General Account Totals				

# City of Salinas

## Claim Check Report 431978-432157

From Payment Date: 6/5/2019 - To Payment Date: 6/11/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
431978	06/05/2019	Open	Alco Water	\$11,826.34
431979	06/05/2019	Open	Government Financial Solutions Inc	\$2,975.00
431980	06/06/2019	Open	101 Trailer Sales	\$8,601.26
431981	06/11/2019	Open	Chris Callihan	\$88.72
431982	06/11/2019	Open	Don Reynolds	\$140.48
431983	06/11/2019	Open	Doyle McFarland	\$34.00
431984	06/11/2019	Open	James Godwin	\$76.01
431985	06/11/2019	Open	Justin Heckman	\$74.00
431986	06/11/2019	Open	Lorenzo Sanchez	\$14.25
431987	06/11/2019	Open	Maria Avila	\$338.69
431988	06/11/2019	Open	Michael Muscutt	\$153.00
431989	06/11/2019	Open	Robert Durst	\$153.00
431990	06/11/2019	Open	Ruben Sanchez	\$173.27
431991	06/11/2019	Open	Teresa Kistler	\$14.25
431992	06/11/2019	Open	Adolfo Lopez	\$12.00
431993	06/11/2019	Open	Gabriel Carvey	\$153.00
431994	06/11/2019	Open	Oscar Dydasco	\$153.00
431995	06/11/2019	Open	Steven Hoyte	\$153.00
431996	06/11/2019	Open	Alhambra and Sierra Spring DS Waters of America LP	\$150.37
431997	06/11/2019	Open	Alhambra and Sierra Spring DS Waters of America LP	\$111.44
431998	06/11/2019	Open	Amazon.Com	\$2,566.28
431999	06/11/2019	Open	American Supply Company	\$4,663.25
432000	06/11/2019	Open	Amorim Enterprises Inc dba Pizza Factory	\$72.04
432001	06/11/2019	Open	Attention 2 Detail	\$250.00
432002	06/11/2019	Open	Automotive and Industrial	\$197.27
432003	06/11/2019	Open	AutoZone West Inc	\$34.46
432004	06/11/2019	Open	Beacon Integrated Professionals Resources Inc	\$213.78
432005	06/11/2019	Open	Bear Electrical Solutions Inc	\$2,070.50
432006	06/11/2019	Open	Bearing Engineering Company	\$176.05
432007	06/11/2019	Open	Bridgestone Americas, Inc dba Bridgestone America	\$3,765.95
432008	06/11/2019	Open	California Surveying Drafting Supply	\$2,305.00
432009	06/11/2019	Open	California Towing and Transport	\$50.00
432010	06/11/2019	Open	California Water Service	\$396.44
432011	06/11/2019	Open	Carlos A Esquivel DbA Jacobs Maintenance Services	\$9,110.00
432012	06/11/2019	Open	Casey Printing Inc	\$3,726.52
432013	06/11/2019	Open	CDW-G	\$20,962.70
432014	06/11/2019	Open	Central Coast Federal Credit Union	\$2,100.00
432015	06/11/2019	Open	Charlie D. Zarza	\$247.00
432016	06/11/2019	Open	Christopher Knapp	\$285.00



# City of Salinas

## Claim Check Report 431978-432157

From Payment Date: 6/5/2019 - To Payment Date: 6/11/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
432017	06/11/2019	Open	Cintas	\$2,427.09
432018	06/11/2019	Open	Coast Automotive Warehouse Inc	\$57.44
432019	06/11/2019	Open	Collin Mitchell	\$285.00
432020	06/11/2019	Open	Comcast (Business)	\$353.40
432021	06/11/2019	Open	Comcast (Business)	\$106.23
432022	06/11/2019	Open	CorVel Corporation Inc dba CorVel Enterprise Compa	\$17,528.41
432023	06/11/2019	Open	CPS HR Consulting	\$280.00
432024	06/11/2019	Open	Daniele Brothers Inc dba Dales Glass Shop	\$15,843.77
432025	06/11/2019	Open	Dataflow Business Systems Inc	\$360.75
432026	06/11/2019	Open	Della Mora Heating and Sheet Metal and Air Condi	\$1,888.89
432027	06/11/2019	Open	Demco	\$922.47
432028	06/11/2019	Open	Dennis Shea	\$250.00
432029	06/11/2019	Open	Department Of Justice	\$192.00
432030	06/11/2019	Open	Don Chapin Inc	\$2,959.44
432031	06/11/2019	Open	Donald B. Lauritson	\$1,250.00
432032	06/11/2019	Open	East Bay Tire Company	\$3,563.43
432033	06/11/2019	Open	Edilcia Perez dba Ella Fitness	\$360.75
432034	06/11/2019	Open	Edward P Mercurio Db	\$1,440.00
432035	06/11/2019	Open	En Pointe Technologies Sales LLC	\$3,509.30
432036	06/11/2019	Open	Enterprise Holdings, Inc dba Ean Services, Llc Ser	\$1,020.91
432037	06/11/2019	Open	Evident	\$648.95
432038	06/11/2019	Open	Fashion Streaks	\$3,015.32
432039	06/11/2019	Open	Fastenal Company	\$1,063.45
432040	06/11/2019	Open	First Alarm	\$210.00
432041	06/11/2019	Open	First Alarm Security and Patrol Inc	\$1,540.00
432042	06/11/2019	Open	Gold Star Motors dba Gold Star Buick GMC	\$2,780.64
432043	06/11/2019	Open	Goldfarb and Lipman	\$4,632.00
432044	06/11/2019	Open	Granite Construction Company	\$41,676.18
432045	06/11/2019	Open	Granite Rock Co	\$462.02
432046	06/11/2019	Open	Green Rubber Kennedy Ag	\$56.83
432047	06/11/2019	Open	Harris and Associates	\$5,690.00
432048	06/11/2019	Open	HD Supply White Cap Construction Supply	\$532.73
432049	06/11/2019	Open	Hijos Del Sol	\$2,500.00
432050	06/11/2019	Open	Hilda Garcia Petty Cash Custodian	\$50.00
432051	06/11/2019	Open	Humberto Hernandez dba H & H Electric	\$1,467.59
432052	06/11/2019	Open	ID Concepts LLC	\$573.56
432053	06/11/2019	Open	Ingram Book Company	\$3,765.00
432054	06/11/2019	Open	Interstate Battery System Inc	\$93.98
432055	06/11/2019	Open	Isaac Blum dba Integrated Armament Systems	\$14,901.70
432056	06/11/2019	Open	Janway Company USA, Inc dba Janway Company	\$649.28

# City of Salinas

## Claim Check Report 431978-432157

From Payment Date: 6/5/2019 - To Payment Date: 6/11/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
432057	06/11/2019	Open	Jesse And Evan Inc dba La Plaza Bakery	\$20.21
432058	06/11/2019	Open	Jocelyne Hernandez dba Showoff CA	\$399.04
432059	06/11/2019	Open	Jose Luis Corral dba Salinas Pizza	\$1,157.52
432060	06/11/2019	Open	Kaeser and Blair Inc	\$816.79
432061	06/11/2019	Open	Kimberly Kaye Osborne	\$225.00
432062	06/11/2019	Open	Kimley Horn And Assoc Inc	\$98,785.00
432063	06/11/2019	Open	Landset Engineers Inc	\$750.00
432064	06/11/2019	Open	Long Valley Leasing	\$4,430.83
432065	06/11/2019	Open	Martha Guizar	\$181.40
432066	06/11/2019	Open	Maxwell Products Inc	\$7,760.78
432067	06/11/2019	Open	McLaughlin Painting	\$4,144.24
432068	06/11/2019	Open	Midwest Tape, LLC dba Midwest Tape	\$25.77
432069	06/11/2019	Open	Miguel Lozoya Burciaga	\$2,695.00
432070	06/11/2019	Open	Mike Andresen	\$988.00
432071	06/11/2019	Open	MNS Engineers, Inc	\$4,412.75
432072	06/11/2019	Open	Monterey Bay Analytical Services, Inc	\$550.00
432073	06/11/2019	Open	Monterey Coast Brewing Company	\$157.46
432074	06/11/2019	Open	Monterey County District Attorney	\$13,400.00
432075	06/11/2019	Open	Monterey County Petroleum	\$9,899.78
432076	06/11/2019	Open	Monterey One Water	\$112,238.08
432077	06/11/2019	Open	Monterey Sanitary Supply Inc Altius Medical	\$499.83
432078	06/11/2019	Open	Monterey Transfer and Storage Inc	\$394.20
432079	06/11/2019	Open	Moore Iacofano Goltsman - MIG	\$13,357.50
432080	06/11/2019	Open	Mountain Mike's Pizza	\$68.00
432081	06/11/2019	Open	MP Express	\$1,833.42
432082	06/11/2019	Open	MSHD Partners, LLC dba West Coast Harley-Davidson	\$1,053.23
432083	06/11/2019	Open	Municipal Maintenance Equipment dba MME	\$13,746.91
432084	06/11/2019	Open	Napa Auto Parts	\$17.09
432085	06/11/2019	Open	National Emblem	\$222.14
432086	06/11/2019	Open	New Image Landscape Company	\$1,290.00
432087	06/11/2019	Open	Nutrien Ag Solutions, Inc	\$2,626.41
432088	06/11/2019	Open	Office Depot Business Service Division	\$5,693.92
432089	06/11/2019	Open	One Workplace L Ferrari, LLC dba Peninsula Busines	\$14,974.74
432090	06/11/2019	Open	Owen Equipment Sales	\$6,764.73
432091	06/11/2019	Open	Pacific Gas and Electric Company	\$1,196.86
432092	06/11/2019	Open	Pacific Truck Parts Inc	\$108.00
432093	06/11/2019	Open	Pedro C Estrada DbA Estrada Janitorial Service	\$9,195.00
432094	06/11/2019	Open	Petsmart	\$616.62
432095	06/11/2019	Open	PFM Group Consulting LLC	\$10,000.00
432096	06/11/2019	Open	Phavana Aramkul	\$307.11

# City of Salinas

## Claim Check Report 431978-432157

From Payment Date: 6/5/2019 - To Payment Date: 6/11/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
432097	06/11/2019	Open	Pinnacle Medical Group Inc	\$608.00
432098	06/11/2019	Open	Praxair	\$494.00
432099	06/11/2019	Open	Quality Water Enterprises	\$87.00
432100	06/11/2019	Open	Ramundsen Superior Holdings, LLC dba Superion LLC	\$2,501.67
432101	06/11/2019	Open	Ray Corpuz	\$135.02
432102	06/11/2019	Open	RDO Equipment Company	\$142.89
432103	06/11/2019	Open	RELX Inc. dba LexisNexis, Division of RELX Inc.	\$924.00
432104	06/11/2019	Open	Rev.com, Inc. dba Rev.com	\$391.50
432105	06/11/2019	Open	Rev.com, Inc. dba Rev.com	\$90.00
432106	06/11/2019	Open	Rexel USA, Inc dba Platt Electric Supply	\$5.24
432107	06/11/2019	Open	Russell Auria Pest Control Services	\$95.00
432108	06/11/2019	Open	Sable Computer Inc dba KIS	\$12,900.00
432109	06/11/2019	Open	Safety-Kleen Corp	\$3,722.94
432110	06/11/2019	Open	Salinas Custom Gate Company Inc	\$71.01
432111	06/11/2019	Open	Salinas Valley Ford Inc	\$144.76
432112	06/11/2019	Open	Salinas Valley Tourism And Visitors Bureau	\$10,000.00
432113	06/11/2019	Open	Same Day Shred	\$32.50
432114	06/11/2019	Open	San Diego Police Equipment Company	\$9,929.25
432115	06/11/2019	Open	Sean Valenzuela	\$375.00
432116	06/11/2019	Open	Serco Inc.	\$34,416.36
432117	06/11/2019	Open	Shaw HR Consulting Inc	\$1,207.40
432118	06/11/2019	Open	Shred-It US JV LLC dba Shred-It USA LLC	\$411.28
432119	06/11/2019	Open	SimActive Inc.	\$6,000.00
432120	06/11/2019	Open	Smart and Final Iris	\$905.29
432121	06/11/2019	Open	Smith and Enright Landscaping	\$81,792.90
432122	06/11/2019	Open	Smokey Key Service	\$1,662.30
432123	06/11/2019	Open	Snap-On Tools Corporation	\$5,312.59
432124	06/11/2019	Open	Snow Signs	\$1,742.08
432125	06/11/2019	Open	Special Services Group LLC	\$3,428.70
432126	06/11/2019	Open	Spin Art USA dba Whitehawk Manufacturing	\$1,264.02
432127	06/11/2019	Open	Star Tune	\$349.00
432128	06/11/2019	Open	Target Pest Control	\$125.00
432129	06/11/2019	Open	Tenacity Forensic Examination Services	\$10,787.44
432130	06/11/2019	Open	The DJ Booth	\$1,424.58
432131	06/11/2019	Open	The Ed Jones Company, Incorporated	\$572.01
432132	06/11/2019	Open	The Marketing Department Inc dba TMD Creative	\$450.65
432133	06/11/2019	Open	Tina La Perle	\$3,840.00
432134	06/11/2019	Open	Tracy Molfino	\$10,000.00
432135	06/11/2019	Open	Tri County Fire Protection	\$320.00
432136	06/11/2019	Open	Trowbridge Enterprises dba Palace Art and Office S	\$1,551.82
432137	06/11/2019	Open	United Parcel Service	\$41.90

# City of Salinas

## Claim Check Report 431978-432157

From Payment Date: 6/5/2019 - To Payment Date: 6/11/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
432138	06/11/2019	Open	United States Postal Service	\$2,406.50
432139	06/11/2019	Open	Uretsky Security	\$8,993.33
432140	06/11/2019	Open	V & S Auto Care, Inc. dba One Stop Auto Care	\$2,139.86
432141	06/11/2019	Open	Vals Plumbing and Heating Inc	\$1,038.65
432142	06/11/2019	Open	Verizon Wireless	\$253.36
432143	06/11/2019	Open	Verizon Wireless	\$2,832.12
432144	06/11/2019	Open	Verizon Wireless	\$1,115.14
432145	06/11/2019	Open	Verizon Wireless	\$11,682.15
432146	06/11/2019	Open	Veronica Tam And Associates Inc	\$7,029.00
432147	06/11/2019	Open	Voyager	\$991.14
432148	06/11/2019	Open	W W Grainger Inc	\$1,243.98
432149	06/11/2019	Open	W&M Marketing Group Inc dba B-Impressed Branding	\$5,814.54
432150	06/11/2019	Open	Water Tech	\$1,113.30
432151	06/11/2019	Open	Willdan Financial Services	\$12,642.50
432152	06/11/2019	Open	Williams Scotsman, Inc.	\$448.54
432153	06/11/2019	Open	Wingfoot Plastic Printing Services, Inc.	\$1,651.48
432154	06/11/2019	Open	Ercole and Michel Borgomini	\$279.04
432155	06/11/2019	Open	Gary Boyd	\$658.00
432156	06/11/2019	Open	Melissa Chavarria	\$65.00
432157	06/11/2019	Open	Monterey Symphony	\$1,058.58
Type Check Totals:				\$840,210.50
General Account - General Account Totals				



## Legislation Text

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File #: ID#19-318, Version: 1

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### Ordinance Regulating Noise and Amplified Sound

Adopt an Ordinance establishing regulations on noise and amplified sound and imposing penalties and fines, including costs for multiple responses, on those responsible for the noise or amplified sound violations.  
(Second Reading)



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 4, 2019

**DEPARTMENT:** OFFICE OF THE CITY ATTORNEY

**FROM:** CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

**TITLE:** ORDINANCE PROHIBITING DISTURBING OR  
UNREASONABLY LOUD NOISES AND IMPOSING  
LIMITATIONS ON SOUND AMPLIFICATION

**RECOMMENDATION MOTION:**

A motion to adopt an ordinance updating the City's noise control regulations and limitations on sound amplification.

**RECOMMENDATION:**

It is recommended that the City Council adopt the proposed ordinance.

**EXECUTIVE SUMMARY:**

This item was originally considered and introduced by the City Council on April 16, 2019; however, due to an absence the City Council was unable to unanimously adopt the then-proposed ordinance thereby necessitating a second reading. Following the April 16, 2019, City Council meeting, Council member Davis raised two additional issues for consideration: (1) whether the fines for violations of the ordinance could be increased and (2) whether a "social host" component could be incorporated to hold property owners or parents, for example, liable for the violations committed by their tenants or children, respectively. This proposed ordinance addresses both of those additional issues and incorporates revisions to the originally proposed ordinance. Consequently, this proposed ordinance will require either adoption by the unanimous approval of the City Council or an introduction and then adoption at a subsequent City Council meeting.

During the April 16, 2019, City Council meeting, the Council members raised a concern regarding the use of agricultural equipment and the time limits imposed on such operations in the originally proposed ordinance. At the request of the City Council the time restriction on agricultural operations [Section 5-09.03, subsection (c)] has been removed. This will allow unrestricted use of agricultural equipment regardless of the hour of day. Additionally, at the City Council's request, the time periods applicable to noise regulations were made consistent: 7:00 A.M. and 10:00 P.M.

This proposed ordinance adds two articles to the Salinas Municipal Code regarding noise and sound amplification. This ordinance prohibits all noises which are disturbing or unreasonably loud. It strikes a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. If a noise exceeds the standards set in the ordinance, the violation constitutes a nuisance which will be subject to abatement. The ordinance also establishes regulations on sound-amplification and imposes on both (noise violations and sound amplification violations) penalties and costs incurred for multiple responses by the City to violations.

#### DISCUSSION:

Council members Barrera, De La Rosa, and Davis have regularly raised concerns regarding loud parties in neighborhoods within their districts. These parties sometimes include live music or amplified music which disturbs the peace and the quiet of the residents, thereby creating nuisances for those who reside in or around those neighborhoods. The current noise ordinance has been in effect for some time and does not provide clear guidance as to what noises are acceptable and what noises are not acceptable. This can be problematic for effective enforcement by the Salinas Police Department and the Code Enforcement Division.

The proposed ordinance does not measure noise on a decibel level basis, but rather on what is acceptable to a reasonable person of normal sensitivity. In doing so, “noise disturbances” are prohibited under the ordinance, meaning noises which (a) endanger or injure the safety or health of human beings or animals or (b) annoys or disturbs reasonable persons of normal sensitivities or (c) endangers or injures persons or real property or (d) violates specific provisions of the ordinance. Specific examples of acceptable and unacceptable noises are provided in the ordinance to provide guidance including noise levels for residential devices (e.g., yard equipment, televisions, and radios), animals, and power tools and other machinery. Generally, the ordinance prohibits certain excessive noise between the hours of 10:00 P.M. and 7:00 A.M.

Given the need sometimes for multiple responses to noise complaints, the ordinance incorporates penalties for those instances when City personnel response multiple times to the same location for the same or similar violation: in addition to penalties and sanctions otherwise imposed pursuant to the ordinance, the City may recover from the person violating the ordinance its costs incurred for multiple responses within a twelve-hour period for the same noise violation.

To address the two additional issues raised by Council member Davis, the ordinance sets the penalties at \$250 for the first violation, \$500, for the second violation, and \$1000 for the third violation, as defined in the ordinance. This would be in addition, for example, to costs and expenses incurred for multiple responses to the same location with a defined period of time for the same violation. The Council has discretion to impose higher fines for violations of this ordinance, however, the proposed fines are consistent with the fines imposed for similar violations. And, as



the Municipal Code is further updated, the fines for various violations of the Municipal Code can be brought into greater alignment. In response to the second additional issue (“social host” accountability”) the ordinance has a provision making clear that in addition to the person causing the violation, others may be held jointly and severally liable if they know or should have known of the noise disturbance. It will not be a defense to a violation of this ordinance for a person to assert that some other person causes the noise violation to occur.

The ordinance also includes restrictions on the use of sound amplification equipment and sound trucks.

#### CEQA CONSIDERATION:

The action of adopting the proposed ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

#### STRATEGIC PLAN INITIATIVE:

The City Council’s adoption of the proposed ordinance supports the City Council’s goals and objectives of improving the Quality of Life for all of its residents and promoting a Safe and Livable Community (2016-2019 Strategic Plan).

#### FISCAL AND SUSTAINABILITY IMPACT:

The City Council’s adoption of the proposed ordinance would not have an impact on the City’s General Fund, Measure E, or Measure G.

#### DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments including Community Development (Planning, Building, and Code Enforcement), Police Department, Fire Department, and City Attorney’s Office.

#### ATTACHMENTS:

Proposed Ordinance

**ORDINANCE NO. \_\_\_\_\_ (N.C.S.)**

**AN ORDINANCE PROHIBITING DISTURBING OR UNREASONABLY LOUD  
NOISES AND IMPOSING LIMITATIONS ON SOUND AMPLIFICATION**

*City Attorney Impartial Analysis*

*This Ordinance prohibit all noises which are disturbing or unreasonably loud and declares such noises to be nuisances subject to abatement. It strikes a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. To those ends, The Ordinance also proscribes regulations on sound-amplification and imposes on both penalties and costs incurred for multiple responses by the City to violations.*

WHEREAS, noise is recognized by federal, state, and local governments as jeopardizing the public health and welfare if it is excessive; and

WHEREAS, local governmental entities may regulate excessive noise within their jurisdictions to protect the general welfare (California Constitution, Article XI, Sec. 7) as long as those regulations do not infringe on constitutional or preemptive rights; and

WHEREAS, ordinances that prohibit noise characterized as “loud, unnecessary, and unusual” or “which disturbs or tends to disturb the peace or good order” have been upheld as constitutional prohibitions; and

WHEREAS, in establishing noise regulations the United States Congress found that inadequately controlled noise presents a growing danger to the health and welfare of the nation’s population, particularly in urban areas (42 U.S.C. 4901); and

WHEREAS, in establishing the Noise Control Act, the California Legislature found and declared that (1) excessive noise is a serious hazard to the public health and welfare, (2) exposure to certain levels of noise can result in physiological, psychological, and economic damage, (3) there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas, and (4) all Californians are entitled to a peaceful and quiet environment without the intrusion of noise

which may be hazardous to their health or welfare (California Health and Safety Code Section 46000); and

WHEREAS, under the Noise Control Act individual cities are given the authority to set strict rules for noise reduction and to enforce them as necessary; and

WHEREAS, under California law, any person who maliciously or willfully disturbs another person by loud or unreasonable noise may be punished by up to ninety (90) days in jail, a fine up to \$400, or both (California Penal Code Section 415(2)); and

WHEREAS, the city of Salinas is a mostly-urbanized and developed community, with residential units in close proximity to one another and, in some areas, with commercial areas adjoining residential areas; and

WHEREAS, the Salinas City Council finds that this ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3).

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

**SECTION 1.** Chapter 21A of the Salinas Municipal Code is hereby repealed in its entirety.

**SECTION 2.** Article IXA is hereby added to Chapter 5 of the Salinas Municipal Code and will read as follows:

**Article IXA. Disturbing the Peace; Noise.**

Sec. 5-09.01. Disturbing the peace prohibited; Purpose and Intent of Article.

It is the intent of this article to prohibit all noises which are disturbing or unreasonably loud. The purpose of this article is to strike a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. To those ends, no person shall disturb the peace, quiet, and comfort of any neighborhood by creating therein any disturbing or unreasonably loud noise.

Sec. 5-09.02. Prohibited Noises—General Standard.

Unless otherwise permitted in this article, it shall be unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, or permit or allow to be made or continued any noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to a reasonable person of normal sensitivity in the area.

“Noise disturbance,” for purposes of this article means any sound which (a) endangers or injures the safety or health of human beings or animals or (b) annoys or disturbs reasonable persons of normal sensitivities or (c) endangers or injures persons or real property or (d) violates the factors set forth in this section.

Except as may otherwise be specifically permitted in this Municipal Code, no permit shall be issued for any activity that may violate this section.

When considering whether a noise, sound, or vibration is unreasonable within the meaning of this section, the following factors shall be taken into consideration:

- (a) The volume and the intensity of the noise, particularly as it is experienced within a residence or a place of business;
- (b) Whether the noise is prolonged and continuous;
- (c) How the noise contrasts with the ambient noise level;
- (d) The proximity of the noise source to residential and to commercial uses;
- (e) The time of day;
- (f) The anticipated duration of the noise;
- (g) Whether the noise is natural or unnatural; and
- (h) Any other relevant circumstances or conditions.

#### Sec. 5-09.03. Prohibited Noises—Specific Examples.

Notwithstanding any other provision of this article, the following acts and the causing or the permitting thereof, are declared to be in violation of this article:

- (a) Residential devices: Yard supplies, radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or the playing of devices necessary and commonly associated with residential living. Such noise includes, but is not limited to, noise created by power mowers, trimmers, home appliances (radios and televisions), musical

instruments, home workshops, vehicle repairs and testing, home construction projects, or similar devices or activities which produces or reproduces sound. Noise generated from residential devices between the hours of 10:00 P.M. and 7:00 A.M. in such a manner as to create a noise disturbance across a residential or a commercial property line or at any time to violate the provisions of this section.

(b) Speakers; Amplified sounds. Using or operating for any purpose any speaker, speaker system, or similar device between the hours of 10:00 P.M. and 7:00 A.M., such that the sound therefrom creates a noise disturbance across a residential property line, or at any time otherwise violates the provisions of this section, except for any noncommercial public speaking, public assembly, or other activity or activity for which a permit has been issued pursuant to the provisions of this Code.

(c) Animals. Owning or possessing any animal (including a bird) which frequently or for long duration, howls, barks, meows, squawks, or makes other sounds which create a noise disturbance across a residential or a commercial property line.

(d) Loading and Unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10:00 P.M. and 7:00 A.M. in such a manner as to cause a noise disturbance across a residential property line or at any time otherwise violate the provisions of this section.

(e) Emergency Signaling Devices. The intentional sounding or permitting the sounding outdoors of any fire, burglar, or similar emergency signaling device, except for emergency purposes or testing. Sounding or permitting the sounding of any exterior burglar or fire alarm or any motor vehicle alarm, unless such alarm is terminated within thirty (30) minutes of activation.

(f) Domestic power tools, machinery. Operating or permitting the operation of any mechanically-powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between the hours of 10:00 P.M. and 7:00 A.M. so as to create a noise disturbance across a residential or a commercial property line.

#### Sec. 5-09.03. Exemptions.

The following shall be exempt from the provisions of this article:



(a) Noise created by and emanating from equipment operated in the public interest or for emergency or safety purposes. Such equipment includes, but is not limited to, sirens, street sweepers, wood-chippers, garbage trucks, or public utility equipment.

(b) Testing of the complete emergency signaling system, including the functioning of the signaling device, between the hours of 7:00 A.M. and 10:00 P.M., not more than once during a calendar month. In no case shall such test exceed sixty (60) seconds.

(c) Agricultural operations. All mechanical devices or equipment associated with agricultural operations conducted on agricultural property.

(d) Federal or State Preempted Activities. Any other activity to the extent regulation thereof has been preempted by state or federal law.

Sec. 5-09.04. Enforcement; Penalties; Declaration of Nuisance; Joint and Several Responsibility.

(a) A violation of this article shall be a public nuisance and may be abated by the City Attorney.

(b) Any violation of the provisions of this article shall be an infraction or subject to administrative citation, at the discretion of the City Attorney. Each hour such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(1) The first violation of this article shall be subject to a fine of \$250.00.

(2) The second violation of this article during a twelve-month period shall be subject to a fine of \$500.00.

(3) The third and subsequent violations of this article during a twelve-month period shall be subject to a fine of \$1,000.00

(4) Joint and Several Responsibility. In addition to the person causing the violation of this article, the owner, tenant, or lessee of property, or a manager or agent, or any other person lawfully entitled to possess the property from which the offending sound is emitted at the time the offending sound is emitted, shall be responsible for compliance with this article if the additional responsible party knows or should have known of the violating noise disturbance. It shall not be a lawful defense to assert that some other person caused the sound violation. The lawful possessor or operator of the premises shall be responsible for operating or maintaining the premises in compliance with this article and may be cited regardless of whether or not the person actually

causing the sound is also cited. Notwithstanding the foregoing, an owner, manager, or agent of property from which the violating sound is emitted and who does not reside on such property shall not be cited for violation of the provisions of this article unless such owner, manager, or agent has previously been informed in writing by a representative of the City of the existence of a violating noise disturbance on the property, and such disturbance continues or occurs again.

#### Sec. 5-09.05. Charging for Responses.

(a) In addition to any fines or penalties which may otherwise be levied by the city pursuant to this article, the city shall be entitled to recover from any person found to be in violation of any provision of this article (responsible party), the city's full response costs incurred for each subsequent response within the twelve hour period following the first response.

(b) For purposes of this article, the term "response costs" means those reasonable and necessary costs directly incurred by the city for a response under this article and will include the cost of providing police, fire, and/or other emergency response services to include, but not limited to:

- (1) Salaries and benefits of law enforcement and/or emergency personnel for the full amount of time spent responding to, remaining at, or otherwise dealing with such gatherings, and the administrative costs attributable to such responses;
- (2) The cost of any medical treatment to or for any law enforcement personnel and/or emergency personnel injured while responding to, remaining at, or leaving the scene of a violation of this article; and
- (3) The cost of repairing any city equipment or property damaged and the cost of the use of any such equipment used in responding to, remaining at, or leaving the scene of a violation of this article.

(c) The city's response costs will be deemed a debt owed to the city which may be recovered by the city in a civil action. In addition to any response costs which the city may recover, in the event the city brings a civil action to enforce the provisions of this section and to recover its response costs, the city may be entitled to recover its attorney fees and costs incurred in the action if the city prevails.

(d) The bill of charges will be served upon the responsible party(ies) within thirty days after the last response. The bill of charges must be paid within thirty days of the date of such bill.

(e) The total amount of the response charge will be deemed to be a civil debt to the City and the Finance Director and the City Attorney may take such action to recover the costs as the City is authorized to do by law for the recovery of a civil debt. If the City is obliged to initiate litigation or other proceedings authorized by this section to recover this debt, the responsible party(ies) will also be responsible for costs of suit, attorney fees, and costs of collection, in addition to the response costs.

(f) The bill of charges and any other notices required by this section will be served upon the responsible party(ies) in accordance with the service procedures established in this Code. If the responsible party(ies) has no last known business or residence address, then the scene of the disturbance will be deemed to be the proper address for service of notice.

(g) The bill of charges will include a notice of the right of the person being charged to request a determination by the City to dispute the imposition of a response charge or the amount of the charge. Any request for a determination to dispute the imposition of a response charge or the amount of the charge must be in writing and must be received by the City Clerk within ten days of the date of service of the bill of charges. The City Manager will designate an individual to hear and to rule upon such requests. The decision of the designated City official will be final.

**SECTION 3.** Article IXB is hereby added to Chapter 5 of the Salinas Municipal Code and will read as follows:

Article IXB. Sound Amplification.

Sec. 5-09.06. Restrictions on Use of Sound Amplifying Equipment and Sound Trucks.

(a) No person shall use or cause to be used any sound amplifying device or equipment at any place in the city, whether on public property or private property, except in accordance with subdivision (b) of this section.

(b) Sound amplifying equipment and sound trucks:

(1) Shall only be used to produce music or human speech, or both.

(2) Shall not be emitted near hospitals, churches, schools, courthouses, or City facilities in a manner that unreasonably disrupts, obstructs, impairs, or interferes with the normal use and operation of such facilities for their intended purposes.

(3) Shall be operated at a volume of sound that is not unreasonably loud, raucous, jarring, disturbing, or a nuisance to reasonable persons of normal sensitivities within the range of audibility, considering the factors set forth in section 5-09.02 of this Code.

(4) Shall be operated in a manner that directs sound, to the extent feasible, toward open unoccupied space and away from residential uses.

(5) Shall not be used between the hours of 10:00 P.M. and 7:00 A.M.

Sec. 5-09.07. Exceptions.

This article shall not be construed to apply to the use of sound amplifying equipment or devices under the following circumstances:

(a) Sound amplification equipment or devices used on privately owned property, whether indoors or outdoors, where the sound produced does not carry beyond the property line or does not unreasonably disturb any person outside the property where the sound is generated.

(b) Sound amplification equipment or devices used in conformity with a special event permit issued by the City.

(c) Radios, stereo systems, televisions, and other similar audio equipment, wherever used, when the volume does not exceed the volume of normal conversational speech.

(d) Sound amplification equipment or devices used on emergency vehicles or by government employees in connection with any activity undertaken for the protection of the public health or safety.

Sec. 5-09.08. Sound amplification from aircraft.

No person shall operate or permit to be operated any sound-amplification equipment from any aircraft in or over the city of Salinas for any purpose, except that law enforcement agencies are specifically exempt from the provisions of this section.

Sec. 5-09.08. Enforcement; Penalties; Declaration of Nuisance; Joint and Several Responsibility.

(a) A violation of this article shall be a public nuisance and may be abated by the City Attorney.

(b) Any violation of the provisions of this article shall be an infraction or subject to administrative citation, at the discretion of the City Attorney. Each hour such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(1) The first violation of this article shall be subject to a fine of \$250.00.

(2) The second violation of this article during a twelve-month period shall be subject to a fine of \$500.00.

(3) The third and subsequent violations of this article during a twelve-month period shall be subject to a fine of \$1,000.00

**SECTION 4. Severability.** If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

**SECTION 5. Effective Date.** This Ordinance will take effect thirty (30) days from and after its adoption.

**SECTION 6. California Environmental Quality Act.** This ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

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Joe Gunter, Mayor

ATTEST:

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Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

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Christopher A. Callihan, City Attorney





## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 4, 2019

**DEPARTMENT:** OFFICE OF THE CITY ATTORNEY

**FROM:** CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

**TITLE:** ORDINANCE PROHIBITING DISTURBING OR  
UNREASONABLY LOUD NOISES AND IMPOSING  
LIMITATIONS ON SOUND AMPLIFICATION

**RECOMMENDATION MOTION:**

A motion to adopt an ordinance updating the City's noise control regulations and limitations on sound amplification.

**RECOMMENDATION:**

It is recommended that the City Council adopt the proposed ordinance.

**EXECUTIVE SUMMARY:**

This item was originally considered and introduced by the City Council on April 16, 2019; however, due to an absence the City Council was unable to unanimously adopt the then-proposed ordinance thereby necessitating a second reading. Following the April 16, 2019, City Council meeting, Council member Davis raised two additional issues for consideration: (1) whether the fines for violations of the ordinance could be increased and (2) whether a "social host" component could be incorporated to hold property owners or parents, for example, liable for the violations committed by their tenants or children, respectively. This proposed ordinance addresses both of those additional issues and incorporates revisions to the originally proposed ordinance. Consequently, this proposed ordinance will require either adoption by the unanimous approval of the City Council or an introduction and then adoption at a subsequent City Council meeting.

During the April 16, 2019, City Council meeting, the Council members raised a concern regarding the use of agricultural equipment and the time limits imposed on such operations in the originally proposed ordinance. At the request of the City Council the time restriction on agricultural operations [Section 5-09.03, subsection (c)] has been removed. This will allow unrestricted use of agricultural equipment regardless of the hour of day. Additionally, at the City Council's request, the time periods applicable to noise regulations were made consistent: 7:00 A.M. and 10:00 P.M.

This proposed ordinance adds two articles to the Salinas Municipal Code regarding noise and sound amplification. This ordinance prohibits all noises which are disturbing or unreasonably loud. It strikes a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. If a noise exceeds the standards set in the ordinance, the violation constitutes a nuisance which will be subject to abatement. The ordinance also establishes regulations on sound-amplification and imposes on both (noise violations and sound amplification violations) penalties and costs incurred for multiple responses by the City to violations.

#### DISCUSSION:

Council members Barrera, De La Rosa, and Davis have regularly raised concerns regarding loud parties in neighborhoods within their districts. These parties sometimes include live music or amplified music which disturbs the peace and the quiet of the residents, thereby creating nuisances for those who reside in or around those neighborhoods. The current noise ordinance has been in effect for some time and does not provide clear guidance as to what noises are acceptable and what noises are not acceptable. This can be problematic for effective enforcement by the Salinas Police Department and the Code Enforcement Division.

The proposed ordinance does not measure noise on a decibel level basis, but rather on what is acceptable to a reasonable person of normal sensitivity. In doing so, “noise disturbances” are prohibited under the ordinance, meaning noises which (a) endanger or injure the safety or health of human beings or animals or (b) annoys or disturbs reasonable persons of normal sensitivities or (c) endangers or injures persons or real property or (d) violates specific provisions of the ordinance. Specific examples of acceptable and unacceptable noises are provided in the ordinance to provide guidance including noise levels for residential devices (e.g., yard equipment, televisions, and radios), animals, and power tools and other machinery. Generally, the ordinance prohibits certain excessive noise between the hours of 10:00 P.M. and 7:00 A.M.

Given the need sometimes for multiple responses to noise complaints, the ordinance incorporates penalties for those instances when City personnel response multiple times to the same location for the same or similar violation: in addition to penalties and sanctions otherwise imposed pursuant to the ordinance, the City may recover from the person violating the ordinance its costs incurred for multiple responses within a twelve-hour period for the same noise violation.

To address the two additional issues raised by Council member Davis, the ordinance sets the penalties at \$250 for the first violation, \$500, for the second violation, and \$1000 for the third violation, as defined in the ordinance. This would be in addition, for example, to costs and expenses incurred for multiple responses to the same location with a defined period of time for the same violation. The Council has discretion to impose higher fines for violations of this ordinance, however, the proposed fines are consistent with the fines imposed for similar violations. And, as

the Municipal Code is further updated, the fines for various violations of the Municipal Code can be brought into greater alignment. In response to the second additional issue (“social host” accountability”) the ordinance has a provision making clear that in addition to the person causing the violation, others may be held jointly and severally liable if they know or should have known of the noise disturbance. It will not be a defense to a violation of this ordinance for a person to assert that some other person causes the noise violation to occur.

The ordinance also includes restrictions on the use of sound amplification equipment and sound trucks.

#### CEQA CONSIDERATION:

The action of adopting the proposed ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

#### STRATEGIC PLAN INITIATIVE:

The City Council’s adoption of the proposed ordinance supports the City Council’s goals and objectives of improving the Quality of Life for all of its residents and promoting a Safe and Livable Community (2016-2019 Strategic Plan).

#### FISCAL AND SUSTAINABILITY IMPACT:

The City Council’s adoption of the proposed ordinance would not have an impact on the City’s General Fund, Measure E, or Measure G.

#### DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments including Community Development (Planning, Building, and Code Enforcement), Police Department, Fire Department, and City Attorney’s Office.

#### ATTACHMENTS:

Proposed Ordinance

**ORDINANCE NO. \_\_\_\_\_ (N.C.S.)**

**AN ORDINANCE PROHIBITING DISTURBING OR UNREASONABLY LOUD  
NOISES AND IMPOSING LIMITATIONS ON SOUND AMPLIFICATION**

*City Attorney Impartial Analysis*

*This Ordinance prohibit all noises which are disturbing or unreasonably loud and declares such noises to be nuisances subject to abatement. It strikes a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. To those ends, The Ordinance also proscribes regulations on sound-amplification and imposes on both penalties and costs incurred for multiple responses by the City to violations.*

WHEREAS, noise is recognized by federal, state, and local governments as jeopardizing the public health and welfare if it is excessive; and

WHEREAS, local governmental entities may regulate excessive noise within their jurisdictions to protect the general welfare (California Constitution, Article XI, Sec. 7) as long as those regulations do not infringe on constitutional or preemptive rights; and

WHEREAS, ordinances that prohibit noise characterized as “loud, unnecessary, and unusual” or “which disturbs or tends to disturb the peace or good order” have been upheld as constitutional prohibitions; and

WHEREAS, in establishing noise regulations the United States Congress found that inadequately controlled noise presents a growing danger to the health and welfare of the nation’s population, particularly in urban areas (42 U.S.C. 4901); and

WHEREAS, in establishing the Noise Control Act, the California Legislature found and declared that (1) excessive noise is a serious hazard to the public health and welfare, (2) exposure to certain levels of noise can result in physiological, psychological, and economic damage, (3) there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas, and (4) all Californians are entitled to a peaceful and quiet environment without the intrusion of noise

which may be hazardous to their health or welfare (California Health and Safety Code Section 46000); and

WHEREAS, under the Noise Control Act individual cities are given the authority to set strict rules for noise reduction and to enforce them as necessary; and

WHEREAS, under California law, any person who maliciously or willfully disturbs another person by loud or unreasonable noise may be punished by up to ninety (90) days in jail, a fine up to \$400, or both (California Penal Code Section 415(2); and

WHEREAS, the city of Salinas is a mostly-urbanized and developed community, with residential units in close proximity to one another and, in some areas, with commercial areas adjoining residential areas; and

WHEREAS, the Salinas City Council finds that this ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3).

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

**SECTION 1.** Chapter 21A of the Salinas Municipal Code is hereby repealed in its entirety.

**SECTION 2.** Article IXA is hereby added to Chapter 5 of the Salinas Municipal Code and will read as follows:

**Article IXA. Disturbing the Peace; Noise.**

Sec. 5-09.01. Disturbing the peace prohibited; Purpose and Intent of Article.

It is the intent of this article to prohibit all noises which are disturbing or unreasonably loud. The purpose of this article is to strike a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed in order to protect the comfort and the tranquility of all persons who live and work in the city. To those ends, no person shall disturb the peace, quiet, and comfort of any neighborhood by creating therein any disturbing or unreasonably loud noise.

Sec. 5-09.02. Prohibited Noises—General Standard.

Unless otherwise permitted in this article, it shall be unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, or permit or allow to be made or continued any noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to a reasonable person of normal sensitivity in the area.

“Noise disturbance,” for purposes of this article means any sound which (a) endangers or injures the safety or health of human beings or animals or (b) annoys or disturbs reasonable persons of normal sensitivities or (c) endangers or injures persons or real property or (d) violates the factors set forth in this section.

Except as may otherwise be specifically permitted in this Municipal Code, no permit shall be issued for any activity that may violate this section.

When considering whether a noise, sound, or vibration is unreasonable within the meaning of this section, the following factors shall be taken into consideration:

- (a) The volume and the intensity of the noise, particularly as it is experienced within a residence or a place of business;
- (b) Whether the noise is prolonged and continuous;
- (c) How the noise contrasts with the ambient noise level;
- (d) The proximity of the noise source to residential and to commercial uses;
- (e) The time of day;
- (f) The anticipated duration of the noise;
- (g) Whether the noise is natural or unnatural; and
- (h) Any other relevant circumstances or conditions.

#### Sec. 5-09.03. Prohibited Noises—Specific Examples.

Notwithstanding any other provision of this article, the following acts and the causing or the permitting thereof, are declared to be in violation of this article:

- (a) Residential devices: Yard supplies, radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or the playing of devices necessary and commonly associated with residential living. Such noise includes, but is not limited to, noise created by power mowers, trimmers, home appliances (radios and televisions), musical



instruments, home workshops, vehicle repairs and testing, home construction projects, or similar devices or activities which produces or reproduces sound. Noise generated from residential devices between the hours of 10:00 P.M. and 7:00 A.M. in such a manner as to create a noise disturbance across a residential or a commercial property line or at any time to violate the provisions of this section.

(b) Speakers; Amplified sounds. Using or operating for any purpose any speaker, speaker system, or similar device between the hours of 10:00 P.M. and 7:00 A.M., such that the sound therefrom creates a noise disturbance across a residential property line, or at any time otherwise violates the provisions of this section, except for any noncommercial public speaking, public assembly, or other activity or activity for which a permit has been issued pursuant to the provisions of this Code.

(c) Animals. Owning or possessing any animal (including a bird) which frequently or for long duration, howls, barks, meows, squawks, or makes other sounds which create a noise disturbance across a residential or a commercial property line.

(d) Loading and Unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10:00 P.M. and 7:00 A.M. in such a manner as to cause a noise disturbance across a residential property line or at any time otherwise violate the provisions of this section.

(e) Emergency Signaling Devices. The intentional sounding or permitting the sounding outdoors of any fire, burglar, or similar emergency signaling device, except for emergency purposes or testing. Sounding or permitting the sounding of any exterior burglar or fire alarm or any motor vehicle alarm, unless such alarm is terminated within thirty (30) minutes of activation.

(f) Domestic power tools, machinery. Operating or permitting the operation of any mechanically-powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between the hours of 10:00 P.M. and 7:00 A.M. so as to create a noise disturbance across a residential or a commercial property line.

#### Sec. 5-09.03. Exemptions.

The following shall be exempt from the provisions of this article:

(a) Noise created by and emanating from equipment operated in the public interest or for emergency or safety purposes. Such equipment includes, but is not limited to, sirens, street sweepers, wood-chippers, garbage trucks, or public utility equipment.

(b) Testing of the complete emergency signaling system, including the functioning of the signaling device, between the hours of 7:00 A.M. and 10:00 P.M., not more than once during a calendar month. In no case shall such test exceed sixty (60) seconds.

(c) Agricultural operations. All mechanical devices or equipment associated with agricultural operations conducted on agricultural property.

(d) Federal or State Preempted Activities. Any other activity to the extent regulation thereof has been preempted by state or federal law.

Sec. 5-09.04. Enforcement; Penalties; Declaration of Nuisance; Joint and Several Responsibility.

(a) A violation of this article shall be a public nuisance and may be abated by the City Attorney.

(b) Any violation of the provisions of this article shall be ~~a n infraction~~ misdemeanor or subject to administrative citation, at the discretion of the City Attorney. Each hour such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(1) The first violation of this article shall be subject to a fine of \$250.00.

(2) The second violation of this article during a twelve-month period shall be subject to a fine of \$500.00.

(3) The third and subsequent violations of this article during a twelve-month period shall be subject to a fine of \$1,000.00

(4) Joint and Several Responsibility. In addition to the person causing the violation of this article, the owner, tenant, or lessee of property, or a manager or agent, or any other person lawfully entitled to possess the property from which the offending sound is emitted at the time the offending sound is emitted, shall be responsible for compliance with this article if the additional responsible party knows or reasonably should have known of the violating noise disturbance. It shall not be a lawful defense to assert that some other person caused the sound violation. The lawful possessor or operator of the premises shall be responsible for operating or maintaining the premises in compliance with this article and may be cited regardless of whether or not the person actually

causing the sound is also cited. Notwithstanding the foregoing, an owner, manager, or agent of property from which the violating sound is emitted and who does not reside on such property shall not be cited for violation of the provisions of this article unless such owner, manager, or agent has previously been informed in writing by a representative of the City of the existence of a violating noise disturbance on the property, and such disturbance continues or occurs again.

#### Sec. 5-09.05. Charging for Responses.

(a) In addition to any fines or penalties which may otherwise be levied by the city pursuant to this article, the city shall be entitled to recover from any person found to be in violation of any provision of this article (responsible party), the city's full response costs incurred for each subsequent response within the twelve hour period following the first response.

(b) For purposes of this article, the term "response costs" means those reasonable and necessary costs directly incurred by the city for a response under this article and will include the cost of providing police, fire, and/or other emergency response services to include, but not limited to:

- (1) Salaries and benefits of law enforcement and/or emergency personnel for the full amount of time spent responding to, remaining at, or otherwise dealing with such gatherings, and the administrative costs attributable to such responses;
- (2) The cost of any medical treatment to or for any law enforcement personnel and/or emergency personnel injured while responding to, remaining at, or leaving the scene of a violation of this article; and
- (3) The cost of repairing any city equipment or property damaged and the cost of the use of any such equipment used in responding to, remaining at, or leaving the scene of a violation of this article.

(c) The city's response costs will be deemed a debt owed to the city which may be recovered by the city in a civil action. In addition to any response costs which the city may recover, in the event the city brings a civil action to enforce the provisions of this section and to recover its response costs, the city may be entitled to recover its attorney fees and costs incurred in the action if the city prevails.

(d) The bill of charges will be served upon the responsible party(ies) within thirty days after the last response. The bill of charges must be paid within thirty days of the date of such bill.

(e) The total amount of the response charge will be deemed to be a civil debt to the City and the Finance Director and the City Attorney may take such action to recover the costs as the City is authorized to do by law for the recovery of a civil debt. If the City is obliged to initiate litigation or other proceedings authorized by this section to recover this debt, the responsible party(ies) will also be responsible for costs of suit, attorney fees, and costs of collection, in addition to the response costs.

(f) The bill of charges and any other notices required by this section will be served upon the responsible party(ies) in accordance with the service procedures established in this Code. If the responsible party(ies) has no last known business or residence address, then the scene of the disturbance will be deemed to be the proper address for service of notice.

(g) The bill of charges will include a notice of the right of the person being charged to request a determination by the City to dispute the imposition of a response charge or the amount of the charge. Any request for a determination to dispute the imposition of a response charge or the amount of the charge must be in writing and must be received by the City Clerk within ten days of the date of service of the bill of charges. The City Manager will designate an individual to hear and to rule upon such requests. The decision of the designated City official will be final.

**SECTION 3.** Article IXB is hereby added to Chapter 5 of the Salinas Municipal Code and will read as follows:

Article IXB. Sound Amplification.

Sec. 5-09.06. Restrictions on Use of Sound Amplifying Equipment and Sound Trucks.

(a) No person shall use or cause to be used any sound amplifying device or equipment at any place in the city, whether on public property or private property, except in accordance with subdivision (b) of this section.

(b) Sound amplifying equipment and sound trucks:

(1) Shall only be used to produce music or human speech, or both.

(2) Shall not be emitted near hospitals, churches, schools, courthouses, or City facilities in a manner that unreasonably disrupts, obstructs, impairs, or interferes with the normal use and operation of such facilities for their intended purposes.

(3) Shall be operated at a volume of sound that is not unreasonably loud, raucous, jarring, disturbing, or a nuisance to reasonable persons of normal sensitivities within the range of audibility, considering the factors set forth in section 5-09.02 of this Code.

(4) Shall be operated in a manner that directs sound, to the extent feasible, toward open unoccupied space and away from residential uses.

(5) Shall not be used between the hours of 10:00 P.M. and 7:00 A.M.

Sec. 5-09.07. Exceptions.

This article shall not be construed to apply to the use of sound amplifying equipment or devices under the following circumstances:

(a) Sound amplification equipment or devices used on privately owned property, whether indoors or outdoors, where the sound produced does not carry beyond the property line or does not unreasonably disturb any person outside the property where the sound is generated.

(b) Sound amplification equipment or devices used in conformity with a special event permit issued by the City.

(c) Radios, stereo systems, televisions, and other similar audio equipment, wherever used, when the volume does not exceed the volume of normal conversational speech.

(d) Sound amplification equipment or devices used on emergency vehicles or by government employees in connection with any activity undertaken for the protection of the public health or safety.

Sec. 5-09.08. Sound amplification from aircraft.

No person shall operate or permit to be operated any sound-amplification equipment from any aircraft in or over the city of Salinas for any purpose, except that law enforcement agencies are specifically exempt from the provisions of this section.

Sec. 5-09.08. Enforcement; Penalties; Declaration of Nuisance; Joint and Several Responsibility.

(a) A violation of this article shall be a public nuisance and may be abated by the City Attorney.

(b) Any violation of the provisions of this article shall be an infraction or subject to administrative citation, at the discretion of the City Attorney. Each hour such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(1) The first violation of this article shall be subject to a fine of \$250.00.

(2) The second violation of this article during a twelve-month period shall be subject to a fine of \$500.00.

(3) The third and subsequent violations of this article during a twelve-month period shall be subject to a fine of \$1,000.00

**SECTION 4. Severability.** If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

**SECTION 5. Effective Date.** This Ordinance will take effect thirty (30) days from and after its adoption.

**SECTION 6. California Environmental Quality Act.** This ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

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Joe Gunter, Mayor

ATTEST:

---

Patricia M. Barajas, City Clerk



APPROVED AS TO FORM:

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Christopher A. Callihan, City Attorney



## Legislation Text

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File #: ID#19-265, Version: 1

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### **Data Analytics Software Grant Acceptance**

Approve a Resolution accepting the Western Fire Chief's Association Data Lab Grant for the deployment of a real-time data analytics dashboard for the Fire Department totaling \$32,000.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 18, 2019

**DEPARTMENT:** FIRE DEPARTMENT

**FROM:** PABLO BARRETO, FIRE CHIEF

**TITLE:** ACCEPTANCE OF WESTERN FIRE CHIEF'S ASSOCIATION  
GRANT FOR DATA ANALYTICS SOFTWARE

### **RECOMMENDED MOTION:**

A motion to approve a resolution accepting the Western Fire Chief's Association Data Lab Grant for the deployment of a real-time data analytics dashboard for the fire department totaling \$32,000.

### **RECOMMENDATION:**

Staff recommends that Council accept this grant to allow the fire department to proceed with acceptance of grant funding and enter into agreements with the grantor and technology vendor to commence the project.

### **EXECUTIVE SUMMARY:**

During past, recent, and current studies of the fire department, comprehensive data related to all aspects of fire department operations has been key to developing plans and recommendations for informed decision making. This grant opportunity affords the ability for fire department executive staff to capture, display, and interpret real-time data to aid in critical decisions related to resource deployment, staffing, budgeting, and future planning.

### **BACKGROUND:**

As highlighted by the Center for Public Safety Management (CPSM) and National Resource Network (NRN) reports, comprehensive data analytics is a key in decisions related to maximizing productivity and efficiency. This project facilitates the integration of response data from the 911 Computer-Aided Dispatch system (CAD), the National Fire Incident Reporting System (NFIRS), as well as the city's Geographic Information Systems (GIS), and other informational databases. Once data is integrated, analytic algorithms are applied to create a real-time display of fire department performance based on established metrics. This information is viewable in a dashboard format that is updated every minute.

#### 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).

#### STRATEGIC PLAN INITIATIVE:

This item supports the following City Council Goals:

- Safe, Livable Community
- Effective, Sustainable Government

#### DEPARTMENTAL COORDINATION:

This project requires coordination among several City departments including information systems, public works, finance, and community development, as well as County agencies such as emergency communications (911), information technology division, and geographic information systems.

#### FISCAL AND SUSTAINABILITY IMPACT:

Acceptance of the grant requires a one-time cost share from the City in the amount of \$4,500 and has been allocated as part of the FY-18/19 mid-year budget adjustment approved by Council. Funds are available in general fund fire administration program account 1000.45.4505-66.5800.

#### ATTACHMENTS:

Resolution  
Grant Award Notification  
Grant Acceptance Letter  
Vendor Agreement

**RESOLUTION NO. \_\_\_\_\_(N.C.S.)**

**A RESOLUTION AUTHORIZING A SOLE-SOURCE PROCUREMENT FOR A CAPITAL IMPROVEMENT PROJECT WITH WESTNET INCORPORATED**

**WHEREAS**, the Salinas Fire Department relies upon accurate and timely data for decision making related to emergency responses, resource deployment, and budgeting; and

**WHEREAS**, the Salinas Fire Department has applied for and received a grant award for the deployment of a data analytics software solution from the Western Fire Chiefs Association in the amount of \$32,000; and

**WHEREAS**, matching funds due from the City total \$4,500 and were approved by the City Council as part of the FY-2018/2019 mid-year budget adjustment; and

**WHEREAS**, matching funds are available in general fund fire administration budget #1000.45.4505-66.5800; and

**NOW, THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL** that the Salinas City Council approves the resolution and authorizes the Fire Chief to accept the award package and authorizes the expenditure of funds to not exceed \$4,500 out of the general fund fire administration budget for the cost match associated with the grant acceptance and execute the requisite vendor agreements for software and services.

**PASSED AND APPROVED** this 18th day of June, 2019 by the following vote:

AYES:

NOES:

ABSENT:

APPROVED:

\_\_\_\_\_  
Joe Gunter, Mayor

ATTEST:

\_\_\_\_\_  
Patricia M. Barajas, City Clerk

# WESTERN FIRE CHIEFS ASSOCIATION

Alaska | Arizona | California | Hawaii | Idaho | Montana | Nevada | Oregon | Utah | Washington | Western Pacific Islands

February 26, 2019

Sam Klemek, Fire Chief  
Salinas CA Fire Department  
65 W Alisal, Suite 210  
Salinas, CA 93901

Dear Chief Klemek,

Western Fire Chiefs Association (WFCA) is pleased to inform you that your application for a Data Analysis Software grant has been approved. Please review the expectations, terms and conditions of this grant as outlined below.

- 1. WFCA will transfer ownership of **a subscription to Intterra's Analytics & Incident Management Modules** for a period of one year (\$27,500 value). Your department will be responsible for **an initial \$4,500** software integration fee.
- 2. Access to the Fire Data Lab (FDL) is maintained via an Intterra subscription. Organizations are encouraged to budget **and plan for continuing a** subscription with Intterra. **WFCA has secured discounted pricing for future year subscriptions.**
- 3. Data collected from your Intterra subscription will be anonymized and used in the FDL, which you will have free access to as long as you are part of the FDL program.
- 4. Your Intterra Account Manager will guide your operational and technical teams through the onboarding process. Additional information about onboarding can be found [here](#).
- 5. You will receive communications about the FDL and upcoming/available tools directly from WFCA.

To accept these terms, **please have your organization's authorized representative and technical project lead sign and return one copy of** this letter along with the attached forms. If you have any questions please contact WFCA General Manager David Van Ballegooijen. We appreciate being able to provide you with this opportunity.

Sincerely,  
Jeff Tucker  
WFCA President

We certify that the organization named above accepts the terms outlined in this letter:

Authorized Representative	Date	Title
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Technical Project Lead	Date	Title
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Western Fire Chiefs Association <b>DATA ANALYSIS SOFTWARE AWARD</b>	Software Contract Number: TBD Modules: <u>Analytics &amp; Incident Management</u>
<b>RECIPIENT NAME</b> Salinas CA Fire Department	<b>PERIOD OF PERFORMANCE</b> TBD
<b>STREET ADDRESS</b> 65 W Alisal, Suite 210	<b>WFCA SHARE OF COST</b> \$27,500
<b>CITY, STATE ZIP</b> Salinas, CA 93901	<b>RECIPIENT SHARE OF COST</b> \$4,500
<b>EMPLOYER IDENTIFICATION NUMBER</b>	<b>TOTAL ESTIMATED COST</b> \$32,000
<p><b>By signing this form, the Recipient agrees to comply with the Award provisions checked below and attached. Upon acceptance by the Recipient, this form must be signed by an authorized representative of the Recipient and returned to the WFCA General Manager. If not signed and returned without modifications by the Recipient within 30 days of receipt, the WFCA General Manager may unilaterally withdraw this Award offer.</b></p> <p>X WFCA Award Notification</p> <p>X WFCA Award Conditions (this form)</p> <p>X Transfer of Ownership Form</p> <p>X Fire Data Lab Addendum</p> <p>X Intterra Terms of Use Agreement</p> <p>X Intterra Website Privacy Policy</p> <p>X Intterra End User License Agreement</p>	
<b>SIGNATURE OF WFCA General Manager:</b> David Van Ballegooijen	<b>DATE</b> 2/26/2019
PRINTED NAME, PRINTED TITLE, AND SIGNATURE OF <b>AUTHORIZED REPRESENTATIVE</b>	<b>DATE</b>
PRINTED NAME, PRINTED TITLE, AND SIGNATURE OF <b>TECHNICAL PROJECT LEAD</b>	<b>DATE</b>

#### Organization Contact Information

Contact Type	Contact Name	Email	Phone
Authorized Representative			
Technical Project Lead			

#### WFCA Contact Information

Contact Type	Contact Name	Email	Phone
General Manager	David Van Ballegooijen	dave@wfca.com	800-785-3473



## TRANSFER OF OWNERSHIP FORM

Please complete this if you are transferring ownership of Intterra software.

### **Part 1: Current Owner's Information**

I am the current owner of the license identified below. I am transferring all right, title, and interest with respect to the product to a new owner, identified below. The new owner has agreed to be bound by the terms of the product's End User License Agreement and the product's Terms of Use Agreement.

I understand that by signing and submitting this Transfer of Ownership, I am relinquishing all rights to the product. If the transfer is being completed on behalf of a company or other organization, I represent and warrant that I have the authority to sign this transfer on behalf of the current registered owner.

#### **Product Information**

Reporting and Analytics Module & Incident Management Module

Product Name and Version Number

TBD

Serial Number

#### **Current Registered Owner**

Western Fire Chiefs Association

Name/Organization

TBD

Ownership Start Date

(800) 785-3473

Phone Number

dave@wfca.com

E-Mail Address

Signature

### **Part 2: New Registered Owner**

I, the undersigned, acknowledge receipt of this software and documentation. By signing, I confirm that I have read the End User License Agreement and Terms of Use Agreement included with the software package being transferred and that I agree to be bound by those terms.

#### **New Registered Owner**

Name

Please return this form

to: [support@intterragroup.com](mailto:support@intterragroup.com)

Organization

Phone Number

E-Mail Address

Signature

## **PARTICIPATING ADDENDUM**

### **Fire Data Lab for Intterra Software Users**


This Addendum ("Addendum") is attached to and made a part of the Terms of Use Agreement for INTTERRA's software ("Terms of Service") between INTTERRA and You. Unless defined in this Addendum, all capitalized terms used in this Addendum have the meanings ascribed to them in the Terms of Use Agreement.

### **FIRE DATA LAB CAPABILITIES**

The Fire Data Lab (FDL) allows Intterra Software Users to access advanced data analytics capabilities that are made possible by the creation and study of aggregated performance data sets that are derived from the data of Users that agree to participate in the FDL. Information about how that data is used, shared and protected is available at [intterragroup.com/privacy](http://intterragroup.com/privacy). In connection with Your participation in the FDL, You may receive service announcements, administrative messages, and other information. You may opt out of these communications.

### **PARTICIPATION**

By executing this Addendum as of the date of execution by both parties below, You agree to participate in the FDL, and INTTERRA agrees to provide FDL access to You through their Intterra Software.

<b>Participating Entity: (Agency Name)</b>	<b>INTTERRA</b>
<b>Signature:</b>	<b>Signature:</b> 
<b>Name:</b>	<b>Name:</b> Molly Hausmann
<b>Title:</b>	<b>Title:</b> Chief Operations Officer
<b>Date:</b>	<b>Date:</b> 2/26/2019



## **TERMS OF USE AGREEMENT**

NOTE: YOU ARE CONCLUDING A LEGALLY BINDING AGREEMENT.

### **INTRODUCTION**

#### **Purpose of Terms of Use Agreement**

The mission of Intterra is to compile analytical data for first responders, emergency management personnel, situation commanders and others with timely, graphic, multi-functional, depictions of an ongoing incident. To achieve our Mission, we provide certain software products, including the Intterra Product Modules, SituationAnalyst and Field Tool (collectively the "Software") and/or Internet or cloud-based services through the Software, this website, mobile applications or other websites owned or operated by Intterra, Inc. (collectively, the "Services") to help You analyze and monitor incidents.

#### **Scope and Intent of Terms of Use Agreement**

You agree that by registering on Intterra, or by using our Services you are entering into a legally binding agreement with Intterra, Inc., a Nevada corporation based on the terms of this Terms of Use Agreement and the Intterra Privacy Policy, which is hereby incorporated by reference (collectively referred to as the "Agreement" or "Terms of Service") and becoming a Software or Services user ("User").

If you are using Intterra Software or Services on behalf of a company, government agency or other legal entity, you are nevertheless individually bound by this Agreement even if your company or agency has a separate agreement with Intterra. If you do not want to register an account and become an Intterra User, do not conclude the Agreement, do NOT click "I Accept" and do not access, view, download or otherwise use any Intterra Software or Services. By clicking "I Accept" or by using the Software or Services, you acknowledge that you have read and understood all of the terms and conditions of this Agreement and that you agree to be bound by all of its provisions. By clicking "I Accept" or by using the Software or Services you also consent to use electronic signatures and acknowledge your acceptance.

#### **1. Your Acceptance of Terms of Service**

Welcome to [www.intterragroup.com](http://www.intterragroup.com) and becoming a User. Your use of the Services provided and the viewing of the content available through the Services, including without limitation, the messages, software, scripts, graphics, images, renderings, thermal maps, topographic maps, depictions, other maps, charts, data, text, video, overlays, photos, clip art, sounds, music, interactive features et cetera (the "Content"), is subject to the Terms of Use and the Privacy Policy published at [www.intterragroup.com/privacy](http://www.intterragroup.com/privacy), which is incorporated herein by reference. Each time you use the Website, you agree to be bound by the Terms of Use and the Privacy Policy may be updated by Intterra from time to time without notice to you.

## **2. Users of Services**

These Terms of Use apply to all customers, visitors, users, and others who view the Services ("Users" as well as "You" or "Your"), including Users who are also contributors of images, video, information, and other materials or services on the Services. The Services may contain links to third-party websites, software, content or services ("Third Party Website") that are not owned or controlled by Intterra. Intterra has no control over, and assumes no responsibility for, the content, privacy policies, or practices of any Third Party Websites. In addition, Intterra will not and cannot censor or edit the content of any Third Party Website. By using the Services, You expressly relieve Intterra from any and all liability arising from your use of any Third Party Website. Accordingly, we encourage you to be aware when you leave the Services and to read the terms of use and privacy policy of each Third Party Website that you visit.

## **3. Use of the Services**

(a) Intterra hereby grants you permission to use the Services as set forth in these Terms of Use, provided that: (i) your use of the Services as permitted is solely for your personal, noncommercial use (except as set forth in Section 3(f) below); (ii) you will not copy or distribute any part of the Services in any medium without Intterra prior written authorization; (iii) you will not alter or modify any part of the Services other than as may be reasonably necessary to use the Services for their intended purpose; and (iv) you will otherwise comply with the terms and conditions of these Terms of Use.

(b) In order to access some features of the Services, you may have to create an account. You may never use another's account without permission. When creating your account, you must provide accurate and complete information. You are solely responsible for the activity that occurs on your account, and you must keep your account password secure. You must notify Intterra immediately of any breach of security or unauthorized use of your account. Although Intterra will not be liable for your losses caused by any unauthorized use of your account, you may be liable for the losses of Intterra or others due to such unauthorized use.

(c) You agree not to use or launch any automated system, including without limitation, "robots," "spiders," "offline readers," etc., that accesses the Services in a manner that sends more request messages to the servers operating the Services in a given period of time than a human can reasonably produce in the same period by using a conventional on-line web browser. Notwithstanding the foregoing, Intterra grants the operators of public search engines permission to use spiders to copy materials from the Services for the sole purpose of creating publicly available searchable indices of the materials, but not caches or archives of such materials. Intterra reserves the right to revoke these exceptions either generally or in specific cases.

(d) You agree not to collect or harvest any personally identifiable information, including account names, from the Services, nor to use the communication systems and/or the navigation systems provided by the Services for any commercial solicitation purposes. You agree not to solicit, for commercial purposes, any Users of the Services with respect to their User Submissions (see Section 5 below).

(e) Intterra may permanently or temporarily terminate, suspend, or otherwise refuse to

permit Users' access to the Services without notice and liability, if, in Intterra's sole determination, User violates any of the Terms of Use, including the following prohibited actions; (i) use the Services for any illegal purpose or to submit, transmit or facilitate the distribution of information or content that is unlawful, harmful, abusive, racially or ethnically offensive, vulgar, obscene, sexually explicit, defamatory, infringing, invasive of personal privacy or publicity rights, harassing, libelous, threatening, or in a reasonable person's view, objectionable; (ii) submit, transmit, promote or distribute information or content that is illegal; (iii) attempt to interfere with, compromise the system integrity or security or decipher any transmissions to or from the servers running the Services; (iv) take any action that imposes, or may impose at our sole discretion an unreasonable or disproportionately large load on our infrastructure; (v) upload invalid data, viruses, worms, or other software agents through the Services; (vi) use any robot, spider, scraper or other automated access the Service for any purpose without our express written permission; (vii) impersonate another person or otherwise misrepresent Users' affiliation with a person or entity, conduct fraud, hide or attempt to hide Users' identity; (viii) submit, upload, post, email, transmit or otherwise make available any information or content that User does not have a right to make available under any law or under contractual or fiduciary relationships; (ix) interfere with the proper working of the Services; or, (x) bypass the measures we may use to prevent or restrict access to the Services. Upon termination for any reason, User continues to be bound by this Agreement.

(f) For individual Users, the Services and Content generated by it, including any maps, navigation information, photographic imagery and other data, is made available for your personal, non-commercial use only. For business Users, the Services and data generated by it, including maps, navigation information, photographic imagery and other data is made available for your internal use only and may not be commercially redistributed.

#### **4. Intellectual Property Rights**

The Content on the Services, the trademarks, service marks and logos contained therein ("Marks"), and the Services provided by or carried out by the systems and methods incorporated into the Services, are owned by or licensed to Intterra and are subject to copyright, trademark, patent and other intellectual property rights under United States and foreign laws and international conventions. Content on the Services is provided to you AS IS for your information and use only and may not be used, copied, reproduced, distributed, transmitted, broadcast, displayed, sold, licensed, or otherwise exploited for any other purposes whatsoever without the prior written consent of the respective owners. Intterra reserves all rights not expressly granted in and to the Services and the Content. You agree to not engage in the use, copying, or distribution of any of the Content other than expressly permitted herein, including any use, copying, or distribution of User Submissions (see Section 5 below) of third parties obtained through the Services for any commercial purposes. If you download or print a copy of the Content for personal use, you must retain all copyright and other proprietary notices contained therein. You agree not to circumvent, disable or otherwise interfere with security related features of the Services or features that prevent or restrict use or copying of any Content or enforce limitations on use of the Services or the Content therein.

#### **5. User Submissions**

(a) The Services may now or in the future permit the submission of images, sounds,

videos, images, maps, charts, overlays, data, or other communications submitted by you and other Users ("User Submissions") and the hosting, sharing, and/or publishing of such User Submissions. You understand that whether or not such User Submissions are published, Intterra does not guarantee any confidentiality with respect to any User Submissions. Notwithstanding this provision, data that is submitted specific to Your hosted instance of the Software is considered your private data and not considered a User Submission to the Services.

(b) You shall be solely responsible for your own User Submissions and the consequences of posting or publishing them. In connection with User Submissions, you affirm, represent, and/or warrant that: (i) you own or have the necessary licenses, rights, consents, and permissions to use and authorize Intterra to use all patent, trademark, trade secret, copyright or other proprietary rights in and to any and all User Submissions to enable inclusion and use of the User Submissions in the manner contemplated by the Services and these Terms of Use; and (ii) you have the written consent, release, and/or permission of each and every identifiable individual person in the User Submission to use the name or likeness of each and every such identifiable individual person to enable inclusion and use of the User Submissions in the manner contemplated by the Services and these Terms of Use. For clarity, you shall retain all of your ownership rights in your User Submissions. However, by submitting the User Submissions to Intterra, you hereby grant Intterra a worldwide, non-exclusive, fully paid-up, royalty-free, irrevocable, perpetual, sublicenseable and transferable license to use, reproduce, distribute, prepare derivative works of (which Intterra shall be the sole and exclusive owner), display, perform and otherwise exploit the User Submissions in connection with the Services and Intterra' (and its successor's) business, including without limitation for promoting and redistributing part or all of the Services (and derivative works thereof) in any media formats and through any media channels. You also hereby grant each User of the Services a non-exclusive license to access your User Submissions through the Services, and to use, reproduce, distribute, prepare derivative works of, display and perform such User Submissions as permitted through the functionality of the Services and under these Terms of Use.

(c) In connection with User Submissions, you further agree that you will not: (i) submit material that is copyrighted, protected by trade secret or otherwise subject to third party proprietary rights, including privacy and publicity rights, unless you are the owner of such rights or have permission from their rightful owner to post the material and to grant Intterra all of the license rights granted herein; (ii) publish falsehoods or misrepresentations that could damage Intterra or any third party; (iii) submit material that is unlawful, obscene, defamatory, libelous, threatening, pornographic, harassing, hateful, racially or ethnically offensive, or encourages conduct that would be considered a criminal offense, give rise to civil liability, violate any law, or is otherwise inappropriate; (iv) post advertisements or solicitations of business; (v) impersonate another person. Intterra does not endorse any User Submission or any opinion, recommendation, or advice expressed therein, and Intterra expressly disclaims any and all liability in connection with User Submissions. Intterra does not permit copyright infringing activities and infringement of intellectual property rights on the Services, and Intterra will remove all Content and User Submissions if properly notified that such Content infringes on another's intellectual property rights. Intterra reserves the right to remove Content and User Submissions without prior notice. Intterra will also terminate a User's access to the Services, if they are determined to be a repeat infringer. A repeat infringer is a User who has been notified of infringing activity more than twice and/or has had Content or a User Submission removed from the Services more



than twice. Intterra also reserves the right to decide whether Content or a User Submission is appropriate and complies with these Terms of Use for violations other than copyright infringement and violations of intellectual property law, such as, but not limited to, pornography, obscene or defamatory material. Intterra may remove such User Submissions and/or terminate a User's access for uploading such material in violation of these Terms of Use at any time, without prior notice and at its sole discretion.

(d) In particular, if you are a copyright owner or an agent thereof and believe that any User Submission or other content infringes upon your copyrights, you may submit a notification pursuant to the Digital Millennium Copyright Act ("DMCA") by providing our Designated Agent with the following information in writing (see 17 U.S.C. 512(c)(3) for further detail):

(i) A physical or electronic signature of a person authorized to act on behalf of the owner of an exclusive right that is allegedly infringed;

(ii) Identification of the copyrighted work claimed to have been infringed, or, if multiple copyrighted works at a single online site are covered by a single notification, a representative list of such works at that site;

(iii) Identification of the material that is claimed to be infringing or to be the subject of infringing activity and that is to be removed or access to which is to be disabled and information reasonably sufficient to permit the service provider to locate the material;

(iv) Information reasonably sufficient to permit the service provider to contact you, such as an address, telephone number, and, if available, an electronic mail;

(v) A statement that you have a good faith belief that use of the material in the manner complained of is not authorized by the copyright owner, its agent, or the law; and

(vi) A statement that the information in the notification is accurate, and under penalty of perjury, that you are authorized to act on behalf of the owner of an exclusive right that is allegedly infringed. Intterra's Designated Agent to receive notifications of claimed infringement is:

Attn: Brian Collins  
CEO Intterra, Inc.  
3740 Dacoro Lane, Suite 200C  
Castle Rock, CO 80109  
[brian.collins@intterragroup.com](mailto:brian.collins@intterragroup.com)

You acknowledge that if you fail to comply with all of the requirements of this Section 5(D), your DMCA notice may not be valid.

(e) You understand that when using the Services, you may be exposed to User Submissions from a variety of sources, and that Intterra is not responsible for the accuracy, usefulness, safety, or intellectual property rights of or relating to such User Submissions. You further understand and acknowledge that you may be exposed to User Submissions that are inaccurate, offensive, indecent, or objectionable, and you agree to waive, and

hereby do waive, any legal or equitable rights or remedies you have or may have against Intterra with respect thereto, and agree to indemnify and hold Intterra, its Owners/Operators, affiliates, and/or licensors, harmless to the fullest extent allowed by law regarding all matters related to your use of the site.

(f) Intterra permits you to link to your own User Submissions, if any, hosted on the Services or User Submissions of other third parties available on the Services, for personal, non-commercial purposes only. You understand that the User Submissions, whether or not linked or embedded into other websites, are provided to you only on an as-available basis, and Intterra does not guarantee that their availability will be uninterrupted or bug free. Intterra reserves the right to discontinue any aspect to the Services at any time, including discontinuing any linked or embedded Content either generally or in specific cases.

(g) Intterra may use your information to notify you of important changes to the Software, Services, and special offers. If you do not want to receive such notices, you may use the following options to opt out of receiving future communications:

(i) Send an email message to [INFO@INTTERRAGROUP.COM](mailto:INFO@INTTERRAGROUP.COM) with the word "Remove" in the subject field; or

(ii) Send mail to the following postal address:

Attn:Remove

Intterra, Inc.

3740 Dacoro Lane, Suite 200C Castle

Rock, CO 80109

Opting out may prevent you from receiving email messages regarding the Services updates, improvements, or special offers. In the event that Intterra provides any third-party with your personal information, You will have to contact the Third Party Website directly with any opt-out request.

## **7. Map and Navigation Information**

Any Content or other information is provided to Users through the Services is intended for analytical purposes only and not as the basis, or part of the basis for deciding how to respond to an incident, to make personnel deployment decisions or as to determine the methodologies for mitigating the damage or threats of damage from an incident or potential incident. Users may find that weather conditions, emergency situations, construction projects, traffic conditions or other events may cause road or travel conditions to differ from the graphic depictions and data shown in the Content. The transit information contained in and/or provided by the Services includes information provided by third parties, and is intended for analytical purposes only. Intterra makes no representations or warranties regarding the accuracy, completeness of Content or other information.

## **8. Warranty Disclaimer**

YOU AGREE THAT YOUR USE OF THE SERVICES SHALL BE AT YOUR SOLE RISK. TO THE FULLEST EXTENT PERMITTED BY LAW, INTTERRA, ITS OFFICERS, DIRECTORS, EMPLOYEES, AND AGENTS DISCLAIM ALL WARRANTIES, EXPRESS

OR IMPLIED, IN CONNECTION WITH THE SERVICES AND YOUR USE THEREOF. THE SERVICES AND ANY SERVICES ARE PROVIDED "AS IS" AND INTTERRA MAKES NO WARRANTY OF ANY KIND WITH REGARD TO THE SOFTWARE OR ANY SERVICES PROVIDED BY INTTERRA HEREUNDER. INTTERRA EXPRESSLY DISCLAIMS ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY, AND FITNESS FOR A PARTICULAR PURPOSE OR NONINFRINGEMENT.

FURTHER, INTTERRA DOES NOT WARRANT RESULTS OF USE OR THAT THE SERVICES ARE BUG FREE OR THAT ITS USE WILL BE UNINTERRUPTED. INTTERRA AND ITS LICENSORS DO NOT AND CANNOT WARRANT THE RESULTS YOU MAY OBTAIN BY USING THE SERVICES. THIS DISCLAIMER OF WARRANTY CONSTITUTES AN ESSENTIAL PART OF THIS AGREEMENT.

SOME JURISDICTIONS DO NOT ALLOW THE EXCLUSION OF IMPLIED WARRANTIES OR LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY MAY LAST, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM JURISDICTION TO JURISDICTION

YOU AGREE THAT YOUR USE OF THE SERVICES SHALL BE AT YOUR SOLE RISK. TO THE FULLEST EXTENT PERMITTED BY LAW, INTTERRA, ITS OFFICERS, DIRECTORS, EMPLOYEES, AND AGENTS DISCLAIM ALL WARRANTIES, EXPRESS OR IMPLIED, IN CONNECTION WITH THE SERVICES AND YOUR USE THEREOF. INTTERRA MAKES NO WARRANTIES OR REPRESENTATIONS ABOUT THE ACCURACY OR COMPLETENESS OF THIS SITE'S CONTENT OR THE CONTENT OF ANY SITES LINKED TO THIS SITE AND ASSUMES NO LIABILITY OR RESPONSIBILITY FOR ANY (I) ERRORS, MISTAKES, OR INACCURACIES OF CONTENT, (II) PERSONAL INJURY OR PROPERTY DAMAGE, OF ANY NATURE WHATSOEVER, RESULTING FROM YOUR ACCESS TO AND USE OF THE SERVICES, (III) ANY UNAUTHORIZED ACCESS TO OR USE OF OUR SECURE SERVERS AND/OR ANY AND ALL PERSONAL INFORMATION AND/OR FINANCIAL INFORMATION STORED THEREIN, (IV) ANY INTERRUPTION OR CESSATION OF TRANSMISSION TO OR FROM THE SERVICES, (IV) ANY BUGS, VIRUSES, TROJAN HORSES, OR THE LIKE WHICH MAY BE TRANSMITTED TO OR THROUGH THE SERVICES BY ANY THIRD PARTY, AND/OR (V) ANY ERRORS OR OMISSIONS IN ANY CONTENT OR FOR ANY LOSS OR DAMAGE OF ANY KIND INCURRED AS A RESULT OF THE USE OF ANY CONTENT POSTED, EMAILED, TRANSMITTED, OR OTHERWISE MADE AVAILABLE VIA THE SERVICES.

INTTERRA DOES NOT WARRANT, ENDORSE, GUARANTEE, OR ASSUME RESPONSIBILITY FOR ANY PRODUCT OR SERVICE ADVERTISED OR OFFERED BY A THIRD PARTY THROUGH THE SERVICES OR ANY HYPERLINKED SERVICES OR FEATURED IN ANY BANNER OR OTHER ADVERTISING, AND INTTERRA WILL NOT BE A PARTY TO OR IN ANY WAY BE RESPONSIBLE FOR MONITORING ANY TRANSACTION BETWEEN YOU AND THIRD-PARTY PROVIDERS OF PRODUCTS OR SERVICES. AS WITH THE PURCHASE OF A PRODUCT OR SERVICE THROUGH ANY MEDIUM OR IN ANY ENVIRONMENT, YOU SHOULD USE YOUR BEST JUDGMENT AND EXERCISE CAUTION WHERE APPROPRIATE.

## **9. Restrictions, Disclaimers and Liability Limitations re: Delivery of the Services.**

The Software and/or the Services are subject to the following restrictions, disclaimers and liability limitations:

(a) Third Party Products, Data and Content. The Services may work in conjunction with (or rely upon) third party products, data or content that is not owned or controlled by INTTERRA ("Third Party Products"). When the Services are used (or relies upon) Third Party Products, by clicking "I ACCEPT," or by using the Services, you acknowledge that You accept both the Services and the Third Party Products at Your risk. Conflicts may develop between the Services and such Third Party Products that may inhibit the Services' performance, accuracy, functionality or operation. INTTERRA disclaims all liability that may arise from the use of (or reliance upon) the Services and/or the use of (or reliance upon) such Third Party Products. Intterra does not verify the validity or accuracy of the Services nor its Content in association with the Software or Services. Nor does Intterra verify the accuracy, performance, functionality or operation of Third Party Products or data provided to the Software or the Services from such Third Party Products. Your right to use, copy or do anything with such Third Party Products is solely at the discretion of the Third Party Provider of such Third Party Products. The use of the Software or Services and reliance upon such Third Party Products may result in erroneous data or Content being provided to You by the Services. You are hereby admonished to rely solely (if at all) on independently verifiable information that You know and trust and not to rely on the Content, the Software or the Services if you suspect any erroneous data. It is Your responsibility to decide, independent of the Software or Services, what if any actions to take (or not to take) in a given situation based on the factors that you deem relevant in a given situation based on your experience and established protocols for your industry. Intterra admonishes You that the Content generated by the Software and Services and the data upon which it is based may be inaccurate, corrupted, misleading or erroneous due to erroneous assumptions, inaccurate information, or poor choices provided by You, partner agencies and organizations that provide you data, and external sources which you authorize, or hackers.

(b) Cloud-based Service, Lack of Back-up, Incompatibility & Help-Desk Support. Your access to the Software and Services may be deployed through a software-as-a-service ("SaaS" or "Cloud") format whereby the Software and Services are hosted on third party servers including but not limited servers operated by Amazon Web Services, LLC ("Amazon") and its affiliates. Intterra makes no representations or warranties regarding the stability, compatibility, integrity or privacy of Amazon or other Cloud-based hosting services. The Services, Content, Third Party Products and other related or relied upon Cloud-based SaaS may be particularly vulnerable to hacking, software viruses, privacy breaches, denial of service attacks, acts of God, acts of war, force majeure events, system crashes, platform connectivity and Intterra disclaims any and all liability for such problems. The Services or Content may also be incompatible with Your hardware devices, operating systems, mobile apps, laptops, notebooks, desktops, mobile devices or other systems or software ("Other Systems"). Such incompatibility issues may cause the Software and Services or the Other Systems to crash or operate improperly. In addition, You are hereby admonished that Intterra does not maintain back-up hardware systems, servers, Cloud or other hosting facilities of any kind, unless specified in a separate contract or purchase order agreement. Intterra disclaims any and all responsibility and liability for any lost, stolen or corrupted data, Content or information. Intterra does not offer a 24/7 help desk, unless specified in a separate contract or

purchase order agreement. Access to a live-person help desk may be limited or unavailable during an incident or emergency. Intterra hereby disclaims any and all liability for the absence of a help desk or other support personnel.

(c) Erroneous Assumptions, Improper Use, Erroneous Inputs and Data. In addition to other disclaimers of liability herein, Content generated by (and data supplied to) the Software or the Services may be based on erroneous assumptions, improper usage or erroneous interpretation of the previous Content or data by You, partner agencies and organizations that provide you data, and external sources which you authorize ("Decision Makers"). Intterra disclaims responsibility for the actions of such Decision Makers as well as their assumptions and interpretations of the Content and other information.

(d) Utilization of Services under Dangerous Conditions. Your use of the Software or Services under certain conditions, such as walking, driving or in other conditions where Your attention may be impaired, can lead to Your injury or death or to the injury or death of third parties and You accept all risk associated with such use. Intterra disclaims all liability that might arise from Your use of the Software or Services under any circumstances where doing so might put You, Your possessions, or third parties at risk or in any kind of danger.

(e) Dangerous Environments. Intterra does not control who or how data can be supplied to the Software or the Services or who can send You a message containing information, instructions, recommendations, directions and/or maps. Only follow instructions, recommendations, directions or maps that have been received from people You trust and in accordance with the applicable protocols, chains of command and incident information management requirements. All decisions based upon the use of the Services are subject to Your verification of the data, Content and assessment of dangerous environments. All decisions or actions made by You are subject to Your professional judgment and are the sole responsibility of You and not the Software, Services, their maps, depictions, databases or Content. By clicking "I ACCEPT," or by using the Software and Services, You acknowledge and accept all risk associated with such use. Intterra disclaims all liability that might arise from Your use of the Services to give or follow directions, develop a course-of-action, develop a risk mitigation strategy, travel to a location or meet with another person.

(f) Dangerous Locations. Intterra does not provide information regarding the safety or acceptability of locations for which You have received directions or a map. Only follow directions or maps to locations You know and trust and do not follow directions or maps to locations with which you are unfamiliar or uncomfortable or inconsistent with established protocols. The relative safety of a location during an incident is dynamic and may change from safe to unsafe at any time without notice. Your use of the Software or Services to travel to an unsafe location can lead to Your loss of possessions, to Your injury or death, or to the injury or death of third parties. By clicking "I ACCEPT," or by using the Software or Services, You accept all risk associated with such use. INTTERRA disclaims all liability that might arise from Your use of the Software or Services to deploy personnel or assets to any location where doing so might put You, Your possessions, or third parties at risk or in any kind of danger.

## **10. Limitation of Liability.**

NOTWITHSTANDING ANYTHING ELSE IN THIS AGREEMENT, UNDER NO

CIRCUMSTANCES AND UNDER NO LEGAL THEORY, INCLUDING, BUT NOT LIMITED TO, TORT, CONTRACT, NEGLIGENCE, STRICT LIABILITY, OR OTHERWISE, SHALL INTTERRA OR ITS LICENSORS BE LIABLE TO YOU OR ANY OTHER PERSON

(I) FOR ANY PUNITIVE, INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES OF ANY CHARACTER INCLUDING, WITHOUT LIMITATION, DAMAGES FOR LOST PROFITS, LOSS OF GOODWILL, WORK STOPPAGE, ACCURACY OF RESULTS, COMPUTER FAILURE OR MALFUNCTION, OR DAMAGES RESULTING FROM YOUR USE OF THE SOFTWARE OR THE SERVICES PROVIDED BY OR ON BEHALF OF INTTERRA, OR (II) FOR ANY MATTER BEYOND INTTERRA OR ITS LICENSORS' REASONABLE CONTROL. INTTERRA AND ITS LICENSORS' MAXIMUM LIABILITY FOR DAMAGES OF ANY KIND WHATSOEVER ARISING OUT OF THIS AGREEMENT SHALL BE LIMITED TO (I) THE PURCHASE PRICE PAID BY YOU FOR THE SERVICES, OR (II) IF YOU RECEIVED THE SERVICES FREE OF CHARGE, TWENTY DOLLARS (\$20.00), EXCEPT WHERE NOT PERMITTED BY APPLICABLE LAW, IN WHICH CASE INTTERRA'S LIABILITY SHALL BE LIMITED TO THE MINIMUM AMOUNT PERMITTED BY SUCH APPLICABLE LAW. THE FOREGOING LIMITATIONS SHALL APPLY EVEN IF INTTERRA HAS BEEN INFORMED OF THE POSSIBILITY OF SUCH DAMAGES.

SOME JURISDICTIONS DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION AND EXCLUSION MAY NOT APPLY TO YOU.

IN NO EVENT SHALL INTTERRA, ITS OFFICERS, DIRECTORS, EMPLOYEES, OR AGENTS, BE LIABLE TO YOU FOR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES WHATSOEVER RESULTING FROM ANY

(I) ANY OF THE ABOVE LIMITATIONS OF LIABILITY, (II) ERRORS, MISTAKES, OR INACCURACIES OF CONTENT, (III) PERSONAL INJURY OR PROPERTY DAMAGE, OF ANY NATURE WHATSOEVER, RESULTING FROM YOUR ACCESS TO AND USE OF THE SOFTWARE OR SERVICES, (IV) ANY UNAUTHORIZED ACCESS TO OR USE OF OUR SECURE SERVERS AND/OR ANY AND ALL PERSONAL INFORMATION AND/OR FINANCIAL INFORMATION STORED THEREIN, (V) ANY INTERRUPTION OR CESSATION OF TRANSMISSION TO OR FROM THE SOFTWARE OR SERVICES, (VI) ANY BUGS, VIRUSES, TROJAN HORSES, OR THE LIKE, WHICH MAY BE TRANSMITTED TO OR THROUGH THE SOFTWARE OR SERVICES BY ANY THIRD PARTY, AND/OR (VII) ANY ERRORS OR OMISSIONS IN ANY CONTENT OR FOR ANY LOSS OR DAMAGE OF ANY KIND INCURRED AS A RESULT OF YOUR USE OF ANY CONTENT POSTED, EMAILED, TRANSMITTED, OR OTHERWISE MADE AVAILABLE VIA THE SERVICES, WHETHER BASED ON WARRANTY, CONTRACT, TORT, OR ANY OTHER LEGAL THEORY, AND WHETHER OR NOT THE COMPANY IS ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THE FOREGOING LIMITATION OF LIABILITY SHALL APPLY TO THE FULLEST EXTENT PERMITTED BY LAW IN THE APPLICABLE JURISDICTION.

YOU SPECIFICALLY ACKNOWLEDGE THAT INTTERRA SHALL NOT BE LIABLE FOR USER SUBMISSIONS OR THE DEFAMATORY, OFFENSIVE, OR ILLEGAL CONDUCT OF ANY THIRD PARTY AND THAT THE RISK OF HARM OR DAMAGE FROM THE FOREGOING RESTS ENTIRELY WITH YOU.

THE TRANSIT INFORMATION CONTAINED IN CONTENT AND/OR PROVIDED BY

THE SOFTWARE OR SERVICES INCLUDES INFORMATION PROVIDED BY THIRD PARTIES, AND IS INTENDED FOR PLANNING PURPOSES ONLY. INTTERRA MAKES NO REPRESENTATIONS OR WARRANTIES REGARDING THE ACCURACY OR COMPLETENESS OF THE INFORMATION.

SOME JURISDICTIONS DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION AND EXCLUSION MAY NOT APPLY TO YOU.

The Services are controlled and offered by Intterra from its facilities in the United States of America. Intterra makes no representations that the Services are appropriate or available for use in other locations. Those who access or use the Services from other jurisdictions do so at their own volition and are responsible for compliance with local law.

#### **11. No Third-Party Beneficiaries**

You agree that, except as otherwise expressly provided in this Terms of Use, there shall be no third-party beneficiaries to this agreement.

#### **12. Indemnity**

You agree to defend, indemnify and hold harmless Intterra, officers, directors, employees and agents, from and against any and all claims, damages, obligations, losses, liabilities, costs or debt, and expenses (including but not limited to attorney's fees) arising from: (i) your use of and access to the Services; (ii) your violation of any term of these Terms of Use; (iii) your violation of any third party right, including without limitation any copyright, property, patent, or privacy right; or (iv) any claim that one of your User Submissions caused damage to a third party. This defense and indemnification obligation will survive these Terms of Use and your use of the Services.

#### **13. Ability to Accept Terms of Use**

By your use of the Services, you affirm that you are either are at least 18 years of age, or an emancipated minor, or possess legal parental or guardian consent, and are fully able and competent to enter into the terms, conditions, obligations, affirmations, representations, and warranties set forth in these Terms of Use, and to abide by and comply with these Terms of Use. In any case, you affirm that you are over the age of 13, as the Services are not intended for children under 13. If you are under 13 years of age, then please do not use the Services. There are lots of other great Services for you. Talk to your parents about what Services are appropriate for you. Minors over the age of 13 must ask their parents or guardians for permission before using or visiting the Services or sending any personal information to anyone over the Internet.

#### **14. Assignment**

These Terms of Use, and any rights and licenses granted hereunder, may not be transferred or assigned by you, but may be assigned by Intterra without restriction.

#### **15. Government Restricted Rights.**



If you are an agency, department, or other entity of the United States Government ("Government"), the use, duplication, reproduction, release, modification, disclosure or transfer of the Software or Services, or any related documentation of any kind, including technical data or related manuals, is restricted in accordance with Federal Acquisition Regulation 12.212 for civilian agencies and Defense Federal Acquisition Regulation Supplement 227.7202 for military agencies. The Software or Services include a commercial website and the related documentation is commercial website documentation. The use of the website and related documentation is further restricted in accordance with the terms of this Terms of Use, or any modification hereto.

Intterra, Inc.  
3740 Dacoro Lane, Suite 200C  
Castle Rock, CO 80109

## **16. Proprietary Rights.**

Intterra and its licensors shall own and retain all rights, title and (except as expressly licensed hereunder) interest in and to the Content and Services, all associated copyrights, Marks, trade secrets and all copies or portions thereof, original works of authorship, look and feel, and any derivative works thereof (by whomever created). The Content, Services, and Software are protected by copyright laws and international copyright treaties, as well as other intellectual property laws and treaties. Notwithstanding anything else, the Software and Services are licensed and not sold. All rights in the Services and Software that are not specifically granted in this Agreement are reserved by Intterra and its licensors.

## **17. Term and Termination.**

This Agreement is effective until terminated hereunder. You may terminate the Terms of Service at any time by terminating Your account, or failing to make requisite payments for the Services Intterra will have the right to terminate the license granted herein immediately if You fail to comply with any term or condition of this Agreement. The Terms of Use Agreement will terminate automatically upon User's breach of any terms of this Agreement. Intterra will also have the right to terminate the license granted herein immediately upon its sole discretion. Upon termination of this Agreement for any reason, You shall immediately stop using the Services and shall destroy and remove from all computers, hard drives, networks, and other storage media all Content. Sections 2 through 17 shall survive any termination of this Agreement.

## **18. General**

These Terms of Service represents the complete agreement concerning the Services between the parties and supersedes all prior agreements and representations between them. The Terms of Service may be amended only by a writing executed by both parties. If any provision of the Terms of Service is held to be illegal or unenforceable, that provision shall be limited or eliminated to the minimum extent necessary to make it legal and enforceable and the Terms of Service shall otherwise remain in full force and effect and enforceable. The failure of Intterra to act with respect to a breach of the Terms of Service by User or others does not constitute a waiver and shall not limit Intterra's rights with respect to such breach or any subsequent breaches. The Terms of Service are

personal to User and may not be assigned or transferred for any reason whatsoever without Intterra's prior written consent and any action or conduct in violation of the foregoing shall be void and without effect. Intterra expressly reserves the right to assign the Terms of Use and to delegate any of its obligations hereunder. The Terms of Use shall be governed by and construed under Colorado law (without regard to its conflicts of laws provisions) as such law applies to agreements between Colorado residents entered into and to be performed within Colorado. Any dispute arising out of or relating to this Agreement, or the breach thereof, that cannot be resolved by mediation or negotiation within 60 days shall be submitted to final and binding arbitration before the American Arbitration Association ("AAA") in accordance to the United States Federal Arbitration Act. Each party recognizes and agrees that any claim or dispute, with the exception of intellectual property disputes, must be submitted to arbitration within one year from which it could be filed. Otherwise, it is permanently barred. The arbitration proceedings will be conducted in the English language in the city of Castle Rock, Colorado. The arbitration proceedings will be conducted by one (1) arbitrator, according to the AAA's then current consumer arbitration rules. The arbitrator shall decide the dispute in accordance with the substantive law of the state of Colorado. Any judgment rendered by the arbitrator shall be confidential, provided that, if the non-prevailing party does not comply with the award within the time period permitted therein, the prevailing party may enter the award in a court of competent jurisdiction for the sole and limited purpose of confirming the terms of the arbitration award and enforcing compliance.

EACH PARTY RECOGNIZES AND AGREES THAT THE WARRANTY DISCLAIMERS AND LIABILITY AND REMEDY LIMITATIONS IN THESE TERMS OF USE ARE MATERIAL BARGAINED FOR BASIS OF THE TERMS OF USE AND THAT THEY HAVE BEEN TAKEN INTO ACCOUNT AND REFLECTED IN DETERMINING THE CONSIDERATION TO BE GIVEN BY EACH PARTY UNDER THESE TERMS OF USE AND IN THE DECISION BY EACH PARTY TO ENTER INTO THESE TERMS OF USE.

Questions concerning these Terms of Use should be sent to the address set forth below. Any notices or correspondences will only be effective if sent to such address.

Intterra, Inc.  
3740 Dacoro Lane, Suite 200C  
Castle Rock, CO 80109

10 January 2017



*Revised October 4, 2018*

## INTTERRA PRIVACY POLICY

**Intterra, Inc., a Nevada corporation** (“Intterra” or the “Company”) takes your privacy seriously. Please read the following to learn more about our privacy policy. This Privacy Policy should be read in conjunction with Intterra’s Terms of Use, which may be found at <https://www.intterragroup.com/terms-of-use-agreement/>

### What This Privacy Policy Covers

- This policy only applies to the publicly accessible website or any other publicly accessible websites owned or operated by Intterra, including portions of the website that are only accessible to free registered users (collectively, the “Website”). This policy does not apply to any third-party websites that might be linked to the Website or to the practices of companies that Intterra does not own or control, or to people that Intterra does not employ or manage. Intterra has no control over, and assumes no responsibility for, the privacy policies or practices of such third-party websites. Information on such third-party websites may be obtained directly from those third-parties, possibly from their websites.
- This policy covers how Intterra treats personal information that Intterra collects and receives from the Website and free online services that may be delivered through the Website (collectively, the “Services”). Personal information is information about you that is personally identifiable like your name, address, email address, or phone number, and that is not otherwise publicly available.
- **This policy does NOT apply to any of your private information that is collected, received and/or stored through your use of any Intterra products or fee-based, cloud services, including information related to your current and past use of Intterra Product Modules, Field Tool or SituationAnalyst software (the “Products”).** Use of the Products and the terms and conditions governing your private information are controlled by the terms of Intterra’s Terms of Use and End User License Agreement.

### Information Collection and Use

- Intterra collects personal information when you register with Intterra, when you use the Website, and when you download and/or use software provided by Intterra and/or the Website. Intterra may utilize information that it obtains from you to collect additional information about you from business partners or other

companies and may combine information that it obtains from you with information from business partners or other companies.

- When you register and/or use software provided by Intterra we may ask for information such as your name, email address, birth date, financial information, Social Security Number (SSN), gender, ZIP code, cell phone number, cell phone service provider, current location, places of interest to you, your personal habits, path of travel, occupation, industry, personal interests, and personal pictures/photographs. When you register with Intterra and/or the Website, and sign in to our Services, you are not anonymous to us.
- For certain public services, we may request credit card or other payment account information which we maintain on secure servers.
- Intterra collects information about your transactions with us and with some of our business partners, including information about your use of Services that we offer.
- Intterra automatically receives and records information from your computer and browser, including your IP address, cookie information, software and hardware attributes, and the page you request.
- Intterra uses information for the following general purposes to: provide Services that you activate or request to you, customize the advertising and content you see, fulfill your requests for other Services, improve our Services, contact you, conduct research, provide anonymous reporting for internal and external clients, and for sale to other clients or third parties in non-aggregated and aggregated forms (but only as set forth below).
- The only way to prevent Intterra from collecting personal information about you is to not use our Website, services or software.
- At anytime you may elect not to receive messages from us. In other words, you may opt out. At any time after your initial registration to receive information from us, you can opt out by sending an email message to [info@intterragroup.com](mailto:info@intterragroup.com) with the word "Remove" in the subject field; or

Send mail to the following postal address:

Attn:  
Intterra, Inc.  
3740 Dacoro Lane  
Suite 200C  
Castle Rock, CO 80109

Opting out may prevent you from receiving email messages regarding updates, improvements, or special offers. If Intterra has provided any third-party with your personal information, you will have to contact the third-party directly with any opt-out request.

- **Special Note Regarding Children:** Intterra believes that protecting the privacy of children on the Internet is very important. The Website and the services provided by Intterra and Intterra' software are not designed to attract children under the age of 13, and Intterra does not intentionally collect personal information from such children. Ordering online products, services and information is limited to adults 18 or over. Children should exercise caution before providing personal information online and should discuss with an adult or guardian before doing so. Intterra also urges parents and guardians to consider using one of the low-cost programs designed to protect children while they are online.

## **Information Sharing and Disclosure**

- Intterra may share personal information about you with other people or non-affiliated companies to provide products or services you've requested, to target advertising and content for you to see, when we have your permission, or under the following circumstances:
  - We provide the information to trusted partners who work on behalf of or with Intterra under confidentiality agreements. These companies may use your personal information to help Intterra communicate with you about offers from Intterra and our marketing partners.
  - Intterra reiterates that Intterra, the Website and all Intterra Services, and software is not designed or intended to attract children under the age of 13 as users and Intterra does not intentionally collect personal information from such children. However, if a parent/guardian permits their child under age 13 to register with Intterra, to use the Website, and/or to use the Services, then that parent/guardian is permitting Intterra to collect and use their child's personal information in the same manner set forth herein that Intterra uses any other user's personal information.
  - We respond to subpoenas, court orders, or legal process, or to establish or exercise our legal rights or defend ourselves against legal claims.
  - We believe it is necessary to share information in order to investigate, prevent, or take action regarding illegal activities, suspected fraud, situations involving potential threats to the physical safety of any person, violations of Intterra' Terms of Use, or as otherwise required by law.
  - We transfer information about you if Intterra is acquired by or merged with another company. In this event, Intterra will notify you, by a notice posted in this Privacy Policy, before information about you is transferred and becomes subject to a different privacy policy.
- Intterra may display targeted advertisements and content based on your personal information. Advertisers (including advertisement serving companies)

may assume that people who interact with, view, or click targeted advertisements meet the targeting criteria—for example, women ages 18-24 from a particular geographic area. However, not all advertisements and content may be appropriate for you. If you disapprove of advertisements or content targeted to you, your only choice to prevent further such advertisements or content being shown to you is to discontinue use of the Website and Services.

## **Cookies**

- Intterra may set and access cookies on your computer. A cookie is a small data string our server writes to your hard drive. This data string contains your unique user ID for our Website. This technology also allows us to customize your experiences when you visit the Website. For example, we may be able to deliver content specific to your interests, keep track of your online ordering and alert you to new services.
- Intterra may let other companies that show advertisements on some of our pages set and access their cookies on your computer. Other companies' use of their cookies is subject to their own privacy policies, not this one. Advertisers or other companies may have access to Intterra's cookies.
- Intterra collects non-personally identifiable information regarding your visit, usually in the form of cookies, log files, or clear .gif files. Cookies contain a session identification number that our systems use to recall previous authentication or order information from our servers. We may also collect your domain name, IP address, the address of the last URL you visited prior to coming to our Web site, and your browser and platform type. We may use third party navigation and localization services to target advertisements and content based on where you are located. We may use third party tracking services to help us analyze this information in the aggregate to evaluate the effectiveness of our site. In some cases, the information is collected directly by the third party and in others it is forwarded by Intterra to the third party.
- A cookie cannot be used to access or otherwise compromise the data on your hard drive. Your privacy is always protected. However, at any time you may choose to change your browser settings to disable cookies if you do not want us to establish and maintain a unique Ping by Intterra website user ID for you. Please be aware that cookies may be required to complete certain functions on this Web site, such as ordering online. Please consult the instructions provided by your browser provider to change your browser settings, remove cookies or to disable cookies.

## **Confidentiality and Security**

- We limit access to personal information about you to employees who we believe reasonably need to come into contact with that information to provide Services to you or in order to do their jobs.
- We have physical, electronic, and procedural safeguards that comply with federal regulations to protect personal information about you.

### **Changes to this Privacy Policy**

- Intterra may update this policy. We will notify you about significant changes in the way we treat personal information by providing a notice within this Privacy Policy and/or by sending a notice to the primary email address specified in your Intterra account.

### **Questions and Suggestions**

- If you have questions or suggestions you can contact us on our Website or at:  
Intterra, Inc.  
3740 Dacoro Lane  
Suite 200 C  
Castle Rock, CO 80109





## **End User License/Service Agreement (the “Agreement”)**

**IMPORTANT READ CAREFULLY:** This Agreement is a legal and binding agreement between you (“You” or “Your”) and Intterra, Inc. (“INTTERRA”) for the suite of information services that you are about to Login to and/or install (on Your computer or servers) and any related materials, documentation, updates or modifications that may be provided to You by INTTERRA or its licensees or agents, including the Intterra Product Modules, SituationAnalyst and Field Tool (collectively, the “Software”). Your access to the Software may be deployed through a software-as-a-service (“SaaS” or “Cloud”) format whereby the Software is hosted on third party servers (referenced as the “Service”). When used properly, the Software compiles data provided by You, partner agencies and organizations that provide you data, and external sources which you authorize to generate a timely, graphic, multi-functional, depiction of incident and performance information. The Software is provided subject to the limitations, restrictions and disclaimers of liability set forth below.

**BY CLICKING ON THE “I ACCEPT” BUTTON OR OTHERWISE INSTALLING OR USING ANY PART OF THE SOFTWARE OR SERVICE, YOU ARE CONSENTING TO BECOME A PARTY TO THIS AGREEMENT AND TO BE BOUND BY ITS TERMS. YOUR WRITTEN APPROVAL IS NOT A PREREQUISITE TO THE VALIDITY OR ENFORCEABILITY OF THIS AGREEMENT.**

**IF YOU DO NOT WANT TO BECOME A PARTY TO THIS AGREEMENT OR DO NOT AGREE WITH OR CANNOT COMPLY WITH ALL OF ITS TERMS, DO NOT CLICK ON THE “I ACCEPT” BUTTON OR INSTALL OR USE ANY PART OF THE SOFTWARE OR SERVICE, AND YOU WILL NOT BE LICENSED TO THE SOFTWARE OR BE AUTHORIZED TO USE ANY PART OF THE SERVICE.**

Under this Agreement, You are obtaining a single (1) instance of the software for use on one (1) machine; or a service access right to access and use the Service, as defined below.

### **1. Rights.**

(a) Single Instance License. Subject to Your compliance with the terms and conditions of this Agreement, INTTERRA hereby grants to You either:

(i) a limited, non-sublicensable, non-transferable, non-exclusive license to:

(A) use one (1) copy of the Software only for Your personal or organizational use on a single machine (single laptop, personal computer or web server, or a combined web and database server or multiple load-balanced web servers, configured to point to a single geodatabase server that is used operationally or ‘in production’) and only in accordance with documentation for such device; and

(B) make one copy of the Software in machine readable form solely for archival back-up purposes, provided You reproduce INTTERRA's copyright proprietary legends in any such copy; or

(ii) a limited, personal, non-sublicensable, non-transferable, non-exclusive service access right to:

(A) access and use the Services for Your personal or organizational use subject to the terms and/or conditions set forth in any initial or subsequent ordering document and/or online request for access to the Services submitted on your behalf to INTTERRA that has been accepted by INTTERRA.

## **2. License/Service Access Right Restrictions.**

(a) General Restrictions. You shall not (nor shall You permit anyone else to) directly or indirectly: (i) copy (except as expressly set forth above), modify, or distribute the Software, the Service, or any portion thereof; (ii) reverse engineer, disassemble, decompile or otherwise attempt to discover the source code or structure, sequence and organization of the Software, the Service, or any portion thereof (except where the foregoing is permitted by applicable local law, and then only to the extent so permitted); (iii) rent or lease the Software, the Service, or any portion thereof to a third party, or otherwise use or allow the use of the Software, the Service, or any portion thereof to be used for any commercial purpose or on behalf of any third party; (iv) remove or obscure any proprietary notices on the Software or Service; (v) post or otherwise make available the Software, the Service, or any portion thereof, in any form, on the Internet or other publicly-available forum; (vi) distribute copies of the Software to others (electronically or otherwise); (vii) use a previous version of the Software after you receive a new version and are asked to discontinue using the previous version; (viii) export or re-export the Software in violation of any laws or regulations. As a specific condition of this license or service access right, You agree to use the Software or Service in compliance with all applicable laws, including without limitation copyright laws, and that You will not copy, transmit, perform or distribute any audio, video or other content using the Software or Service without obtaining all necessary licenses or permissions from the owner of the content. The Software or Service and its respective features and functions, when used alone or in combination with a computing device or other systems, may be protected by one or more of US and/or foreign patents. A listing of any such patents may be included in the "About" box or menu associated with the Software or Service and INTTERRA reserves the right to update that listing from time to time, but You should not consider any such listing to be a complete or exhaustive list of all patents that may cover the Software and You should not consider the absence of any such listing to be an indication that no patents cover the Software or Service.

## **3. Special Restrictions, Disclaimers and Liability Limitations with respect to the use of the Software.**

The Software and/or Service are subject to the following restrictions, disclaimers and liability limitations:

(a) Third Party Products, Data and Content. The Software or Service may work in conjunction with (or rely upon) third party products, data or content that is not owned or controlled by INTTERRA ("Third Party Products"). When the Software or Service is used (or relies upon) such Third Party Products, by clicking "I ACCEPT, you are acknowledging that You accept both the Software or Service and the Third Party Products at Your risk. Conflicts may develop between the Software or Service and such Third Party Products that may inhibit the Software's or Service's performance, accuracy, functionality or operation. INTTERRA disclaims all liability that may arise from the use (or reliance upon) the Software or Service

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Intterra, Inc.  
3740 Dacoro Lane, Suite 200C  
Castle Rock, CO 80109





# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-299, Version: 1

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### **Freight Building Improvements at 1A Station Place, CIP Project No. 9265**

Approve a Resolution accepting Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, for maintenance and responsibility.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** JUNE 18, 2019

**DEPARTMENT:** PUBLIC WORKS DEPARTMENT

**FROM:** DAVID JACOBS, P.E. L.S., PUBLIC WORKS DIRECTOR

**BY:** JAMIE TUGEL, CONSTRUCTION INSPECTOR SUPERVISOR

**TITLE:** FREIGHT BUILDING IMPROVEMENTS AT 1A STATION PLACE,  
FOR THE CALIFORNIA WELCOME CENTER, CIP PROJECT NO.  
9265

**RECOMMENDED MOTION:**

A motion to approve a resolution that accepts Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, for maintenance and responsibility.

**RECOMMENDATION:**

Staff recommends that the City Council approve a resolution accepting Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, for maintenance and responsibility.

**BACKGROUND:**

The Freight Building is a fundamental component of the Salinas Intermodal Transportation Center (ITC), and is located within the ITC next to the Salinas Train Station Building. This phase, which was the tenant improvements for the Freight Building, has made the building fully functional and ready to be occupied by the California Welcome Center.

On September 4, 2018, City Council awarded the Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, to Jacob Construction & Design (contractor) in the amount of \$525,543. The project was subsequently increased through four contract change orders in the amount of \$47,638 for a total contract cost of \$573,181. The project included: improvements to the building interior walls, windows and new doors, new lighting, and improvements to utilities (electrical, water, and sewer); construction of ADA-compliant restrooms and other improvements to make the building fully functional and ready to be occupied.

Jacob Construction has completed the building improvements per plans and specifications and all permits have been signed off by the Permit Center. Therefore, the project is ready to be accepted for maintenance and responsibility.

#### CEQA CONSIDERATION:

**Categorically Exempt:** The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines. (Section 15301 (a)(d)(f), Class 1) because the project proposes the rehabilitation of an existing public facility that will not expand beyond the existing limits.

#### STRATEGIC PLAN INITIATIVE:

The project complements the City Council's Goals for Economic Diversity and Prosperity, and Quality of Life.

#### DEPARTMENTAL COORDINATION:

The Public Works Department coordinated with the Permit Center in plan review and Building and Fire inspection services. The divisions within the Public Works Department also managed the procurement and contract execution for the design and construction phases.

#### FISCAL AND SUSTAINABILITY IMPACT:

Funding for this project included \$171,400 from General Fund funds, \$66,450.94 from Measure G funds, and \$474,961.10 from Special Construction Assistance funds for a total project funding of \$712,812.04.

To date, \$658,549.40 has been spent on design, inspection, construction and administration, with \$54,262.57 unencumbered as of 5/13/19.

This project's contract included provisions requiring contractors to make a good faith effort to hire local workers in sufficient numbers so that no less than 50% of the total workforce, measured in labor work hours, was comprised of local hires. Overall, Jacob Construction & Design, Inc. and its subcontractors exceeded this requirement and attained 67% local workforce participation.

#### ATTACHMENTS:

Location Map  
Resolution

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**A RESOLUTION OF THE SALINAS CITY COUNCIL ACCEPTING THE FREIGHT BUILDING IMPROVEMENTS AT 1A STATION PLACE, FOR THE CALIFORNIA WELCOME CENTER, CIP PROJECT NO. 9265, FOR MAINTENANCE AND RESPONSIBILITY**

**WHEREAS**, On September 4, 2018, the City Council awarded the Freight Building Improvements at 1A Station Place, for the California Welcome Center, CIP Project No. 9265, to Jacob Construction & Design; and

**WHEREAS**, the project included: improvements to the building interior walls, windows and new doors, new lighting, and improvements to utilities (electrical, water, and sewer); construction of ADA-compliant restrooms, a break room, meeting rooms and other improvements to make the building fully functional and ready to be occupied; and

**WHEREAS**, The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines. (Section 15301 (a)(d)(f), Class 1) because the project proposes the rehabilitation of an existing public facility that will not expand beyond the existing limits; and

**WHEREAS**, the project was completed; met construction methods and project plans and specification requirements; and was approved for occupancy by the Permit Center.

**NOW, THEREFORE, BE IT RESOLVED** that the Salinas City Council accept this project for maintenance and responsibility.

**PASSED AND APPROVED** this 18th day of June 2019, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

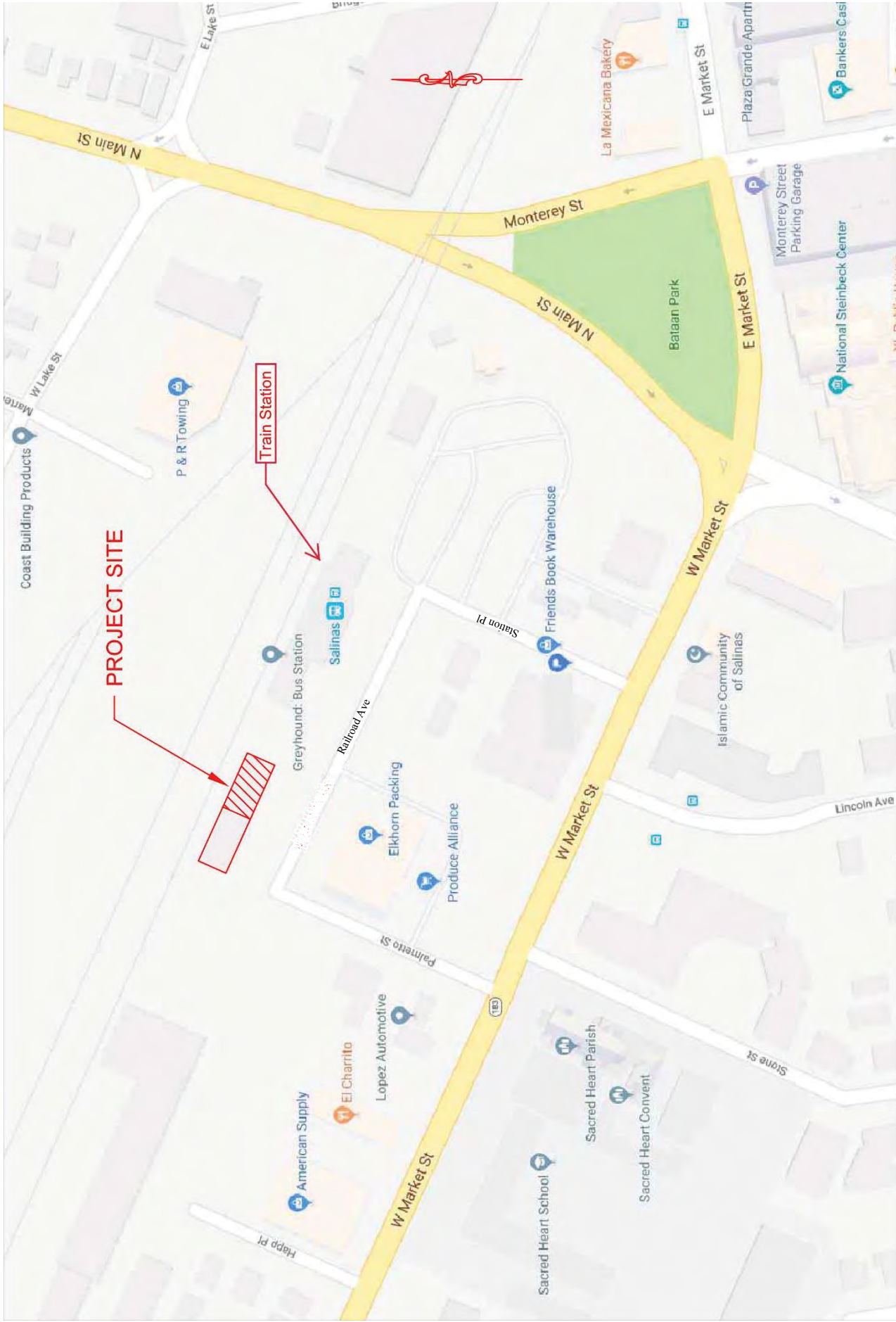
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Joe Gunter, Mayor

**ATTEST:**

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Patricia M. Barajas, City Clerk



LOCATION MAP



# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-300, Version: 1

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### **2019-2020 Prioritization of Traffic Calming Projects**

Approve a Resolution approving the priority traffic calming projects for the 2019-2020 fiscal year traffic calming program.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** JUNE 18, 2019

**DEPARTMENT:** PUBLIC WORKS

**FROM:** DAVID JACOBS, DIRECTOR

**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER

**TITLE:** 2019-2020 PRIORITIZATION OF TRAFFIC CALMING PROJECTS

### RECOMMENDED MOTION:

A motion to approve a resolution approving the priority traffic calming projects for the 2019-2020 fiscal year traffic calming program.

### RECOMMENDATION:

Requests for traffic calming projects exceed the City's budgeted resources. Council is requested to consider approving the proposed neighborhood traffic calming project prioritization list for 2019-2020 based on the Council approved traffic calming prioritization criteria, and to approve the top three priority traffic calming projects for the 2019-2020 fiscal year traffic calming program.

### 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 increasing. 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 recommendation from the Traffic and Transportation Commission.

The average cost of a neighborhood traffic calming project is approximately \$150,000 and ranges between \$70,000 to \$200,000 based on past installations. A project can take several community meetings spanning several months with additional time for a voting period before advancing to implementation. The 2018-2019 budget for traffic calming projects was \$500,000, which was distributed among three neighborhood traffic calming projects prioritized by Council based on the



prioritization rating system, specifically Chaparral Street/Maryal Drive, Cherokee Drive/Adams Street, and Nacional Street neighborhoods. Staff is working with residents with these communities towards approval and support of their neighborhood traffic calming plans.

As of December 12, 2018, the backlog of traffic calming requests includes 19 neighborhoods. Based on past projects, staff estimates that if the annual budget were to remain \$500,000, funding would be available to three 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 2019-2020. Once the first three 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>	Villa St	69
<b>2</b>	Kittery, Snug Harbor	49
<b>3</b>	First Avenue	43
<b>4</b>	Geil Street	41
<b>5</b>	Westminister, Mendocino, Placer	41
<b>6</b>	Kipling, Riker, Los Olivos, Coolridge	40
<b>7</b>	Northridge Dr	40
<b>8</b>	Osage	36
<b>9</b>	Del Monte Ave	36
<b>10</b>	Lexington Drive	35
<b>11</b>	Marion Ave	34
<b>12</b>	Ramona Ave	33
<b>13</b>	Cambrian	25
<b>14</b>	Marin, Glacier, Plumas	21
<b>15</b>	Buckhorn	19
<b>16</b>	Tapadero	19
<b>17</b>	Kilbreth	18
<b>18</b>	Pennsylvania	11
<b>19</b>	Summit Dr/Hilltop	6

The Villa Street Neighborhood submitted a petition in September 2018. Villa St is a minor arterial in the Salinas general plan and is located in a residential area. Staff collected traffic data and measured an average daily traffic of 3,999 vehicles on Villa Street and the highest measured bidirectional 85<sup>th</sup> percentile speed was 39 miles per hour. Additionally, major pedestrian generators are located in the vicinity such as Hartnell College, and Central Park. Collision reports indicate that there have been five reported collisions in the past three years. Villa St is a primary fire response route and public works staff has consulted with fire department staff to determine what countermeasures would be most acceptable as to not significantly impact response times.

The Neighborhood of Kittery Street and Snug Harbor Street submitted a petition in March 2017. Both streets are classified as a local road in the Salinas General Plan. On Kittery Street, the highest

measured average daily traffic was 2,948 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile speed was 33 miles per hour. Additionally, major pedestrian generators are located in the vicinity such as Creekside Elementary School and Creekbridge Neighborhood Park. Collision reports indicate that there has been one (1) recorded collision in the past 3 years on Kittery Street. Snug Harbor Street is a cul-de-sac with relatively low volumes, and the priority may be more focused on Kittery St where traffic speed, volumes and collision records are highest and where school pedestrian traffic is more likely occur. The community vote for this neighborhood would include the abutting homes on Kittery Street and all of the homes on Snug Harbor Street.

The First Avenue neighborhood submitted a petition in October 2018. First Avenue is classified as a local road in the General Plan. On First Avenue, the highest measured average daily traffic was 1,029 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile speed was 30 miles per hour. Additionally, a major pedestrian generator, Fremont Elementary School, is located in the vicinity. Collision reports indicate that there has been seven (7) recorded collisions in the past 3 years on First Avenue. A second petition was recently received for the segment of First Avenue, between East Market Street and Towt Street. If First Avenue becomes prioritized, staff will rescale the project to include both petitions as one traffic calming project.

The Geil Street neighborhood submitted a petition in August, 2018. Geil Street is classified as local road in the General Plan. On Geil Street the highest measured average daily traffic was 1,168 vehicles on Geil Street and the highest measured bidirectional 85<sup>th</sup> percentile speed was 30 miles per hour. Additionally, major pedestrian generators are located in the vicinity including Salinas High School, and Washington Middle School. Collision reports indicate that there has been two (2) recorded collision in the past 3 years on Geil Street.

The Westminster Drive, Mendocino Drive, Placer Way neighborhood submitted a petition in August, 2018. All of these streets are classified as local roads in the Salinas General Plan. Staff collected traffic data and determined that Mendocino Drive was the highest scoring roadway for the neighborhood. On Mendocino Drive the highest measured average daily traffic was 957 vehicles, and the highest measured bidirectional 85<sup>th</sup> percentile speed was 33 miles per hour. Additionally, major pedestrian generators are located in the vicinity including Harden Middle School, North Salinas High School and El Dorado Park. On Mendocino Drive, there are no recorded collisions in the past three years.

The Kipling Street, Riker St, Los Olivos Drive, and Colelridge Drive neighborhood submitted a petition in October, 2017. South Riker Street is classified as a collector in the General Plan, all other roads are classified as local roads. Staff collected traffic data and determined that Los Olivos Drive was the highest scoring roadway for the neighborhood. On Los Olivos Drive the highest measured average daily traffic was 1,886 vehicles, and the highest measured bidirectional 85<sup>th</sup> percentile speed was 33 miles per hour. No parks or school pedestrian generators are within the vicinity of this neighborhood. Collision reports indicate that there has been four recorded collision in the past 3 years on Los Olivos Drive.

The Northridge Drive neighborhood submitted a petition in September 2018. All of these streets are classified as local roads in the Salinas General Plan. Staff collected traffic data and determined that Northridge Drive was the highest scoring roadway in the neighborhood. On Northridge Drive

the highest measured average daily traffic was 1,224 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile speed was 31 miles per hour. Major pedestrian generators are located in the vicinity including Santa Rita Elementary School, and Santa Rita Park. Collision reports indicate that there has been three (3) recorded collision in the past 3 years on Northridge Drive.

The Osage Drive neighborhood submitted a petition in May, 2017. Both Osage Drive and Mohawk Drive are classified as local roads in the General Plan. Staff collected traffic data and determined that Osage Drive was the highest scoring roadway in the neighborhood. On Osage Drive the highest measured average daily traffic was 1,614 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile speed was 35 miles per hour. No major pedestrian generators are located in the vicinity. Collision reports indicate that there has been three (3) recorded collision in the past 3 years on Northridge Drive.

The Del Monte Avenue neighborhood west of Williams Road petitioned the City for a traffic calming project. This segment of Del Monte Avenue is classified as a local road in the General Plan. On Del Monte Avenue the highest measured average daily traffic was 1,508 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile was 28 miles per hour. Major pedestrian generators are located in the vicinity including Alisal High School and Alisal Community School. Collision reports indicate that there has been three (3) recorded collision in the past 3 years on Ramona Avenue.

The Lexington Drive neighborhood submitted a petition in September 2018. Lexington Drive is classified as a local road in the General Plan. On Lexington Drive, the highest measured average daily traffic was 1,622 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile speed was 32 miles per hour. Major pedestrian generators are located in the vicinity including John E. Steinbeck Elementary School and Steinbeck Park. Collision reports indicate that there has been no recorded collision in the past 3 years on Lexington Drive.

The Marion Avenue neighborhood submitted a petition in March 2017. Marion Avenue is classified as a local road in the General Plan. On Marion Avenue, the highest measured average daily traffic was 581 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile was 31 miles per hour. Major pedestrian generators are located in the vicinity including Washington Middle School, and Mission Park School. Collision reports indicate that there has been no recorded collision in the past 3 years on Marion Avenue.

The Ramona Avenue neighborhood submitted a petition in October 2017. Ramona Avenue is classified as a local road in the General Plan. On Ramona Avenue, the highest measured average daily traffic was 756 vehicles and the highest measured bidirectional 85<sup>th</sup> percentile was 30 miles per hour. No major pedestrian generators are located in the vicinity. Collision reports indicate that there has been six (6) recorded collision in the past 3 years on Ramona Avenue.

For all other neighborhoods requesting traffic calming projects, staff recommends closing out the requests. 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 near future. Therefore, staff recommends that requests for traffic calming requests be closed and the petitioners notified.

In summary, staff is providing Council the list of Traffic calming requests received for which a traffic evaluation was already completed. Staff is recommending that the three highest scoring traffic calming requests be approved for the City's 2019-2020 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. Staff will return at the end of the fiscal year with a new prioritization recommendations for existing and

#### Traffic and Transportation Commission

The recommendation for the prioritization of the 2019-2020 fiscal year traffic calming projects was presented to the Traffic and Transportation Commission at its May 2019 meeting. The Commission reviewed and provided feedback on the proposed neighborhood traffic. The Traffic and Transportation Commission recommend that the City Council approve the prioritization of the traffic calming projects for the 2019- 2020 fiscal year.

#### CEQA CONSIDERATION:

Staff has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

#### STRATEGIC PLAN INITIATIVE:

The City's Traffic Calming Policy supports Council goals of a safe, livable community.

#### DEPARTMENTAL COORDINATION:

Public works staff developed the Neighborhood Traffic Calming Manual with feedback from the Salinas Fire Department. Public works staff consulted with the Salinas Fire Department on the recommendation of the Traffic Calming Prioritization. Staff also coordinates with the Salinas Police Department if traffic calming enforcement assistance is necessary.

#### FISCAL AND SUSTAINABILITY IMPACT:

Based on the cost of past projects, staff estimates that the Traffic Calming Projects annual budget for the 2019-2020 fiscal year will be \$500,000. Funding would be available for at least three neighborhood Traffic Calming Projects. If there is a surplus of funds after the first three projects are implemented staff will continue developing plans in order of prioritization.

ATTACHMENTS:

Attachment 1: Neighborhood Traffic Calming Scoring Worksheets

Attachment 2: Neighborhood Traffic Studies

Attachment 3: Neighborhood Traffic Management Program Manual

Attachment 4: Resolution

<b>STREET:</b>	Villa Street		
<b>FROM</b>	Central Avenue	<b>TO</b>	W. Market Street
<b>STAFF</b>			
<b>DATE</b>	10/02/18 - 10/05/18		

**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 2,500 with a maximum possible score of 20 points.

Facility  
AWDT 3,999 ADT Collector Facility

15

**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 conditions 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 39 MPH

20

**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 5 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

15

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 4 /20

4

**TOTAL SCORE 69**

<b>STREET:</b>	Kittery Street		
<b>FROM</b>	Fitzgerald Street	<b>TO</b>	Beacon Hill Drive
<b>STAFF</b>			
<b>DATE</b>	05/25/2017- 05/01/2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 2,978 ADT

20

**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 conditions 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 33 MPH

16

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 0 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 0 /20

0

**TOTAL SCORE 49**

<b>STREET:</b>	Snug Harbor		
<b>FROM</b>	Snug Harbor	<b>TO</b>	Kittery St
<b>STAFF</b>			
<b>DATE</b>			

<b>CATEGORY</b>	<b>POINTS</b>
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**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 2,500 with a maximum possible score of 20 points.

<b>Facility</b>	Residential street	
<b>AWDT</b>	374	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 conditions 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.

<b>85th Percentile</b>	29	MPH	8
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**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

<b>Collisions</b>	1	Each	3
<b>Fatal</b>	0	Each	
<b>Pedestrian/Bike</b>	0	Each	

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

<b>Designated School</b>	1	Each	10
<b>Pedestrian Generator</b>	0	Each	

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

<b>Score</b>	0	/20	0
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**TOTAL SCORE** 21



<b>STREET:</b>	<b>First Avenue</b>		
<b>FROM</b>	<b>E Market Street</b>	<b>TO</b>	<b>Garner Avenue</b>
<b>STAFF</b>			
<b>DATE</b>	<b>10/29/18 - 11/09/18</b>		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,029 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 conditions 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 30 MPH

10

**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 7 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

20

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 3 /20

3

**TOTAL SCORE 43**

<b>STREET:</b>	Geil Street		
<b>FROM</b>	Iverson Street	<b>TO</b>	Main Street
<b>STAFF</b>			
<b>DATE</b>	11/09/2018 - 12/14/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,168 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 conditions 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 30 MPH

10

**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 2 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

9

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 0 Each

20

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 2 /20

2

**TOTAL SCORE** 41

<b>STREET:</b>	Westminster Drive		
<b>FROM</b>	Tynan Way	<b>TO</b>	Hampton St
<b>STAFF</b>			
<b>DATE</b>	Sep. 20-26, 2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,080 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 conditions 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 32 MPH

14

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE 33**

<b>STREET:</b>			
<b>FROM</b>	Placer Way	<b>TO</b>	Mendocino Dr
<b>STAFF</b>			
<b>DATE</b>	Sept. 20-26, 2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 957 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 conditions 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 33 MPH

16

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 1 Each

20

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 5 /20

5

**TOTAL SCORE** 41

<b>STREET:</b>			
<b>FROM</b>	Westminster Dr	<b>TO</b>	Placer Way Mendocino Dr
<b>STAFF</b>			
<b>DATE</b>	Sep. 20-26, 2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 870 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 conditions 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 30 MPH

10

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 1 Each

20

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE 31**

<b>STREET:</b>	Kipling St		
<b>FROM</b>	Los Olivos	<b>TO</b>	S Riker St
<b>STAFF</b>			
<b>DATE</b>	5/09/2018 - 5/21/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 202 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 conditions 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 32 MPH

14

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE** 15

<b>STREET:</b>	Riker St		
<b>FROM</b>	Kipling St	<b>TO</b>	Blanco Rd
<b>STAFF</b>			
<b>DATE</b>	5/09/2018 - 5/21/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Collector Facility  
AWDT 1,407 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 conditions 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 31 MPH

12

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 2 /20

2

**TOTAL SCORE 14**

<b>STREET:</b>	<b>Los Olivos Dr</b>		
<b>FROM</b>	<b>Kipling St</b>	<b>TO</b>	<b>Blanco Rd</b>
<b>STAFF</b>			
<b>DATE</b>	<b>5/09/2018 - 5/21/2018</b>		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,886 ADT

8

**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 conditions 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 33 MPH

16

**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 4 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

12

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 4 /20

4

**TOTAL SCORE 40**



<b>STREET:</b>	Coleridge Dr		
<b>FROM</b>	Los Olivos Dr	<b>TO</b>	S Riker St
<b>STAFF</b>			
<b>DATE</b>	5/09/2018 - 5/21/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 580 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 conditions 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 31 MPH

12

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 5 /20

5

**TOTAL SCORE** 20

<b>STREET:</b>	Northridge Drive		
<b>FROM</b>	Swaner Ave	<b>TO</b>	Van Buren Ave
<b>STAFF</b>			
<b>DATE</b>	11/05/18 to 11/16/18		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,224 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 conditions 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 31 MPH

12

**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 3 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

9

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 4 /20

4

**TOTAL SCORE** 40

<b>STREET:</b>	Osage Drive		
<b>FROM</b>	N First Street	<b>TO</b>	Adams Street
<b>STAFF</b>			
<b>DATE</b>	11/09/2018 - 12/14/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,614 ADT

2

**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 conditions 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 35 MPH

20

**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 3 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

12

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 2 /20

2

**TOTAL SCORE** 36

<b>STREET:</b>	Del Monte Ave		
<b>FROM</b>	Williams Road	<b>TO</b>	Del Monte Ave
<b>STAFF</b>			
<b>DATE</b>	05/31/2017- 06/01/2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,508 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 conditions 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 28 MPH

6

**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 3 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

9

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 0 Each

20

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE** 36

<b>STREET:</b>	Lexington Drive		
<b>FROM</b>	Independence Blvd	<b>TO</b>	Provincetown Drive
<b>STAFF</b>			
<b>DATE</b>	09/11/2018 - 09/14/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 1,622 ADT

2

**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 conditions 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 32 MPH

14

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 4 /20

4

**TOTAL SCORE** 35

<b>STREET:</b>	<b>MARIN AVENUE</b>		
<b>FROM</b>	<b>RANIER DR</b>	<b>TO</b>	<b>GLACIER DR</b>
<b>STAFF</b>			
<b>DATE</b>	<b>8/20/2018 - 8/24/2018</b>		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 748 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 conditions 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 31 MPH

12

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

6

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE 19**

<b>STREET:</b>	Ramona Avenue		
<b>FROM</b>	E Laurel Drive	<b>TO</b>	Glacier Drive
<b>STAFF</b>			
<b>DATE</b>	10/26/2017- 10/30/2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 756 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 conditions 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 30 MPH

10

**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 6 Each  
Fatal 0 Each  
Pedestrian/Bike 2 Each

20

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 3 /20

3

**TOTAL SCORE 33**

<b>STREET:</b>	Cambrian Drive		
<b>FROM</b>	Sausal Drive	<b>TO</b>	Atherton Way
<b>STAFF</b>			
<b>DATE</b>	09/6/17 - 09/13/17		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 533 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 conditions 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 30 MPH

10

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 0 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 2 /20

2

**TOTAL SCORE** 25



<b>STREET:</b>	<b>MARIN AVENUE</b>		
<b>FROM</b>	<b>RANIER DR</b>	<b>TO</b>	<b>GLACIER DR</b>
<b>STAFF</b>			
<b>DATE</b>	<b>8/20/2018 - 8/24/2018</b>		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 748 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 conditions 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 31 MPH

12

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

6

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE 19**

<b>STREET:</b>	GLACIER DRIVE		
<b>FROM</b>	MODOC AVE	<b>TO</b>	MARIN AVE
<b>STAFF</b>			
<b>DATE</b>	8/20/2018 - 8/24/2018		

**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 2,500 with a maximum possible score of 20 points.

**Facility**
**Collector Facility**
**AWDT**  ADT

**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 conditions 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

**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

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  Each

**Pedestrian Generator**  Each

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

**Score**  /20

**TOTAL SCORE**

<b>STREET:</b>			
<b>FROM</b>	GLACIER DR	<b>TO</b>	PLUMAS WAY
<b>STAFF</b>			
<b>DATE</b>	8/20/2018 - 8/24/2018		

<b>CATEGORY</b>	<b>POINTS</b>
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**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 2,500 with a maximum possible score of 20 points.

<b>Facility</b>	Residential street	
<b>AWDT</b>	110 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 conditions 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.

<b>85th Percentile</b>	24 MPH	0
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**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

<b>Collisions</b>	0 Each	0
<b>Fatal</b>	0 Each	
<b>Pedestrian/Bike</b>	0 Each	

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

<b>Designated School</b>	0 Each	0
<b>Pedestrian Generator</b>	0 Each	

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

<b>Score</b>	2 /20	2
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<b>TOTAL SCORE</b>	2
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<b>STREET:</b>	Buckhorn Drive		
<b>FROM</b>	Tamarak Way	<b>TO</b>	North Sanborn Road
<b>STAFF</b>			
<b>DATE</b>	September 14 - 19, 2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Collector Facility  
AWDT 1,065 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 conditions 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 33 MPH

16

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 0 /20

0

**TOTAL SCORE 19**

<b>STREET:</b>	Tapadero Street		
<b>FROM</b>	Chaparral Street	<b>TO</b>	E Laurel Drive
<b>STAFF</b>			
<b>DATE</b>	03/09/2018 - 04/01/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 655 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 conditions 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 30 MPH

10

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 1 Each

5

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE** 19

<b>STREET:</b>	Kilbreth Ave		
<b>FROM</b>	Del Monte Ave	<b>TO</b>	Sanborn Rd
<b>STAFF</b>			
<b>DATE</b>	Sept. 14-19, 2017		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 759 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 conditions 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 26 MPH

2

**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 1 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

6

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 0 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 0 /20

0

**TOTAL SCORE 18**

<b>STREET:</b>	Pennsylvania Dr		
<b>FROM</b>	McKinnon St	<b>TO</b>	Boronda Rd
<b>STAFF</b>			
<b>DATE</b>	3/12/2018 - 3/16/2018		

**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 2,500 with a maximum possible score of 20 points.

Facility Residential street  
AWDT 814 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 conditions 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 30 MPH

10

**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 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 1 /20

1

**TOTAL SCORE 11**

<b>STREET:</b>	<b>SUMMIT DRIVE</b>		
<b>FROM</b>	<b>HILLTOP DRIVE</b>	<b>TO</b>	<b>HILLTOP DRIVE</b>
<b>STAFF</b>			
<b>DATE</b>	<b>11/22/18 - 12/12/18</b>		

<b>CATEGORY</b>	<b>POINTS</b>
-----------------	---------------

**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 2,500 with a maximum possible score of 20 points.

<b>Facility</b>	Residential street	
<b>AWDT</b>	<input type="text" value="293"/> ADT	<input type="text" value="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 conditions 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.

<b>85th Percentile</b>	<input type="text" value="26"/> MPH	<input type="text" value="2"/>
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**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

<b>Collisions</b>	<input type="text" value="0"/> Each	<input type="text" value="0"/>
<b>Fatal</b>	<input type="text" value="0"/> Each	
<b>Pedestrian/Bike</b>	<input type="text" value="0"/> Each	

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

<b>Designated School</b>	<input type="text" value="0"/> Each	<input type="text" value="0"/>
<b>Pedestrian Generator</b>	<input type="text" value="0"/> Each	

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

<b>Score</b>	<input type="text" value="4"/> /20	<input type="text" value="4"/>
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<b>TOTAL SCORE</b>	<input type="text" value="6"/>
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<b>STREET:</b>	<b>HILLTOP DRIVE</b>		
<b>FROM</b>	<b>N. MADEIRA AVENUE</b>	<b>TO</b>	<b>SUMMIT DRIVE</b>
<b>STAFF</b>			
<b>DATE</b>	<b>11/22/18 - 12/12/18</b>		

<b>CATEGORY</b>	<b>POINTS</b>
-----------------	---------------

**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 2,500 with a maximum possible score of 20 points.

<b>Facility</b>	Residential street	
<b>AWDT</b>	<input type="text" value="300"/> ADT	<input type="text" value="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 conditions 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.

<b>85th Percentile</b>	<input type="text" value="25"/> MPH	<input type="text" value="0"/>
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**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

<b>Collisions</b>	<input type="text" value="0"/> Each	<input type="text" value="0"/>
<b>Fatal</b>	<input type="text" value="0"/> Each	
<b>Pedestrian/Bike</b>	<input type="text" value="0"/> Each	

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

<b>Designated School</b>	<input type="text" value="0"/> Each	<input type="text" value="0"/>
<b>Pedestrian Generator</b>	<input type="text" value="0"/> Each	

**5 Geometrics and Engineering Considerations (20 Points)**

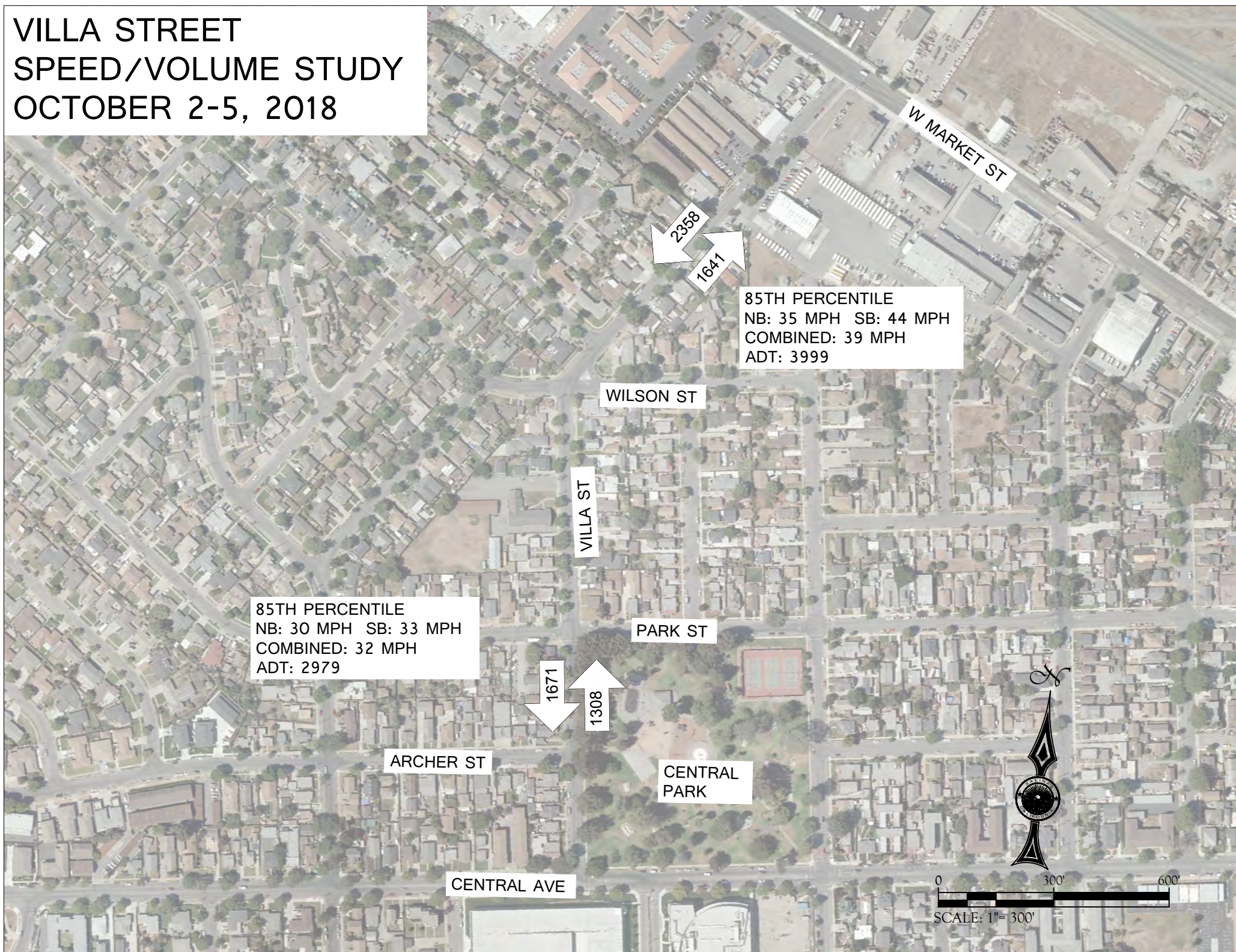
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

<b>Score</b>	<input type="text" value="4"/> /20	<input type="text" value="4"/>
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<b>TOTAL SCORE</b>	<input type="text" value="4"/>
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# VILLA STREET SPEED/VOLUME STUDY OCTOBER 2-5, 2018





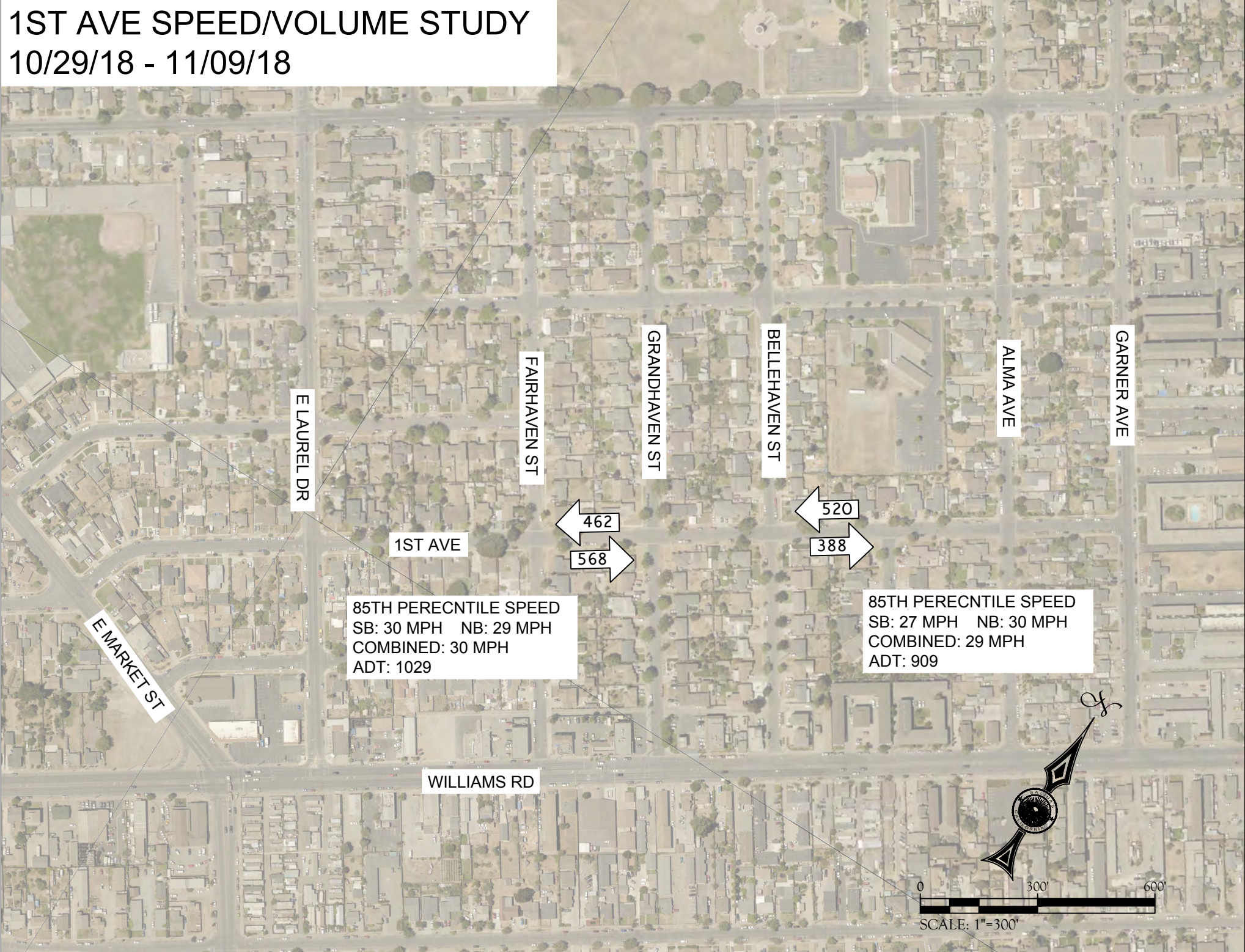
# KITTERY STREET SNUG HARBOR STREET VOLUME & SPEED STUDY





# 1ST AVE SPEED/VOLUME STUDY

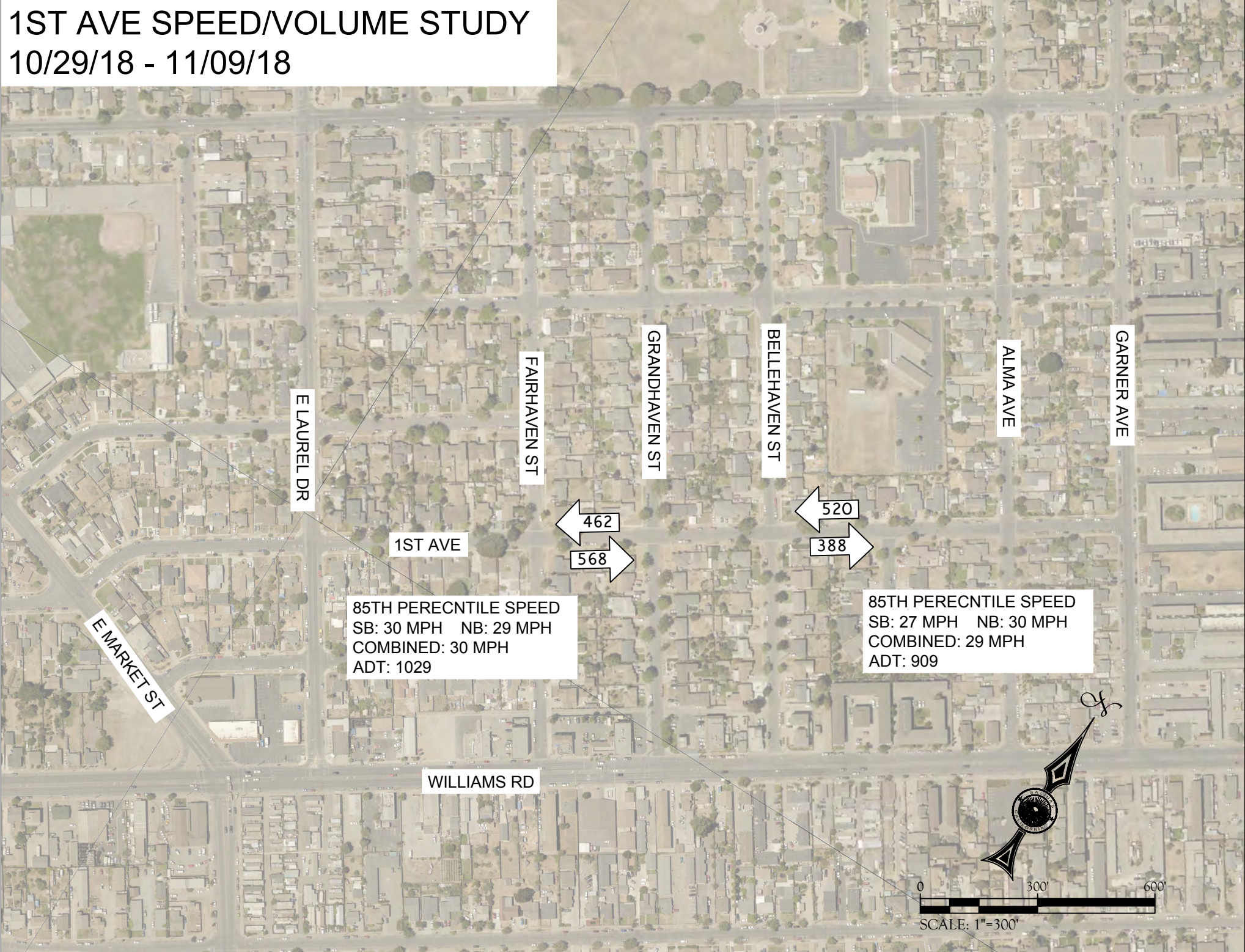
10/29/18 - 11/09/18





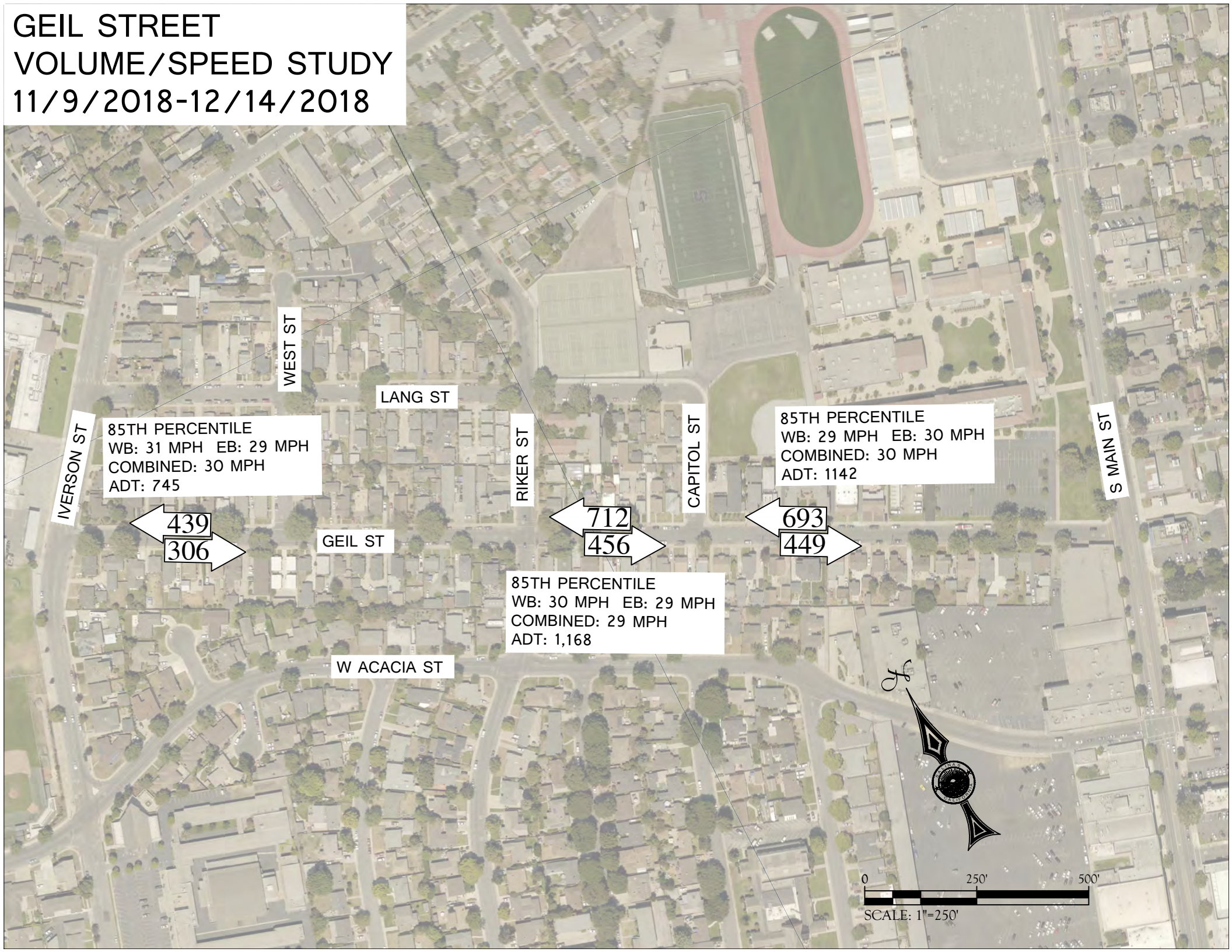
# 1ST AVE SPEED/VOLUME STUDY

10/29/18 - 11/09/18



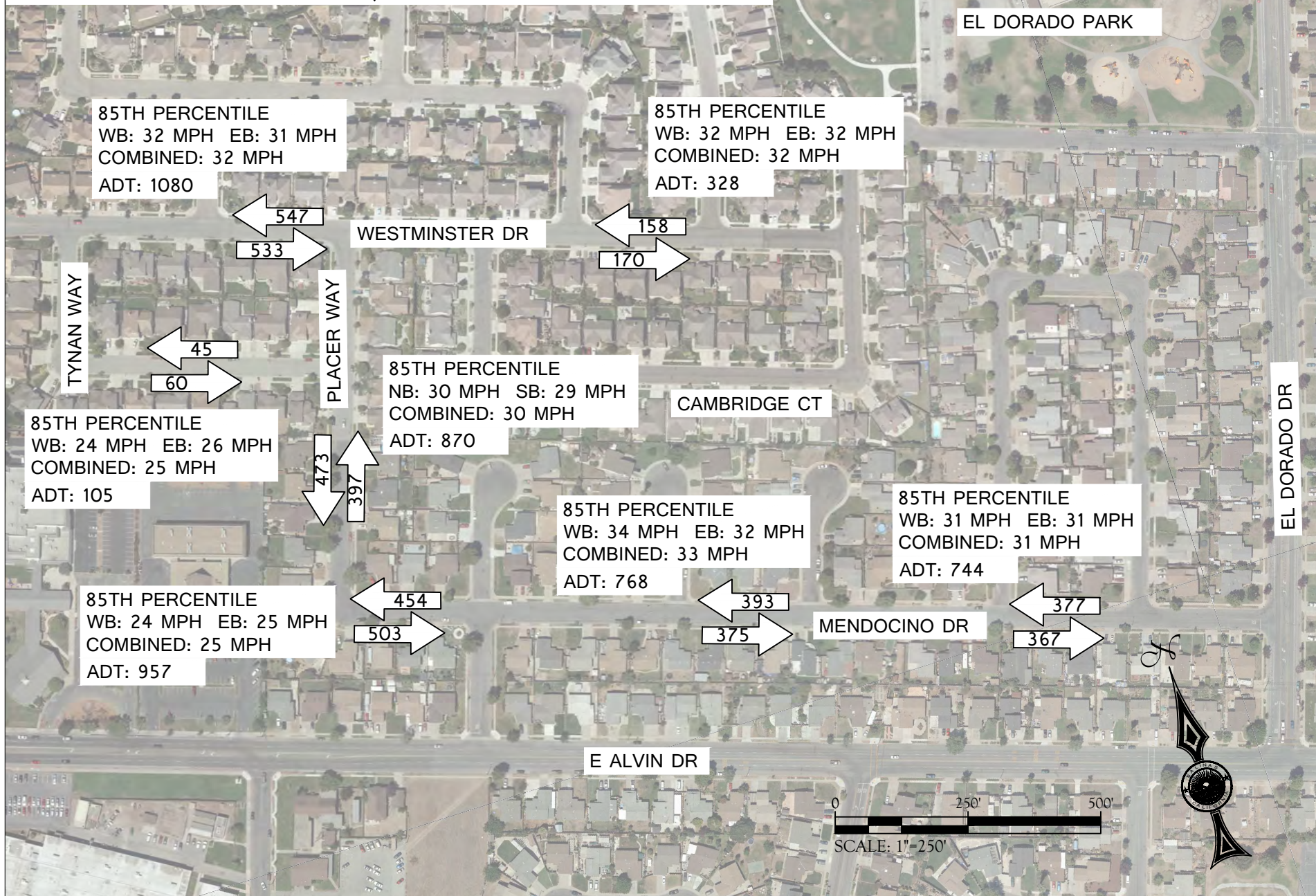


GEIL STREET  
VOLUME/SPEED STUDY  
11/9/2018-12/14/2018





# MENDOCINO DR/PLACER WAY VOLUME & SPEED STUDY/WEEKDAY SEPTEMBER 20-26, 2017





# LOS OLIVOS DR/ KIPLING ST/ COOLRIDGE DR VOLUME & SPEED STUDY/WEEKDAY

85TH PERCENTILE  
WB: 29 MPH EB: 30 MPH  
COMBINED: 29.5 MPH  
ADT: 980

510  
470

LOS OLIVOS DR

85TH PERCENTILE  
WB: 30 MPH EB: 31 MPH  
COMBINED: 30.5 MPH  
ADT: 580

1024  
862

321  
259

COLERIDGE DR

85TH PERCENTILE  
SB: 36 MPH NB: 30 MPH  
COMBINED: 33  
ADT: 1886

85TH PERCENTILE  
WB: 29 MPH EB: 28 MPH  
COMBINED: 28.5 MPH  
ADT: 488

104  
384

DICKENS DR

727  
680

85TH PERCENTILE  
SB: 28 MPH NB: 28 MPH  
COMBINED: 28 MPH  
ADT: 1407

S. RIKER ST

197  
173

85TH PERCENTILE  
SB: 31 MPH NB: 30 MPH  
COMBINED: 30.5 MPH  
ADT: 370

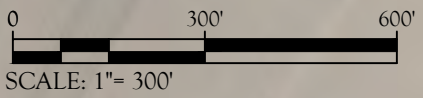
103  
56

85TH PERCENTILE  
WB: 31 MPH EB: 32 MPH  
COMBINED: 31.5 MPH  
ADT: 159

KIPLING ST

109  
93

85TH PERCENTILE  
WB: 29 MPH EB: 30 MPH  
COMBINED: 29.5 MPH  
ADT: 202





# NORTHRIDGE DR ST TRAFFIC STUDY

## SPEED/VOLUME 11/05/18 - 11/16/18





# OSAGE DRIVE TRAFFIC STUDY MAY 19-22, 2017





# Del Monte Ave. Traffic Calming May 31-June 1, 2017





LEXINGTON DRIVE  
SPEED/VOLUME TRAFFIC STUDY  
SEPT.11-14, 2018



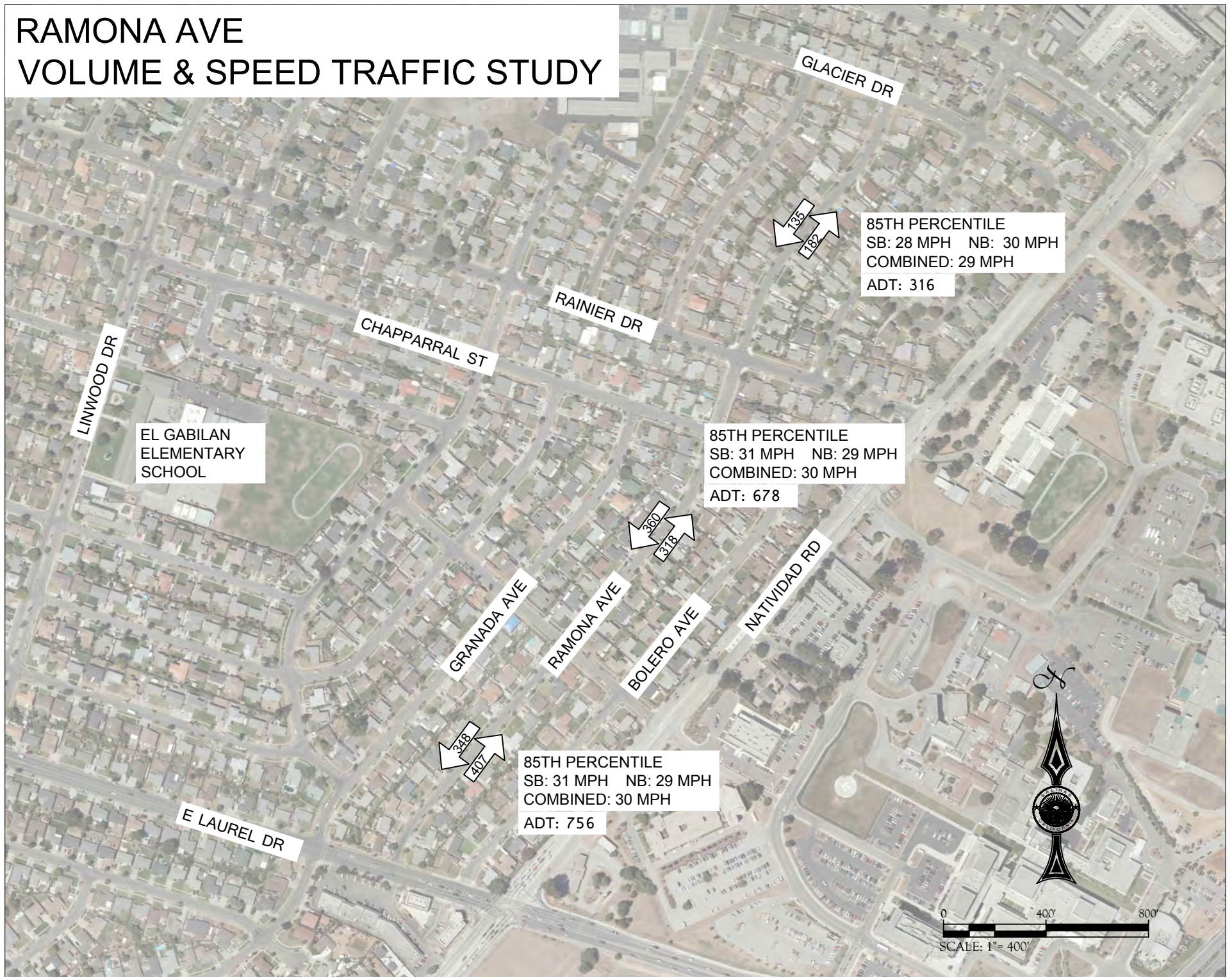


# MARION AVENUE TRAFFIC CALMING TRAFFIC STUDY (WEEKDAY) APRIL 24-27, 2017





# RAMONA AVE VOLUME & SPEED TRAFFIC STUDY





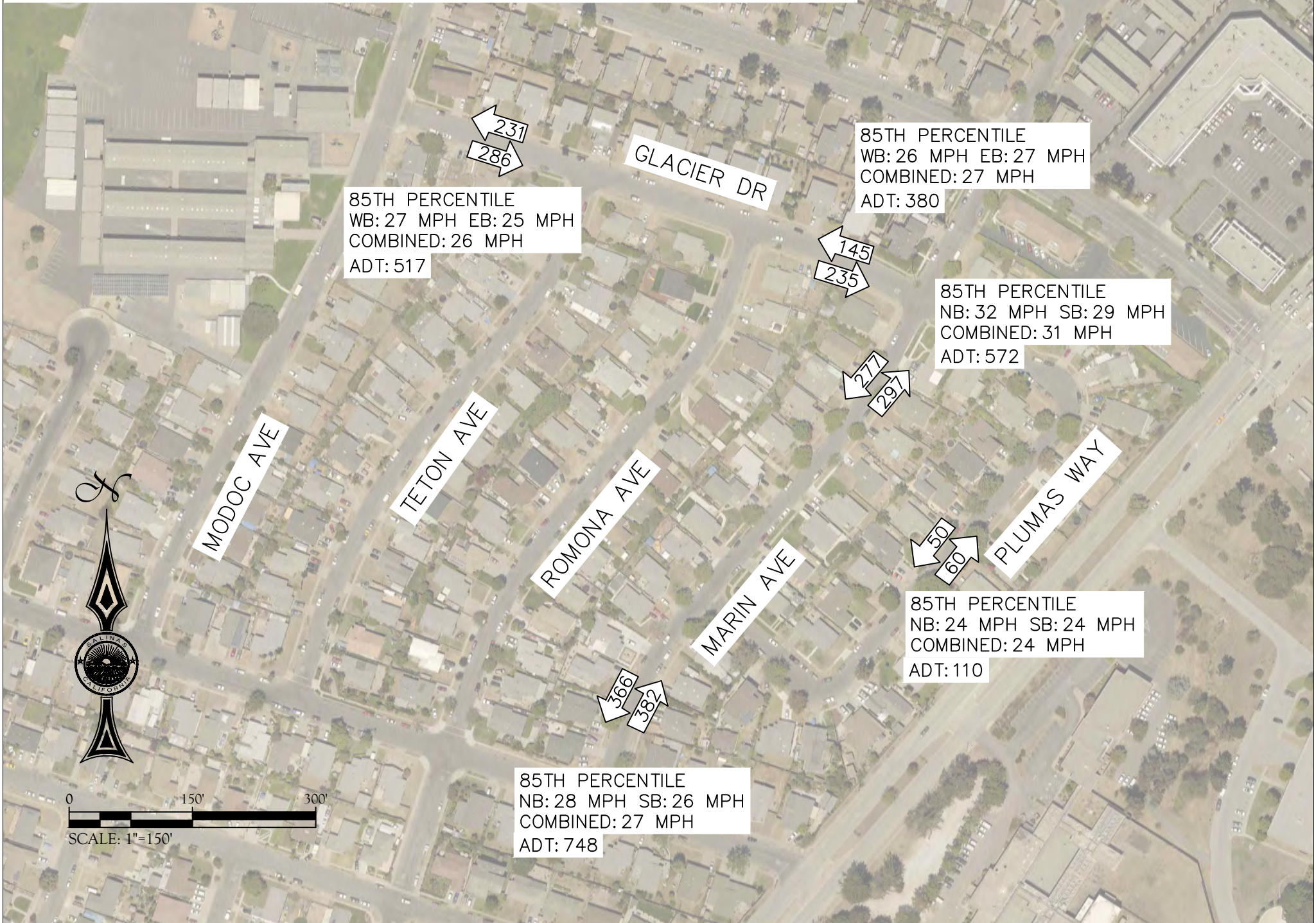
# CAMBRIAN DRIVE TRAFFIC CALMING STUDY SEP. 6-13, 2017





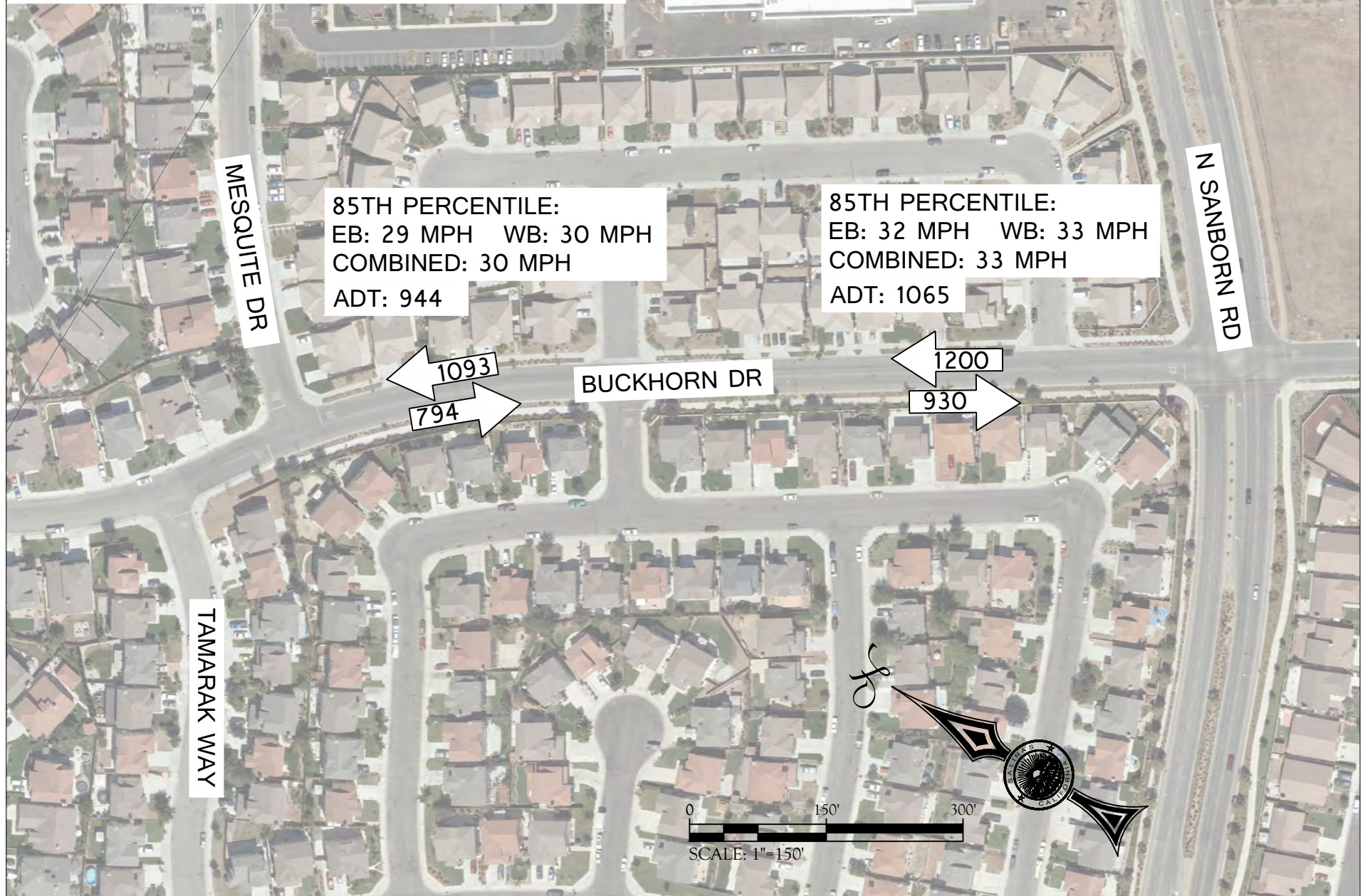
# MARIN AVE/ GLACIER DR/ PLUMAS WAY

## VOLUME AND SPEED STUDY 8/20/2018 - 8/24/2018



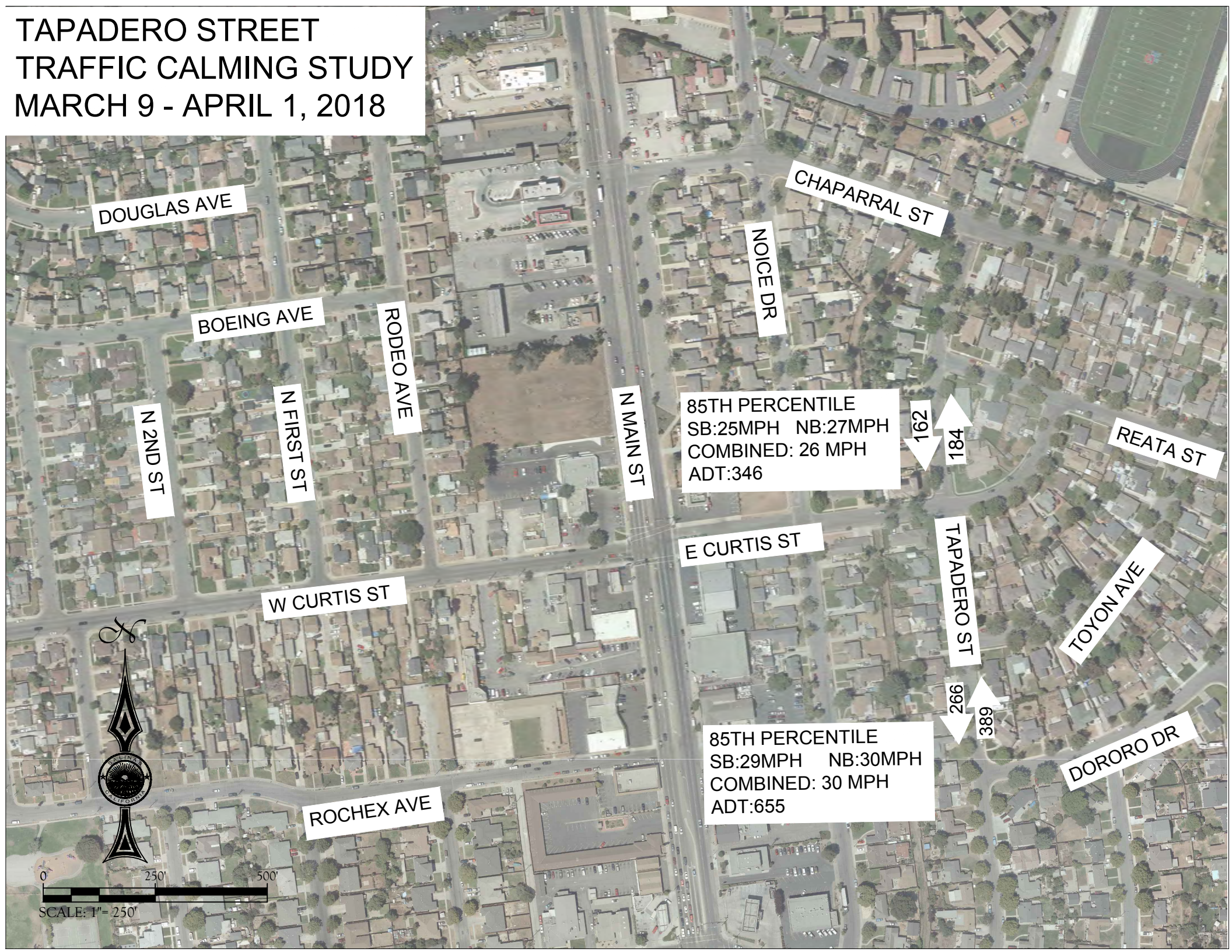


# BUCKHORN DR VOLUME & SPEED STUDY SEPTEMBER 14-19, 2017





TAPADERO STREET  
TRAFFIC CALMING STUDY  
MARCH 9 - APRIL 1, 2018



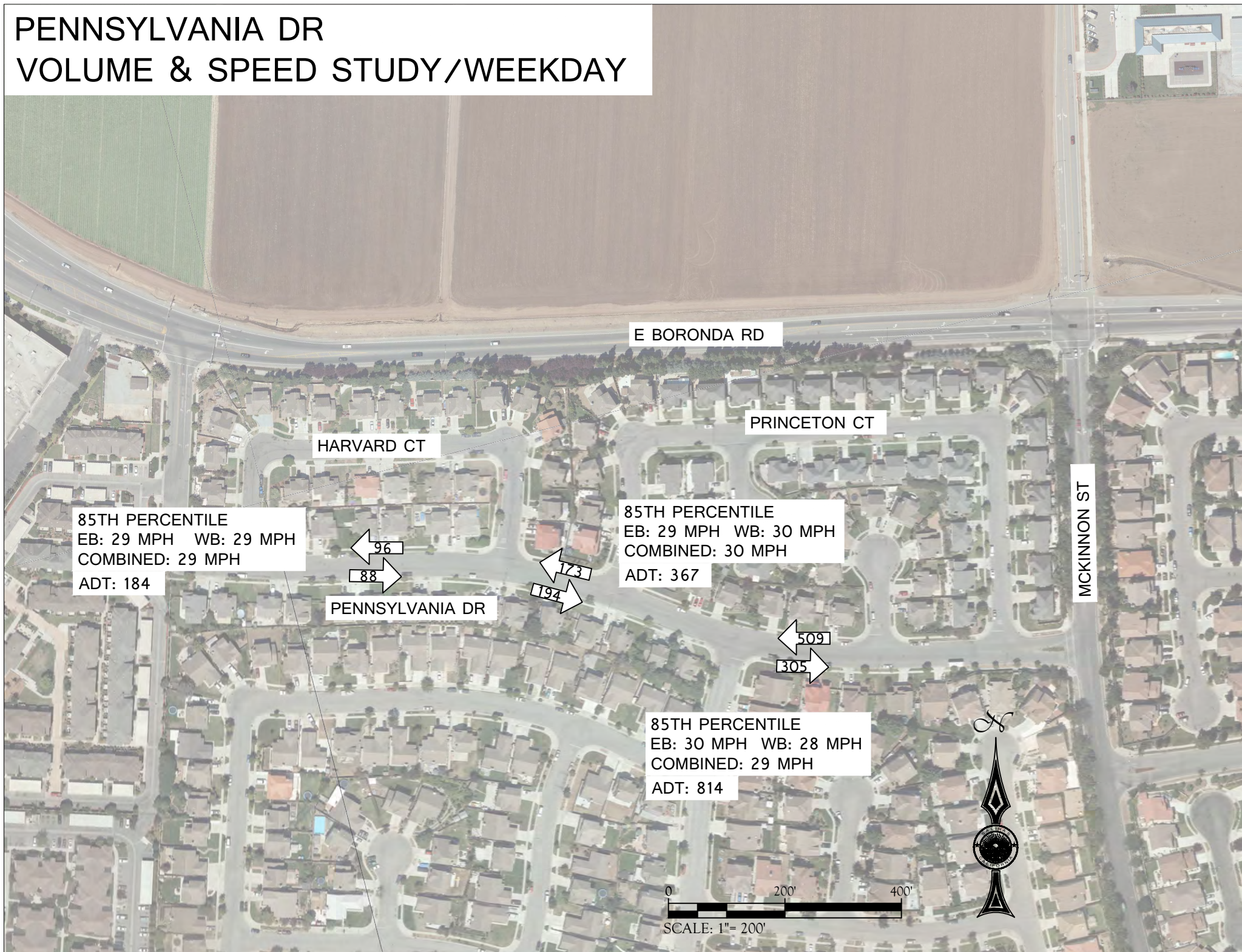


# KILBRETH AVE VOLUME & SPEED STUDY SEPTEMBER 14-19, 2017



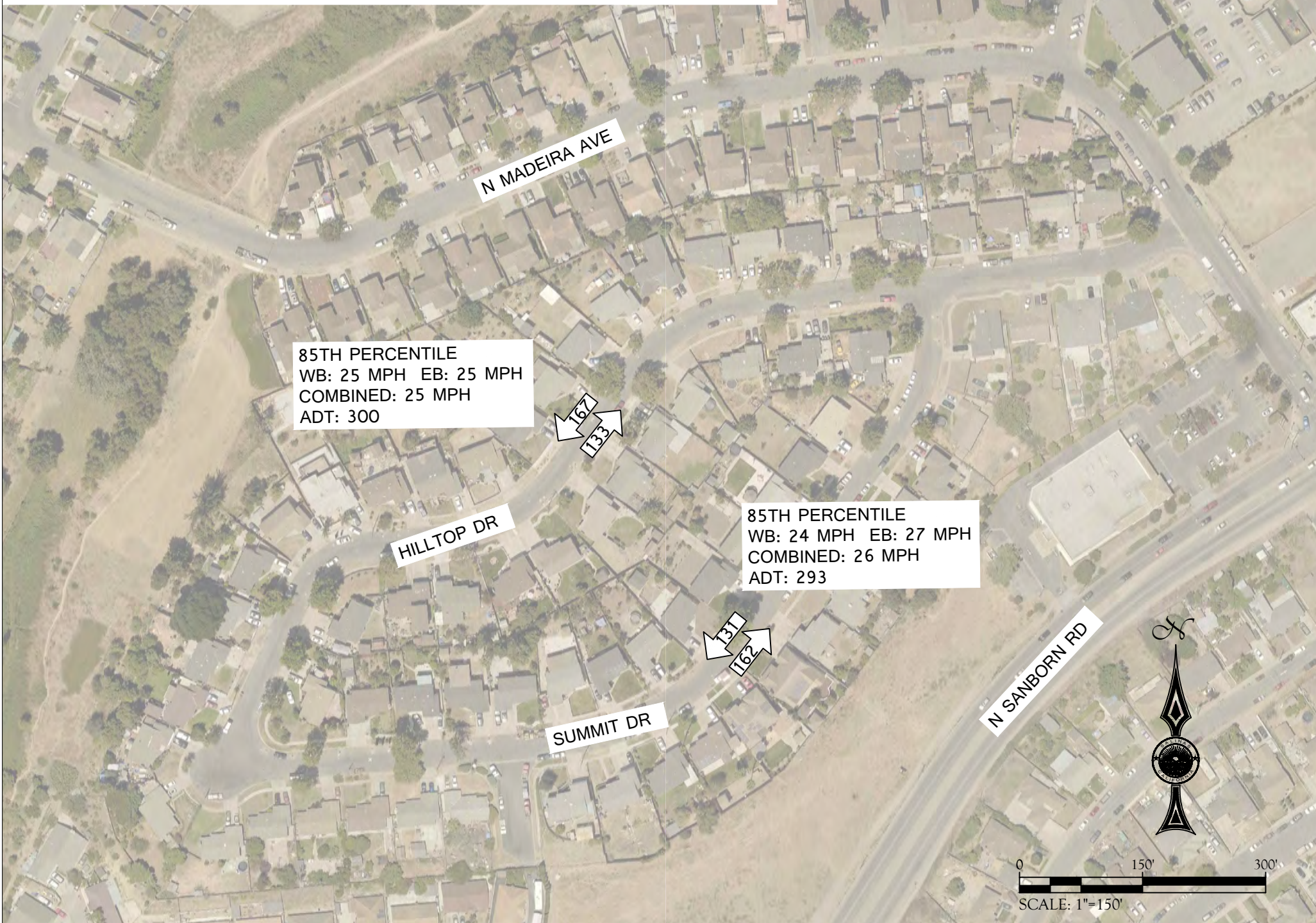


# PENNSYLVANIA DR VOLUME & SPEED STUDY/WEEKDAY





# HILLTOP DR. & SUMMIT DR. TRAFFIC STUDY SPEED/VOLUME 11/22/2018 - 12/12/2018





*Final Report*

**City of Salinas**

# **Neighborhood Traffic Management Program**

TRANSPORTATION



& PLANNING



**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

160 W. Santa Clara St., Ste. 675  
San Jose, CA 95113

**SJ07-905**

**November 2008**

**Final Report**

**City of Salinas  
Neighborhood Traffic  
Management Program**

Prepared For:

**City of Salinas**

Prepared By:

**Fehr & Peers**

November 2008

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## **ACKNOWLEDGMENTS**

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# 1. INTRODUCTION

## PURPOSE

Growth in traffic volumes in Salinas and the broader region has increased the frequency and severity of traffic-related issues on neighborhood streets. Numerous agencies across the nation have confronted these problems using a proven process and tools to address both safety and quality-of-life concerns. The process is known as a Neighborhood Traffic Management Program (NTMP), which uses traffic calming tools and techniques.

The purpose of this document is to define a NTMP that is customized to the needs and unique characteristics of Salinas residential streets.

## OVERVIEW

As defined in an *ITE Journal* article, “[t]raffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”<sup>1</sup> This definition suggests that the negative effects of vehicle speeds and/or excessive traffic volumes on neighborhood streets can diminish the residential quality of life. While residential life “quality” is subjective, vehicle speeds and traffic volumes can be quantified and compared against adopted community or industry standards. Experiences reinforce this notion as some community residents embrace traffic calming, while others are not so willing to accept the inconveniences of “managed traffic” in lieu of a perceived improvement in residential quality of life.

With this in mind, the Development and Engineering Services (DES) Department has requested assistance with preparation of a comprehensive program that includes a systematic approach to handling neighborhood traffic requests, and applying the most appropriate traffic calming measures for the situation at hand. The NTMP will also engage community residents during the development of individual neighborhood traffic calming plans and determine local support for the plan through neighborhood participation.

The process defined herein is intended solely for use on public streets and is not applicable to non-City maintained roadways (i.e., private roads, or county roadways). However, use of this manual as a guideline for non-City roadways, will require oversight by the Fire Department on the planning, design, and implementation of such features. Eligible City maintained roadways (i.e., public roads) include two-lane local, collector, and some minor arterials located within the City limits.

The terms “local” and “collector” streets refer to the functional classification that denotes a specific level in the transportation network hierarchy and specifies the design according to City of Salinas standards. While the streets may have been designed for a particular purpose, they may function differently in the field than intended. Therefore, it may be difficult to differentiate between the two classifications. Following is a narrative description of each roadway classification:

- Local Streets provide direct access to residential properties and facilitate short neighborhood trips. Typical local street features include:
  - Two-lane 24- to 34-foot travel way width (curb face to curb face)

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<sup>1</sup> Lockwood, I.M., “ITE Traffic Calming Definition.” *ITE Journal*, Vol. 67, July 1997, pp. 22-24.

- Serves fewer than 75 residential units on a through cul-de-sac or street
- Collector Streets are secondary roads that connect motorists from surrounding local streets to arterial roadways and freeways and facilitate intermediate trip lengths. Typical collector street features include:
  - 34- to 40-foot travel way
  - Connects local streets to arterials
  - May or may not include front-on housing

The underpinnings of the NTMP are based on a combination of parallel strategies, known collectively as the “Three E’s”:

- Education – Providing information and raising awareness; targeting drivers, pedestrians, and cyclists about the safest and best ways to share the road.
- Engineering – Physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of automobiles, on residents and other transportation modes.
- Enforcement – Targeted enforcement by the City of Salinas Police Department to reinforce the emphasis on education and engineering aspects of the program.

This document focuses on the engineering aspects of neighborhood traffic calming, though education and enforcement play an important role in any engineering strategy. This document and informational flyers provide education, while the City of Salinas Police Department, Monterey County Sheriff Department, and California Highway Patrol conduct targeted speed enforcement. Although targeted speed enforcement provides a positive influence on neighborhood streets, the demand for this service can easily outstrip the resources of any enforcement agency. Therefore, neighborhood traffic calming is a viable alternative that is typically self-enforcing and minimizes operating costs.

This program also considers the roadway network and design of new developments. Developers, with guidance from DES staff, can reduce the need for future traffic calming by designing new streets that discourage speeding and cut-through traffic. To supplement these design principles, developers can incorporate traffic calming concepts and measures as part of the initial development.

## **NTMP DEVELOPMENT**

This manual was adapted to meet the needs of the City of Salinas. An advisory committee composed of representatives from City of Salinas Planning, Engineering, and Traffic Divisions; Salinas Fire Districts, Salinas Police Department; Monterey Salinas Transit; City Council Districts, and local agencies and interested parties convened to review material and provide input on specific aspects of the NTMP process framework and toolbox.

The material presented to the TAC was based on a 2004 national survey conducted of 21 leading jurisdictions’ traffic calming practices. The survey provided insight into the evolution of the traffic calming field since the last in-depth report<sup>2</sup> almost a decade ago. The various approaches, policies, and uses of traffic

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<sup>2</sup> Ewing, R. *Traffic Calming State-of-the-Practice*. Washington, D.C., USA: Institute of Transportation Engineers /Federal Highway Administration, 1999.

calming devices reported in this survey provided a menu of alternatives to develop a Neighborhood Traffic Management Program unique to the City of Salinas.

## **FUNDING**

Funding for the Salinas NTMP will likely come from the City's limited street funding, which will compete annually for funding amongst other programs. Funding will go towards staff time (operating cost) and construction costs (capital cost) of standard devices. As DES identifies needs in the next fiscal budget, City staff and decision-makers may recognize that other funding sources may be necessary to maintain the program or meet the anticipated demand. To offset the public demand and stretch the funding, residents will be required to contribute 75 percent of the costs for speed humps (or other vertical devices). Additional cost sharing may be necessary depending on annual funding and level of public demand. The need and proportional share to residents will be determined annually.

In the absence of funding or to expedite treatment, residents may elect to fund a local traffic calming plan. The neighborhood must prove the financial ability to fund 100 percent of the anticipated costs, which include plan development, engineering drawings, and construction. Upon proof of financial ability, DES can elect to authorize the neighborhood's request to develop a traffic calming plan. Regardless of resident contributions, physical measures will be implemented only if warranted through an engineering study or as part of another City sponsored project (e.g., a streetscape plan).

In addition, residents could voluntarily elect to fund aesthetic upgrades to the standard devices. Such aesthetic upgrades could include landscaping or use of decorative materials.

## **HOW TO USE THIS DOCUMENT**

This document provides guidelines, not rigid requirements. These guidelines are primarily intended for DES staff and residents to help develop an appropriate NTMP, and for builders and staff to create and review new subdivision plans.

This manual will likely evolve as staff and community members work through the program; and identify more efficient or different methods of implementing the program and better ways of disseminating information. DES staff may also revise the design guidelines and cost estimates to ensure updated material is presented.

## **WHO TO CONTACT**

To find out more information about the Neighborhood Traffic Management Program or whether your street is eligible for traffic calming, please contact:

- The Traffic and Transportation Division of the Development and Engineering Services Department at (831) 758-7241 or [deveng@ci.salinas.ca.us](mailto:deveng@ci.salinas.ca.us).

#### HOW TO USE THIS DOCUMENT

*If you are a Resident*, you should focus on the following chapters:

**Chapter 2, Process Framework**, to find out how to request traffic calming on your street and the steps necessary to implement a traffic calming plan.

**Chapter 3, Toolbox**, to discover what particular traffic calming devices are available and the advantages and disadvantages of each.

*If you are an Engineer/Planner involved in the development of a new subdivision*, you should focus on the following chapters:

**Chapters 3 and 4, Toolbox and Toolbox Guidelines**, to discover what devices you can incorporate into your development.

**Chapter 5, New Development Guidelines**, for techniques to minimize the potential for future speeding and traffic-related concerns.

**DES staff members** should focus on the above Chapters as well as the following appendices:

**Appendix A – Design Guidelines** provides recommended design features to minimize design issues once implemented.

**Appendix B – Standard Traffic Calming Templates** provides standard designs templates that can be easily modified to fit specific roadways.



## 2. PROCESS FRAMEWORK

The Neighborhood Traffic Management Program is a partnership between the City and its residents. Participation begins with the initial petition filing, continues with the development of a neighborhood traffic calming plan, then moves to the final step of determining neighborhood support. The process framework identifies the steps by which the Development and Engineering Services (DES) staff and community members interact and participate in the NTMP. Figure 1 on the following page graphically illustrates the NTMP process framework. The accompanying text below provides greater detail.

The process framework is comprised of four key elements that focus on specific tasks and conclude with the implementation of a traffic calming plan.

- Plan Initiation – Is my street eligible for traffic calming consideration?
- Plan Development – Who develops the traffic calming plan?
- Plan Support – What are the requirements for neighborhood support?
- Plan Implementation – How are the supported traffic calming measures installed?

**Each step of the Process Framework is numbered and corresponds with Figure 1.**

This chapter also includes a “Process for Removal”. This process presents the framework for removal of neighborhood calming devices in the event residents wish to have certain aspects of the implemented plan removed.

### PLAN INITIATION

This component describes how to initiate the NTMP and determine eligibility.

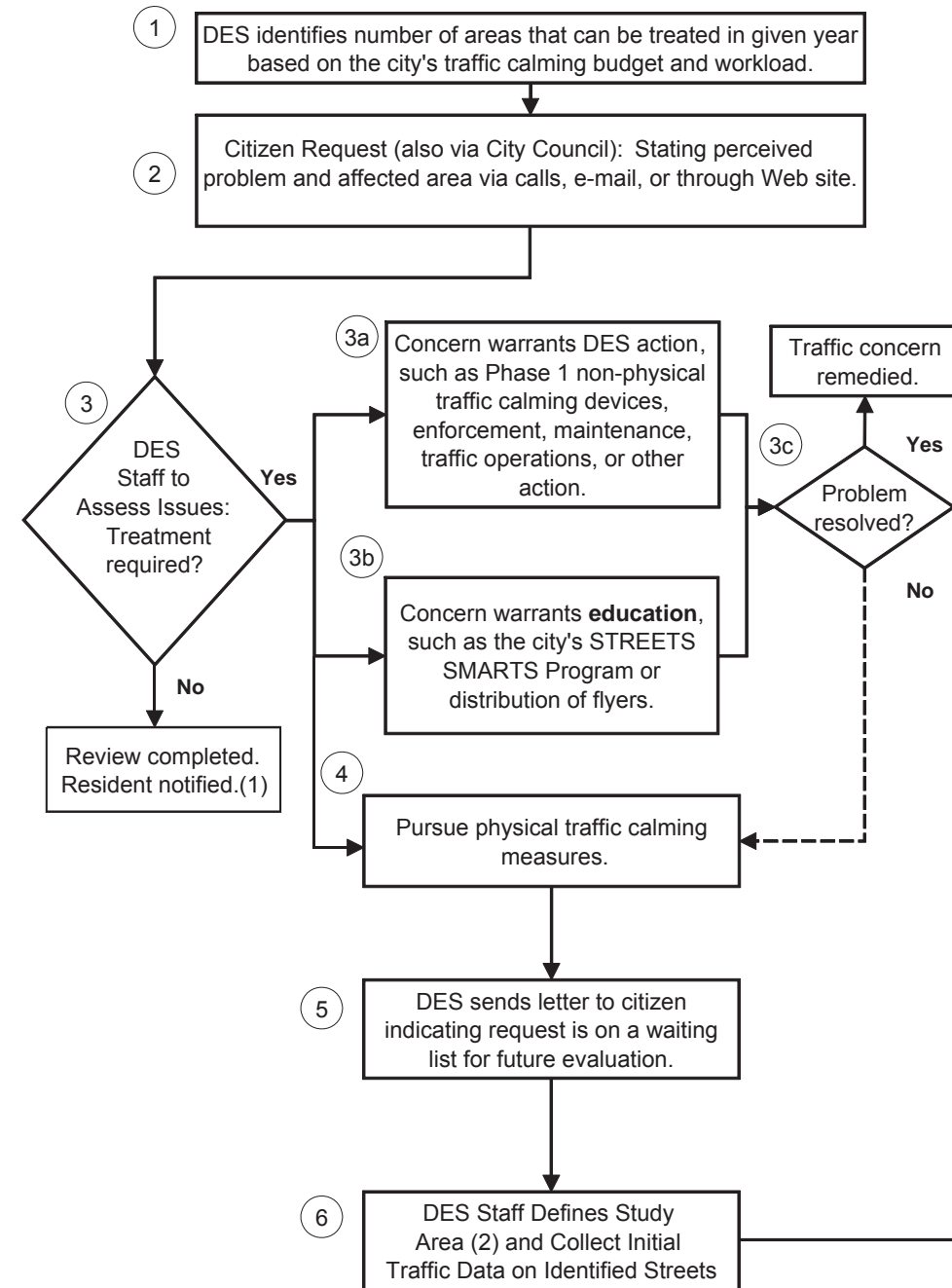
#### **1 – Assess DES Workload and Determine Number of Areas to be Treated**

Before initiating a local traffic calming plan, staff will review the number of areas that can be treated in given year based on the city’s traffic calming budget and workload. This assessment is important to balance the resources of the department due to the close oversight and required level of staff involvement.

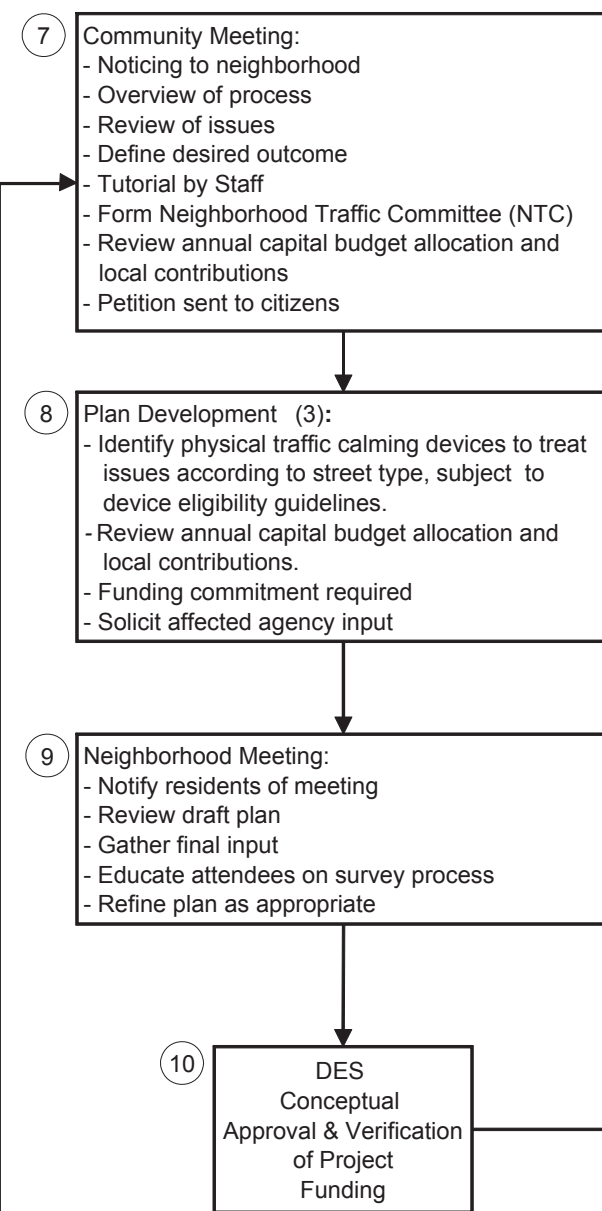
#### **2 – Citizen Request**

The process is initiated when a resident(s) submits a request to DES staff to investigate speeding, traffic volumes, or traffic-related safety concerns within their neighborhood. Requests for City-maintained streets should provide sufficient detail for staff to understand the traffic-related concern and magnitude. The action initiates the dialogue between the resident(s) and DES staff. Requests can be submitted via letter or e-mail. Requests in writing from City Council will also initiate the process.

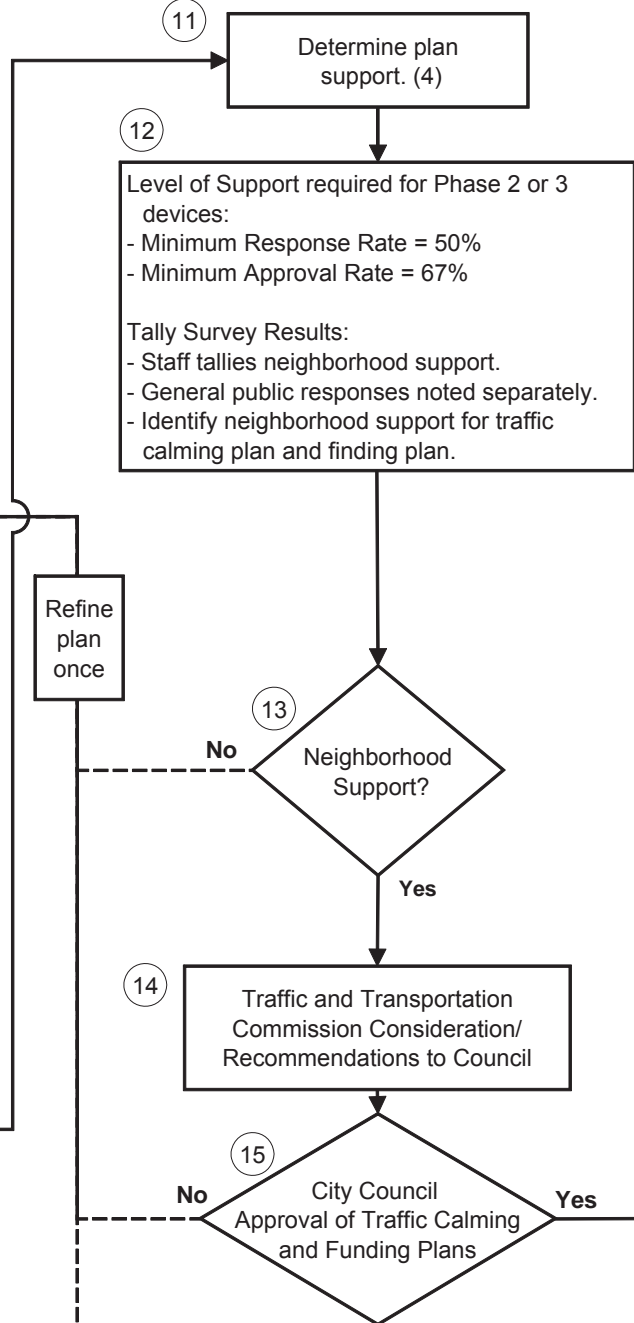
## 1. Plan Initiation



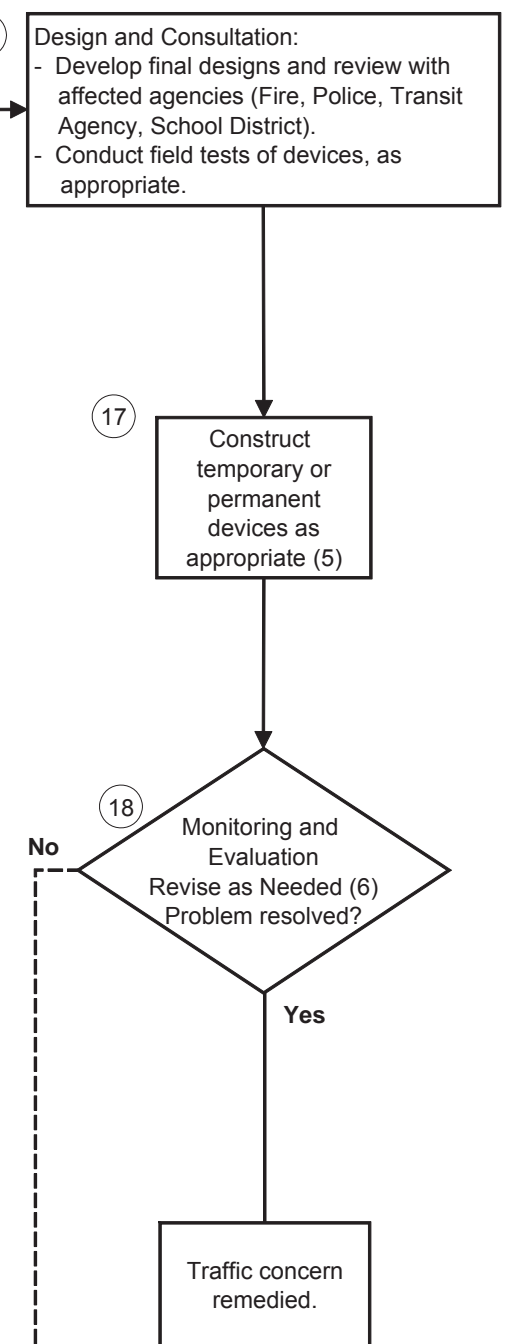
## 2. Plan Development



## 3. Plan Support



## 4. Plan Implementation



- (1) A response is sent to every citizen who made a request informing them of the course of action.
- (2) Study area to include all streets that may experience a significant change in traffic due to treatment and will generally be bounded by arterials, freeways, rivers, etc.
- (3) First round of plan development will focus on speed control devices, if Development and Engineering Services (DES) implementation of non-physical measures in Step 3a/3b.
- (4) Surveys distributed within study area. Multi Unit Dwellings' responses do not count toward the minimum response rate. Survey includes three questions: (a) Do you support the proposed plan? (b) Would you oppose a traffic calming device adjacent to your property? (c) Would you contribute to neighborhood funding of the proposed traffic calming measures?
- (5) Temporary devices are constructed at staff discretion based on previous experience. Temporary devices can be converted to permanent devices after 6 months of acceptable performance.
- (6) If non-physical and speed control devices are found to be ineffective, DES may initiate volume control plan.

### **3 – Assess Traffic**

DES staff will review the petition and determine the appropriate course of action. Certain traffic concerns may be remedied through methods other than physical traffic calming devices **(3a)**. For instance, staff may initially install non-physical traffic calming devices (see Chapter 3) that utilize signs and roadway striping, conduct landscaping maintenance (e.g., trees blocking a stop sign), request targeted speed enforcement by the Salinas Police Department, or provide other engineering related improvements. Additionally, DES staff may distribute or assist residents with distribution of educational flyers reminding local residents of the rules of the road and safe neighborhood driving habits **(3b)**. Following these actions, staff will determine whether the treatments remedied the cited concern based on technical documentation **(3c)**.

The City will send a response letter to the individual who submitted the original request, indicating the initial action City staff intends to undertake. If the non-physical traffic calming measures or other actions do not eliminate the concern, staff may recommend physical traffic calming treatments.

### **4 – Traffic Calming Issue**

Upon receipt of the request or determination that previous non-physical traffic calming actions did not address the cited concerns, DES staff may elect to pursue a traffic calming plan with local residents.

### **5 – Citizen Notified of Course of Action**

Staff will send a letter to those residents indicating that their request is on a waiting list for future evaluation pending available City resources. If the number of requests exceeds staff resources, staff will select requests first on a safety priority basis (i.e., locations with a higher than expected number of collisions, higher pedestrian/bicycle concentration locations such as schools, community centers, or libraries) and second on a first-come-first-served basis. The remaining locations will be placed on a waiting list.

To provide residents with another avenue for treatment, neighborhoods can elect to fund the analysis and construction of traffic calming devices to consider expedited neighborhood treatment. The neighborhood must prove the financial ability to fund 100 percent of the anticipated costs, which include field analysis, plan development, engineering drawings, and construction. Upon proof of financial ability, the City can elect to authorize the neighborhood's request to develop a traffic calming plan.

### **6 – DES Defines Study Area and Collect Initial Traffic Data**

Upon notification to proceed, DES staff will initially define the study area, which may be a specific street or much larger area such as a neighborhood. The size of the study area depends on the extent of the traffic-related concerns and should include any streets that could serve as an alternative route to the treated street. The study area may also include streets that have their only access to the treated street (e.g., cul-de-sac). Boundary lines can also follow geographic features such as a creek, hillside, open space, or an arterial roadway. The study area may later be refined with resident input.

**City of Salinas**  
**Neighborhood Traffic Calming Petition Form**

Name of Person Submitting Petition form: \_\_\_\_\_

Date: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Address: \_\_\_\_\_

Your street or neighborhood is being considered for participation in the City of Salinas Neighborhood Traffic Management Program (NTMP). This program addresses neighborhood speeding and traffic volume concerns through the use of traffic calming devices. Individual neighborhood plans will partially or completely be funded by the City of Salinas Development and Engineering Services (DES) Division; however, a percentage of the costs may be borne by the neighborhood.

Initial Description of Problem: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

To verify local support, please provide the names, signatures, and contact information of at least 10 residents and/or property owners 18 years and older (from separate households) who support requesting that this neighborhood be considered for selection in the next NTMP cycle.

If the necessary signatures are attained, the City of Salinas Development and Engineering Services (DES) Division will initiate a neighborhood meeting to discuss neighborhood traffic issues and begin development of a traffic calming plan.

	Printed Name	Signature	Address	Phone No.
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

Based on the study area, DES staff will collect traffic data on streets identified as a concern. Traffic data collection will include the following:

- Street width and length
- Traffic speeds
- Traffic volumes
- Collision history

Traffic speeds and volumes should be collected for a minimum of 48 hours using a mechanical traffic counter or other appropriate device. Staff may elect to conduct a radar speed surveys to verify traffic speeds or conduct a time specific speed survey. Surveys should be collected on all potentially affected streets to insure a comprehensive set of base data for comparison purposes.

## **PLAN DEVELOPMENT**

The plan development component is a collaborative effort between DES staff and a Neighborhood Traffic Calming Committee (NTC). They will work together to develop a traffic calming plan by completing the following steps:

### **7 – Neighborhood Kick-off Meeting**

For those requests selected by DES staff, they will send a petition to the individual who initially requested the investigation. The petition requires a minimum of 10 signatures in support of pursuing a traffic calming plan. The signatures must be from individuals 18 years and older and from separate households. If the requesting individual cannot attain the minimum required 10 signatures, the request will be terminated. For streets or street segments with fewer than 10 residential units, the City may elect to accept the signatures from a majority of household residents.

Staff will notify study area residents, property owners, and business owners of a neighborhood meeting to learn more about the selection of their neighborhood area to participate in the NTMP. DES staff will host a neighborhood meeting to provide an overview of the NTMP and the process to develop, approve, and implement a neighborhood traffic calming plan. At this meeting, staff will accomplish the following:

- Review traffic-related issues – Discuss the type of issue(s), location(s), and time of occurrences. Collect any additional information regarding traffic-related issues.
- Refine Study area (if necessary) – Staff will refine the study area based on street(s) affected by the traffic-related issues or that may be potentially affected by development of a neighborhood traffic management plan.
- Review traffic data – Review the initial data collected and determine whether additional data collection is necessary.
- Neighborhood traffic management tutorial – Present an overview of available neighborhood traffic calming devices.
- Discuss Funding – The DES will identify the available funding sources and the anticipated amount of funding to be borne by the neighborhood for the construction of traffic calming devices. In addition, residents will be informed of the opportunity to fund enhanced aesthetic features, such as landscaping.



DES staff will provide interested residents the opportunity to volunteer and participate on the NTC. The NTC will meet with DES staff to review and develop a plan for their neighborhood. Although all residents have the opportunity to provide input and receive updates as the plan develops, the NTC is more actively involved, committing the time and effort necessary to develop a comprehensive plan.

### **8 – Plan Development**

The NTC and DES staff will develop a short list of traffic calming devices to most appropriately treat the traffic concerns. Staff will provide guidance on the selection and placement of the devices. The Toolbox Guideline Tables 1-3 (see Chapter 4) can help to determine the most appropriate devices. The NTC will ultimately present the proposed plan to residents of the study area for public review and comment.

Following implementation on non-physical devices in the initial phase (step 3), Staff will use the following types of physical traffic calming measures to treat the traffic related concerns (see Toolbox chapter for more information):

- Vertical Devices – Speed humps, speed lumps, speed tables, etc.
- Narrowing Devices – Bulbouts, chokers, center island narrowings, etc.
- Horizontal Devices – Traffic circles, chicanes, lateral shifts, etc.

Because volume control measures (e.g., partial closures or forced turn islands) intentionally divert traffic to another street, new issues are likely to occur as a result. The City strongly promotes connectivity in and between neighborhoods to distribute traffic and minimize all modes of travel. For these reasons, volume control devices should be reserved until all other options have proven ineffective at reducing the traffic-related impacts.

Once DES staff and NTC have developed a plan that will adequately address the neighborhood concerns and finalized the committed funding sources, staff will solicit feedback from local service providers that may be affected by the plan. The intent is to identify concerns and develop viable alternatives to strike a balance between goals of the NTMP and the needs of other agencies. The following service providers should be included as appropriate when coordinating the plan review.

- City of Salinas Fire District
- City of Salinas Police Department
- Ambulance Service Providers
- Monterey Salinas Transit
- Local School District / Bus Service
- Solid waste collection companies

### **9 – Proposed Plan Neighborhood Meeting**

DES staff will notify the study area residents of a neighborhood meeting to review the Proposed Plan. Residents will have the opportunity to review and provide input on the proposed plan. At this meeting, the NTC will present a map of the proposed plan, describe the types and locations of devices proposed, and discuss the estimated construction costs. If applicable, the NTC will also discuss the aesthetic improvements to gauge resident support. Changes to the proposed plan can be made as necessary.

The DES will also inform residents of the approval process and ballots they will receive once the proposed plan is refined.

### **10 – DES Conceptual Approval and Verification of Project Funding**

Prior to determining neighborhood support, DES staff will conceptually approve the plan and verify placement of all proposed traffic calming devices. Staff will also verify the residents' financial responsibility for the proposed plan. The residents' financial responsibility may include a portion of the construction costs and any costs for aesthetic upgrades.

## **NEIGHBORHOOD SUPPORT**

The neighborhood support component assesses the amount of local neighborhood support for the proposed plan in the form of mail-in ballots. DES staff will mail the ballots to the study area residents, property owners, and applicable business owners.

### **11 – Determine Plan Support**

Before distributing ballots, staff will inform residents in the study area regarding the pending vote with an informational brochure. The combination of this step and the neighborhood meeting (Step 9) will help to ensure that residents of the study area are properly informed.

Ballots will be distributed to study area residents, property owners, apartment units, and businesses owners (if applicable). The ballots will include a description and map of the proposed plan indicating the type and location of devices being proposed. The ballot will also include a mail-back postcard with three questions for residents to respond to:

- Do you support the proposed plan?
- Would you oppose traffic calming devices along your property frontage?
- Would you contribute to neighborhood funding for the construction of the proposed traffic calming measures?

The mail-back postcard will also provide a space for residents to write comments regarding the proposed plan.

In addition to determining the local neighborhood support, staff will provide the opportunity for residents living outside of the immediate study area to voice their opinions, such as posting a neighborhood sign with city contact information or accepting comments through e-mail or a Web site. The magnitude of support by the general public will also be considered in the plan approval, but safety issues should govern the final decision for implementation.

## **12 – Minimum Neighborhood Support**

A minimum response rate and approval rate must be obtained before staff can construct the proposed plan. At least 50 percent of all ballots must be returned with at least 67 percent of returned ballots in favor. For example, if 100 ballots are mailed out, at least 50 must be returned with 34 in favor of the proposed plan.

Apartments present a unique situation because residents may be less likely to respond. For this reason, ballots from apartment units are not counted toward the minimum response rate, but will be counted in favor or against the proposed plan.

DES staff will count all received ballots and determine whether the minimum response rate and approval rate are satisfied. Staff will also tally the general public input.

## **13 – Neighborhood Support**

If the minimum response rate and approval rate is satisfied, the DES will approve the proposed plan and submit the project for funding consideration.

If staff does not receive the minimum number of ballots, staff can assist the NTC in reminding neighborhood residents to submit their mail-back postcards in order to meet the minimum response rate. NTC members are encouraged to solicit input from their neighbors.

If the minimum response rate is met but the approval rate is not satisfied, the NTC has one opportunity to revise the plan. The DES staff and NTC will identify the aspects of the plan not favored by the neighborhood residents. Modifying the plan may also require soliciting a second review by the local service providers, holding a public meeting to present the revised plan, and redistributing ballots to the affected area. Before supplemental work, the DES will need to assess the department's workload and financial needs to revise the plan.

If the minimum response rate and approval rate are satisfied, then the plan continues to the final component of the process.

## **14 – TTC Consideration/Recommendation to City Council**

DES staff will present to the Traffic and Transportation Commission (TTC) a map of the community approved plan, describe the types and locations of devices proposed, and summarize the estimated construction costs. If applicable, DES staff will also discuss the aesthetic improvements provided by selected measures. The TTC will make its recommendation to the City Council based on this presentation.

## **15 – City Council Approval of Traffic Calming and Funding Plans**

Similar to the TTC public meeting, DES staff will present a map of the community approved plan, describe the types and locations of devices proposed, summarize the estimated construction costs, and discuss the recommendation from the TTC. The City Council will either approve the traffic calming and funding plans to initiate construction, or recommend additional improvements and modifications to the plan – requiring a return to step 8.

## **PLAN IMPLEMENTATION**

The final component consists of preparing the design plans, constructing, and monitoring the approved traffic calming devices.

### ***16 – Design and Consultation***

Upon approval of the proposed plan, DES staff will prepare the necessary design plans for each traffic calming device and consult with local service providers if necessary. The DES may conduct field tests to verify that local service providers' vehicles can navigate through or around the proposed designs. DES will make modifications to the approved devices as necessary.

### ***17 – Construction***

Before constructing the traffic calming devices, the DES will inform the public and local service providers of the pending traffic calming devices. The DES will also provide education materials to inform local residents how to negotiate unfamiliar devices, as necessary.

The DES or a City contractor will construct the approved traffic calming devices. The staff may decide to construct temporary devices based on previous experience. DES staff will incorporate aesthetics into the design and construction of temporary devices where possible, but these devices may not be visually appealing due to cost limitations. Aesthetics will be a higher priority for permanent devices.

### ***18 – Monitoring and Evaluation***

The DES will monitor the effectiveness and neighborhood perception of the constructed devices for three to six months. Following the monitoring period, the DES will collect traffic speed and volume data for the treated streets and quantitatively determine the effects of the plan.

After constructing the approved plan, the DES will rely on the NTC and community members for feedback on the constructed devices. Based on the NTC and/or community members' feedback, the DES will determine the next steps. For example, the approved plan may have produced reasonable and satisfactory results, and, therefore, no further action is required.

If the approved plan has not produced reasonable and satisfactory results, the DES can recommend one of the following:

- Collect additional traffic data as deemed appropriate
- Modify constructed devices as deemed appropriate
- Construct additional speed control devices as deemed appropriate

If the DES determines that additional speed control devices will not adequately address the traffic-related concern, the DES can recommend the use of alternative measures or programs.

Before supplemental work begins, the DES will assess the department's workload and financial needs to revise the plan.

## PROCESS FOR REMOVAL

The DES recognizes that after devices are approved and implemented, residents may wish to remove these devices. Historically, once installed, most traffic calming devices remain due to local support. This section provides guidelines for a systematic removal process.

Similar to the process for implementing neighborhood traffic calming devices, the removal process is resident-driven. The process requires that the same affected area be involved in the decision process for the removal of devices. As detailed below, greater neighborhood support is also required to verify that the neighborhood truly wants the devices removed. *Residents must bear the costs for removal.*

The removal process is described below, and the flowchart in Figure 2 outlines the removal process. Each step below is numbered and corresponds to the flowchart on Figure 2.

### **1 – Citizen Petition for Removal of Device(s)**

To initiate the removal process, a resident living in the neighborhood where the device removal is being considered must submit a petition. The petition cannot be submitted within the first year of operation. The petition must be submitted with a minimum of 10 signatures from separate households. The petition must also state the location(s) of device(s) and reason for removal.

Once DES staff receives the petition, they will organize and distribute ballots for the removal process.

### **2 – Distribute Ballots**

Ballots will be distributed to those residents, property owners, and business owners from the original study area. Although tenants or property owners may have changed, the same addresses will be provided the opportunity to participate in the approval process. The ballots will contain descriptions and maps of devices and locations proposed for removal. The ballot will also include a mail-back postcard that residents can use to indicate their support for or against the proposed removal. The ballot will also provide a space for residents to write comments regarding the removal.

### **3 – Required Neighborhood Support**

A higher minimum response rate and approval rate must be met by those households on the treated street. A minimum of 75 percent of all ballots must be returned with at least 75 percent of all ballots received in favor of removal.

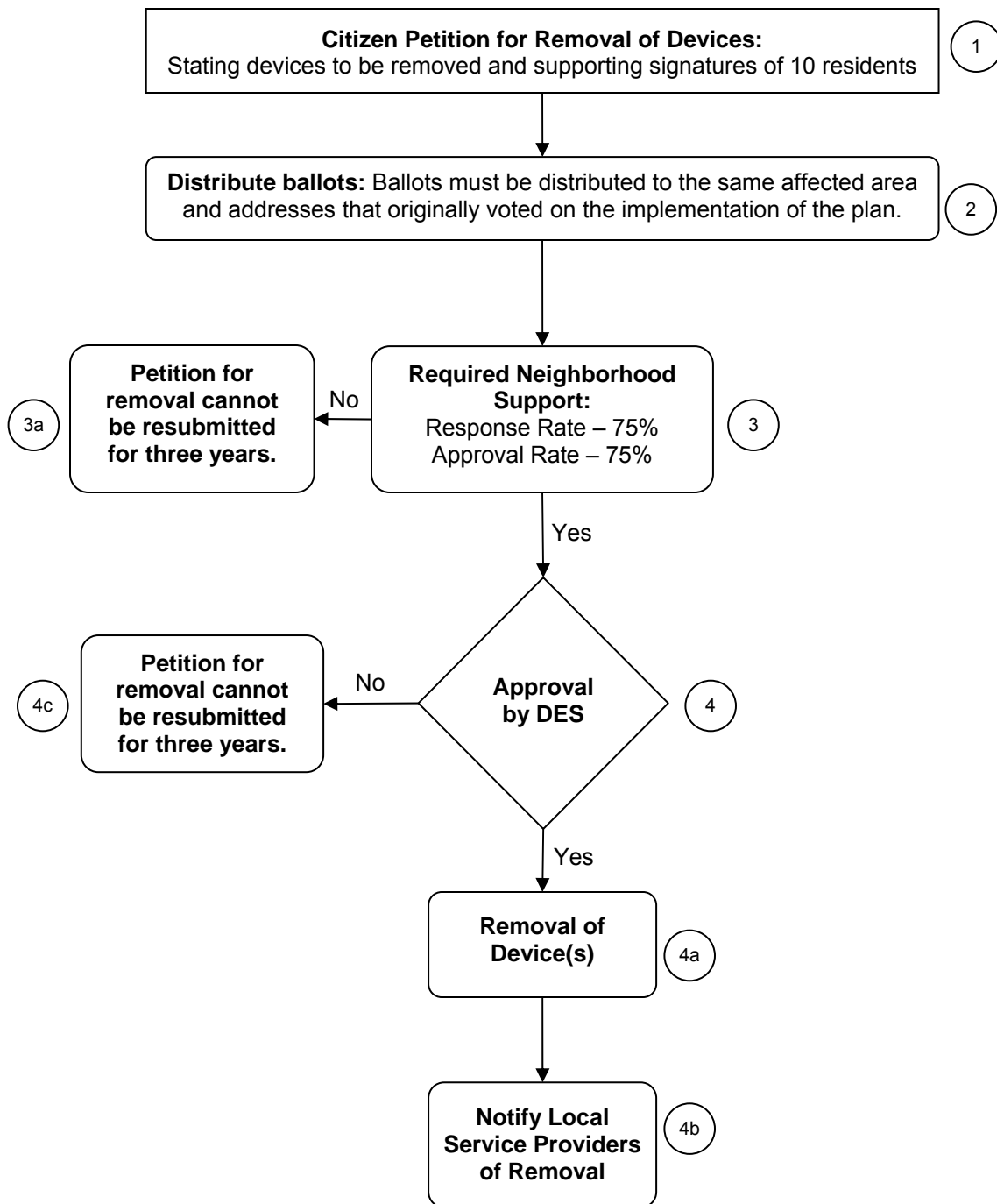
Similar to the installation process, apartment units do not count toward the minimum response rate. If the minimum response or approval rates are not met, residents must wait three years before refiling the petition **(3a)**.

### **4 – Approval by DES**

If the neighborhood support meets the minimum response and approval rates, the DES will calculate the estimated removal cost. The neighborhood must prove the ability to fund 100 percent of the anticipated costs. Upon proof of financial ability, the DES can elect to authorize the removal of the specified devices **(4a)**. A letter will be sent to all local service providers (e.g., Fire Department) indicating the location of device(s) to be removed **(4b)**. If the full cost of removal is not provided, residents must wait three years before refiling the petition **(4c)**.



Figure 2 NTMP Process For Removal



### **3. TOOLBOX**

This chapter of the NTMP summarizes the “toolbox” of devices that are available to the City of Salinas and community members when developing neighborhood traffic calming plans. The “toolbox” contains 31 different devices that address neighborhood traffic related concerns such as speeding vehicles, high traffic volumes, cut-through traffic, or collisions at neighborhood intersections. The devices vary in their ability to treat various traffic related concerns. For this reason, Chapter 4, “Toolbox Guidelines,” provides guidance on selecting the most appropriate devices given the type of specific traffic-related concern and street being treated.

The “toolbox” of neighborhood traffic management devices can be grouped into three categories:

- Non-Physical devices
- Speed Control
  - Narrowing devices
  - Horizontal devices
  - Vertical devices
- Volume Control devices

For each device in the “toolbox,” the following information relating to each device is provided:

- Description of the measure
- Photograph and/or schematic
- List of advantages and disadvantages
- Data sheet indicating speed, volume, or collision reduction potential
- Estimated costs

Cost approximations are based on 2006 costs and are provided for information purposes only. Actual costs depend on many factors, including dimensions of device, construction materials, and actual construction costs.

## **NON-PHYSICAL DEVICES**

### ***Description***

Non-physical devices include any measures that do not require physical changes to the pavement section or curbs. Non-physical devices are intended to increase drivers' awareness of surroundings and influence driver behavior without physical obstructions. DES staff will initially implement non-physical devices to treat traffic related concerns. However, these devices are not self enforcing and may have limited effectiveness as stand-alone devices. This category includes the following devices:

- Targeted Speed Enforcement
- Speed Radar Trailers
- Speed Feedback Sign
- Centerline/Edgeline Lane Striping
- Optical Speed Bars
- Signage
- Speed Legend
- Centerline/Edgeline Reflectors
- High Visibility Crosswalks
- Angled Parking

## Targeted Speed Enforcement

City Staff or NTC members can identify locations for temporary targeted enforcement, based on personal observations and survey comments. A request can be submitted to the Salinas Police Department (SPD) for the desired enforcement. Because of limited SPD resources, the duration of the targeted enforcement may be limited.



Targeted enforcement may also be used in conjunction with new neighborhood traffic management devices to help drivers become aware of the new restrictions.

### Advantages

- Inexpensive if used temporarily
- Does not physically slow emergency vehicles or buses
- Quick implementation

### Disadvantages

- Expensive to maintain an increased level of enforcement
- Effectiveness may be temporary

**Approximate Cost: No additional cost.**

## Speed Radar Trailers

A radar trailer is a device that measures each approaching vehicle's speed and displays it next to the legal speed limit in clear view of the driver. They can be easily placed on a street for a limited amount of time then relocated to another street, allowing a single device to be effective in many locations.



### Advantages

- Portable
- Does not physically slow emergency vehicles or buses
- Quick implementation

### Disadvantages

- Effectiveness may be temporary
- Drivers may divert to alternate streets due to uncertainty of device implications
- Subject to vandalism

**Approximate Cost: No direct cost. (Purchase \$6,000 - \$12,000)**

## Speed Feedback Signs

Speed feedback signs perform the same functions as radar trailers but are permanent. Real-time speeds are relayed to drivers and flash when speeds exceed the limit. Speed feedback signs are typically mounted on or near speed limit signs.



**Approximate Cost: \$7,500 - \$10,000**

## Centerline/Edgeline Lane Striping

Lane striping can be used to create formal travel lanes, bicycle lanes, parking lanes, or edge lines. As a neighborhood traffic management measure, they are used to narrow the travel lanes for vehicles, thereby inducing drivers to lower their speeds. The past evidence on speed reductions is, however, inconclusive.



**Approximate Cost: \$2.00 per linear foot**

### Advantages

- Real-time speed feedback
- Does not physically slow emergency vehicles or buses
- Permanent installation

### Disadvantages

- May require power source
- Only effective for one direction of travel
- Long-term effectiveness uncertain
- Subject to vandalism

### Advantages

- Inexpensive
- Can be used to create bicycle lanes or delineate on-street parking
- Does not slow emergency vehicles

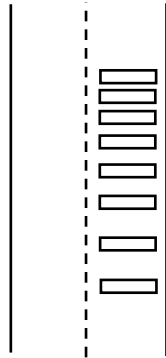
### Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance



## Optical Speed Bars

Optical speed bars are a series of pavement markings spaced at decreasing distances. They have typically been used in construction areas to provide drivers with the impression of increased speed. They do not provide long-term speed reduction benefits.



**Approximate Cost: \$1.00 per linear foot**

## Signage

Various signs may also be useful in alerting driver of certain conditions. Examples include:

- "Cross Traffic Does Not Stop" Signs
- Truck Restriction Signs



**Approximate Cost: \$150 - \$500 per sign**

### Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses

### Disadvantages

- Long-term effects in residential area unknown
- Increases regular maintenance

### Advantages

- Inexpensive
- Truck restrictions can reduce through truck traffic
- Does not slow emergency vehicles or buses

### Disadvantages

- Requires regular maintenance
- Speed limit signs are not applicable because they do not necessarily change driver behavior
- If speed limits are set unreasonably low, drivers are more likely to exceed it

## Speed Legend

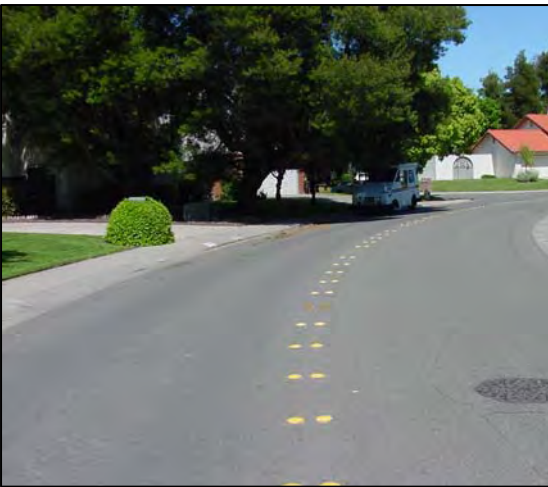
Speed legends are numerals painted on the roadway indicating the current speed limit in miles per hour. They are usually placed near speed limit signposts. Speed legends can be useful in reinforcing a reduction in speed limit between one segment of a roadway and another segment. They may also be placed at major entry points into a residential area.



**Approximate Cost: \$75 per location**

## Centerline/Edgeline Reflectors

Reflectors (also known as Botts dots or “raised pavement markers”) are small bumps lining the centerline or edgeline of a roadway. They are often used on curves where vehicles have a tendency to deviate outside of the proper lane, risking collision. Raised reflectors improve the nighttime visibility of the roadway edges and provide a low impact physical reminder to drivers if driven over.



**Approximate Cost: \$4.50 per marker**

### Advantages

- Inexpensive
- Helps reinforce a change in speed limit
- Does not slow emergency vehicles

### Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

### Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses
- Can help keep drivers in the appropriate travel lane on curves and under low-visibility conditions

### Disadvantages

- Noise caused by tire impact
- Requires regular maintenance
- Has not been shown to significantly reduce travel speeds

## High Visibility Crosswalks

High-visibility crosswalks use special marking patterns and raised reflectors to increase the visibility of a crosswalk. A “triple-four” marking pattern is created by painting two rows of four-foot wide rectangles, separated by four feet of unpainted space across the roadway. Raised reflectors are placed at the approach edges of these rectangles. The unpainted space along the center of the crosswalk provides an untreated path for wheelchair users and foot traffic, as markings may become slippery in rainy/wet conditions. See Appendix C for the City of Salinas



*Pedestrian Safety Enhancement Devices Policy*, which describes the City accepted standards of high visibility crosswalks in school zones.

### Advantages

- Increased visibility of crosswalk
- Focus crossing pedestrians at a single location

### Disadvantages

- May give pedestrians a false sense of security, causing them to pay less attention to traffic
- Requires more maintenance than normal crosswalks

**Approximate Cost: \$1,600 per location**

## Angled Parking

Angled parking reorients on-street parking spaces to a 45-degree angle, increasing the number of parking spaces and reducing the width of the roadway available for travel lanes. Angled parking is also easier for vehicles to maneuver into and out of than parallel parking.



Consequently, it works well in areas with high parking demand and turnover rates, and where street widths are wider than normal 50 foot or greater cross-sections.

### Advantages

- Reduces speeds by narrowing the travel lanes
- Increases the number of parking spaces
- Provides for easier parking maneuvers that take less time than parallel parking
- Favored by businesses and multi-family residences

### Disadvantages

- Precludes the use of bike lanes (unless roadway is wider than 58 feet)
- Ineffective on streets with frequent driveways
- Potential for collisions when backing out

**Approximate Cost: Dependent on amount of parking**

## **SPEED CONTROL – NARROWING DEVICES**

### ***Description***

Narrowing devices use raised islands and curb extensions to physically narrow the travel lane for motorists. The narrowing devices in the toolbox include:

- Neckdown/Bulbout
- Center Island Narrowing/Pedestrian Refuge
- Two-Lane Choker
- One-Lane Choker

Each narrowing device is illustrated and described on the following pages.

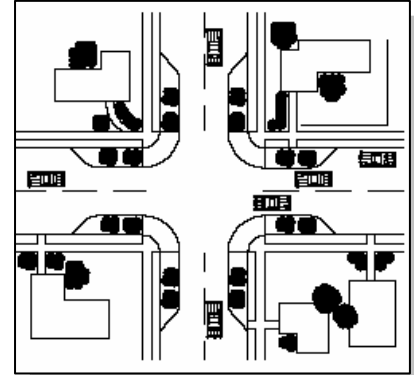


## Neckdown/Bulbout

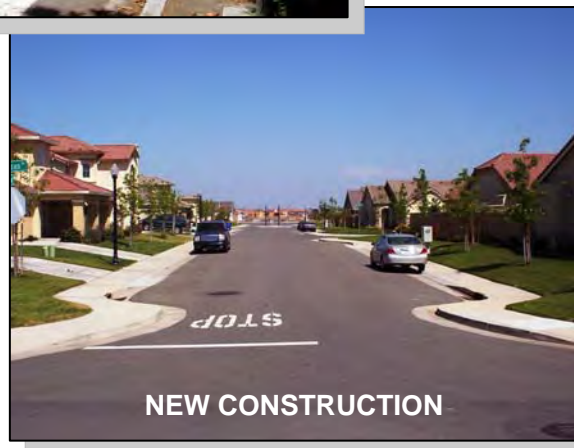
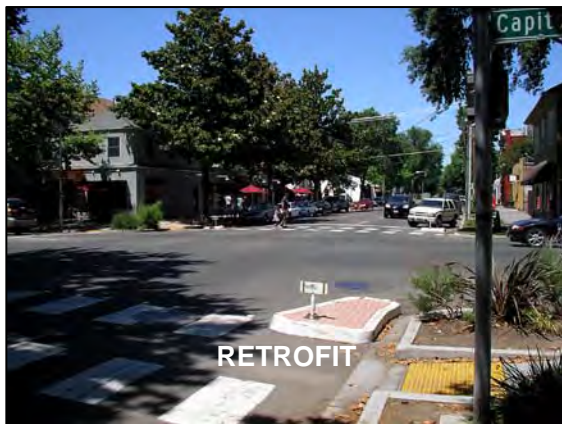
Neckdowns/bulbouts are raised curb extensions that narrow the travel lane at intersections or midblock locations. Neckdowns/bulbouts “pedestrianize” intersections by shortening the crossing distance and decreasing the curb radii, thus reducing turning vehicle speeds. Both of these effects increase pedestrian comfort and safety at the intersection.

The magnitude of speed reduction is dependent on the spacing of neckdowns between points that require drivers to slow (see page 56). On average, neckdowns achieve a 7 percent reduction in speeds.

**Approximate Cost: \$6,000 – \$12,000 per corner**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Reduces pedestrian crossing distance and exposure to vehicles
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Reduces speeds (especially right-turning vehicles) and traffic volumes

### Disadvantages

- Effectiveness is limited by the absence of vertical or horizontal deflection
- May slow right-turning emergency vehicles
- Potential loss of on-street parking
- May require bicyclists to briefly merge with vehicular traffic

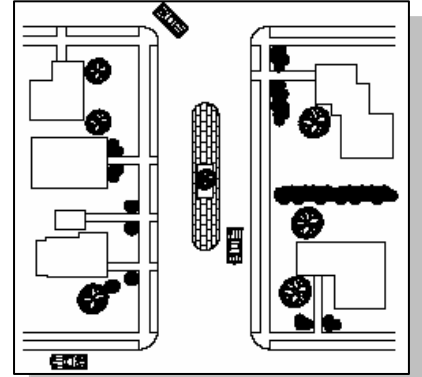


## Center Island Narrowing/Pedestrian Refuge

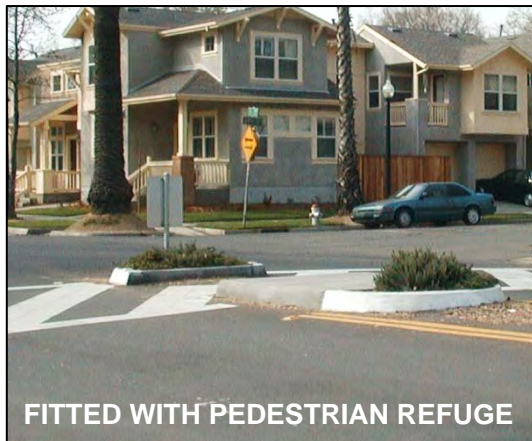
Center island narrowings are raised islands located along the centerline of a street that narrow the travel lanes at that location. Placed at the entrance to a neighborhood, and often combined with textured pavement, they are often called "gateways." Fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called "pedestrian refuges." They can also be landscaped to increase visual aesthetics.

The magnitude of speed reduction is dependent on the spacing of center island narrowings between points that require drivers to slow (see page 56). On average, center island narrowings achieve a 7 percent reduction in speed.

**Approximate Cost: \$10,000 - \$15,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Can increase pedestrian safety
- Aesthetic upgrades can have positive aesthetic value
- Reduces traffic volumes if alternative routes are available

### Disadvantages

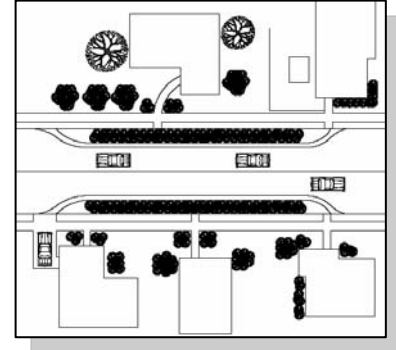
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- Potential loss of on-street parking

## Two-Lane Choker

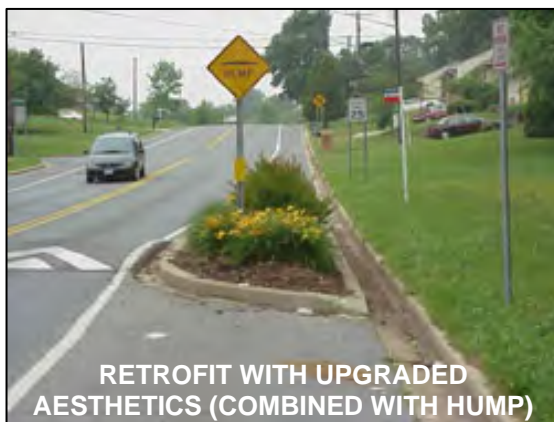
Chokers are curb extensions at midblock that narrow a street. Chokers leave the street cross section with two lanes that are narrower than the normal cross section.

The magnitude of speed reduction is dependent on the spacing of two-lane chokers between points that require drivers to slow (see page 56). On average two-lane chokers achieve a 7 percent reduction in speed.

**Approximate Cost: \$7,000 - \$8,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Easily negotiable by emergency vehicles and buses
- Can have positive aesthetic value
- Reduces both speeds and volumes

### Disadvantages

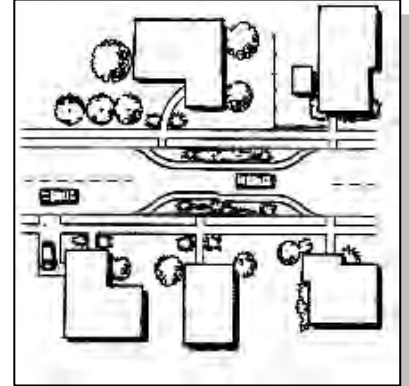
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- May require bicyclists to briefly merge with vehicular traffic
- Loss of on-street parking
- Build-up of debris in gutter

## One-Lane Choker

One-lane chokers narrow the roadway width such that there is only enough width to allow travel in one direction at a time. They operate similarly to one-lane bridges, where cars approaching on one side must wait until all traffic in the other direction has cleared before proceeding.

The magnitude of speed reduction is dependent on the spacing of one-lane chokers between points that require drivers to slow (see page 56). On average, one-lane chokers achieve a 14 percent reduction in speed.

**Approximate Cost: \$8,000 - \$9,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Vehicles per Day	-20%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Maintains two-way vehicle access, except at choker
- Very effective in reducing speeds and traffic volumes

### Disadvantages

- Perceived as unsafe because opposing traffic is vying for space in a single lane
- Can be used only on low-volume, low speed roads
- Loss of on-street parking

## **SPEED CONTROL – HORIZONTAL DEVICES**

### ***Description***

Horizontal deflection devices use raised islands and curb extensions to physically eliminate straight-line paths along roadways and through intersections. The horizontal deflection devices in the toolbox include:

- Traffic Circle
- Roundabout (Single-Lane)
- Chicane
- Lateral Shift
- Realigned Intersection

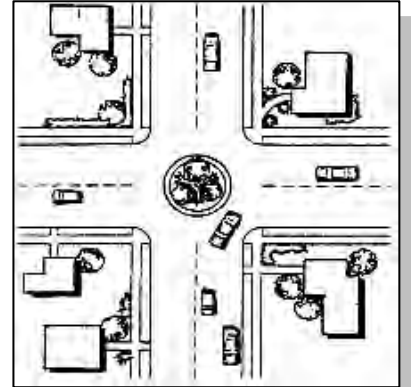


## Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches of the traffic circle. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle.

The magnitude of speed reduction is dependent on the spacing of traffic circles between points that require drivers to slow (see page 56). On average, traffic circles achieve an 11 percent reduction in speeds and a dramatic 71 percent decrease in collisions.

**Approximate Cost: \$10,000 - \$25,000 per location**



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-11%
Volume Impacts	Reduction in Vehicles per Day	-5%
Safety Impacts	Reduction in Average Annual Number of Collisions	-71%
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Very effective in moderating speeds and improving safety
- Can have positive aesthetic value

### Disadvantages

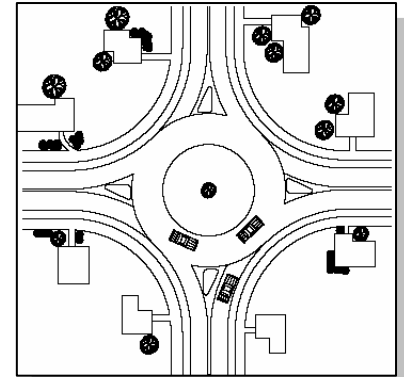
- If not designed properly, difficult for emergency vehicles or large trucks to travel around
- Must be designed so that the circulating traffic does not encroach on crosswalks
- Potential loss of on-street parking



## Roundabout (Single-Lane)

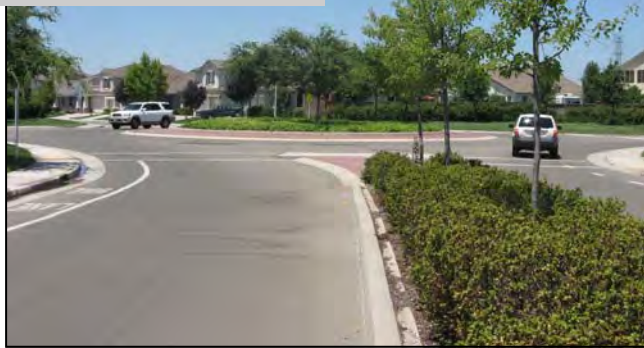
Like traffic circles, roundabouts require traffic to circulate counterclockwise around a center island. But unlike circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are found primarily on collector streets, often substituting for traffic signals. They are larger than neighborhood traffic circles, have raised splitter islands to channel approaching traffic to the right, and do not have stop signs. Due to large amount of required right-of-way and construction costs, roundabouts may be most appropriate for new developments.

Roundabouts have an insignificant effect in reducing traffic speeds, but serve to allocate right-of-way at an intersection similar to a traffic signal. On average, roundabouts can reduce the average number of accidents up to 33 percent when compared to a signalized intersection.



**Approximate Cost: Varies by intersection and whether new construction or a retrofit.**

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	-15% to -33%
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Roundabouts: An Informational Guide, 2000.		



### Advantages

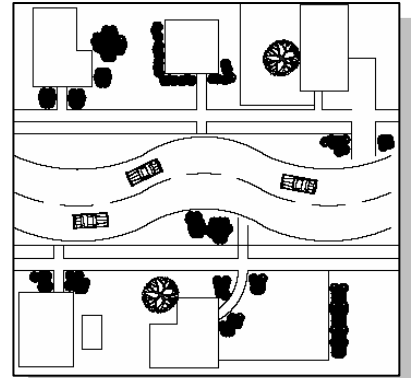
- Enhanced vehicle safety compared to a traffic signal or stop sign
- Minimizes queuing at approaches to the intersection
- Less expensive to operate than traffic signals
- Can have positive aesthetic value
- Shorter pedestrian crossing distance

### Disadvantages

- May require major reconstruction of an existing intersection
- Loss of on-street parking
- Continuous flow of traffic limits opportunity for pedestrians to cross (compared to signal)

## Chicane

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking between one side of the road and the other. Each parking bay can be created either by restriping the roadway or by installing raised center islands at each end, creating a protected parking area. Chicanes have limited effectiveness in reducing traffic speeds and volumes as compared to other devices. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of chicanes.



**Approximate Cost: \$8,000 - \$14,000 per location**

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient data to predict reduction effect.		



### Advantages

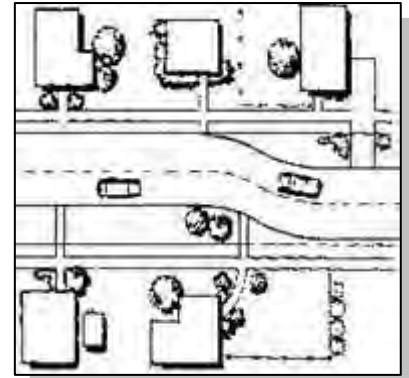
- Discourages high speeds by forcing horizontal deflection
- Easily negotiable by emergency vehicles and buses

### Disadvantages

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be costly, especially if there are drainage issues
- Loss of on-street parking

## Lateral Shift

Lateral shifts are curb extensions on otherwise straight streets that cause a shift in the travel. Lateral shifts, with just the right degree of deflection, can be effective. However, lateral shifts have had limited use in the United States, and, consequently, insufficient data prevents accurate prediction of speed reduction and traffic volumes.



**Approximate Cost:** Dependent on size of offset and length of transition

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



### Advantages

- Can accommodate higher traffic volumes than many other neighborhood traffic management measures
- Easily negotiable by large emergency vehicles and buses

### Disadvantages

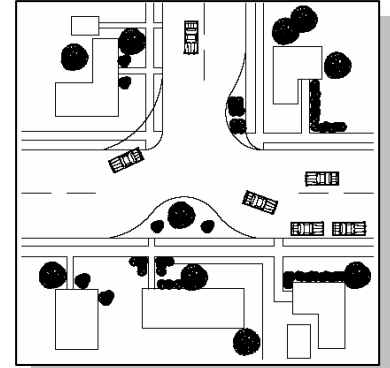
- Potential for loss of on-street parking
- Must be designed carefully to discourage drivers from deviating out of the appropriate lane



## Realigned Intersection

Realigned intersections provide deflection on an otherwise straight approach of a T-intersection. By providing deflection in the form of a curb extension or realignment, drivers are required to slow through the intersection or come to a stop before turning. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of realigned intersections.

**Approximate Cost: \$15,000 - \$30,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



### Advantages

- Can be effective at reducing speeds at T-intersections
- Can be effective in increasing safety at T-intersections

### Disadvantages

- Modifying curbs or drainage can be costly
- Acquiring additional right-of-way can be costly

## **SPEED CONTROL – VERTICAL DEVICES**

### ***Description***

Vertical deflection devices use variations in pavement height and alternative paving materials to physically reduce travel speeds. The design speeds for these devices are approximately 15 to 20 mph depending on the device. The vertical deflection devices in the toolbox include:

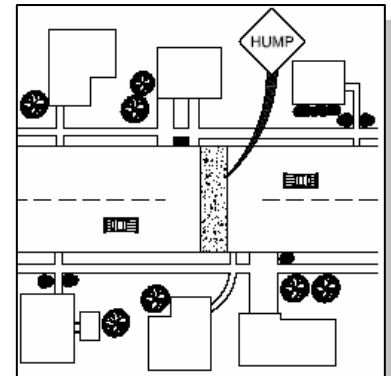
- Speed Hump
- Speed Lump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection
- Textured/Colored Pavement
- Rumble Strip



## Speed Hump

Speed humps are rounded raised areas placed across the road. They are generally 12 feet long (in the direction of travel), 3 to 3 ½ inches high, parabolic in shape, and have a design speed of 15 to 20 mph. They are usually constructed with a taper on each side to allow unimpeded drainage between the hump and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed hump to discourage vehicles from veering outside of the travel lane to avoid the device.

The magnitude of reduction in speed is dependent on the spacing of speed humps between points that require drivers to slow (see page 56). On average, speed humps achieve a 22 percent reduction in speeds.



**Approximate Cost: \$2,000 - \$3,000 per location**

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-22%
Volume Impacts	Reduction in Average Daily Traffic	-18%
Safety Impacts	Reduction in Average Annual Number of Collisions	-13%
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Relatively inexpensive
- Relatively easy for bicyclists to cross
- Very effective in slowing travel speeds

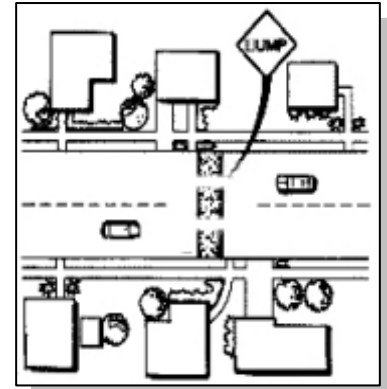
### Disadvantages

- Causes a "rough ride" for drivers, and can discomfort people with certain skeletal disabilities
- Slows emergency vehicles and buses
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

## Speed Lump

The speed lump is a variation on the speed hump, adding two wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal impedance. The design limits passenger cars and most SUVs from fully passing through the cut-outs, but allows one set of wheels to pass through the cut-out while the other set is required to travel over the lump.

The magnitude of speed reduction is dependent on the spacing of speed lumps between points that require drivers to slow (see page 56). Speed lumps have a similar reduction in speeds when compared to speed humps.



**Approximate Cost: \$2,000 - \$3,000 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D, but comparable to speed humps
Volume Reduction	Reduction in Average Daily Traffic	
Safety Reduction	Reduction in Average Annual Number of Collisions	
Note: I/D = Insufficient Data to predict reduction effect.		



### Advantages

- Effective in reducing speeds
- Maintains rapid emergency response times
- Relatively easy for bicyclists to cross

### Disadvantages

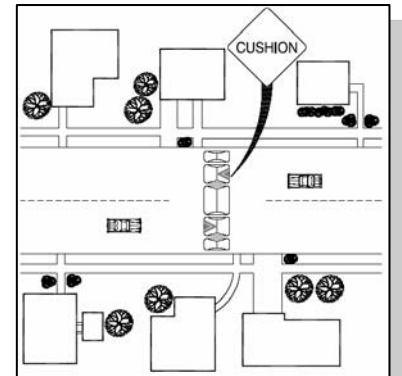
- Passenger vehicles with wide wheel base can pass through the lump using the wheel cut-outs
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

## Speed Cushion

Speed cushions are constructed from durable recycled rubber and are a variation of the speed lump. These prefabricated devices consistently have a more uniform shape than asphalt humps. Speed cushions provide wheel gaps for emergency vehicles and buses, and can be arranged to fit any street width. They can also be easily relocated if needed.

The magnitude of speed reduction is dependent on the spacing of speed cushions between points that require drivers to slow (see page 56). On average, speed cushions achieve a 14 percent reduction in speeds.

**Approximate Cost: \$4,500 - \$6,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Average Daily Traffic	Comparable to Speed Lumps
Safety Reduction	Reduction in Average Annual Number of Collisions	
Source: City of Portland, Rubber Speed Bump Research, 1995.		



### Advantages

- Provides a more consistent ride than asphalt humps
- Can be used as a temporary device during a testing phase
- Reduces impacts to emergency vehicles due to cut-outs
- Easily accommodates street resurfacing

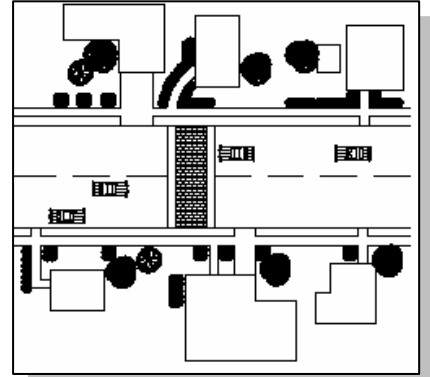
### Disadvantages

- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

## Speed Table

Speed tables are flat-topped speed humps approximately 22 feet long. They are typically long enough for the entire wheelbase of a passenger car to rest on top. Their long, flat fields, plus ramps that are more gently sloped than speed humps, give speed tables higher design speeds than humps, and, thus, may be more appropriate for streets with higher ambient speeds. Brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.

The magnitude of speed reduction is dependent on the spacing of speed tables between points that require drivers to slow (see page 56). On average, speed tables achieve an 18 percent reduction in speeds.



**Approximate Cost: \$4,000 for basic treatment**

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-18%
Volume Impacts	Reduction in Vehicles per Day	-12%
Safety Impacts	Reduction in Average Annual Number of Collisions	-45%
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Smoother on large vehicles (such as fire trucks) than speed humps
- Effective in reducing speeds, though not to the extent of speed humps

### Disadvantages

- Aesthetics
- Textured materials, if used, can be expensive
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

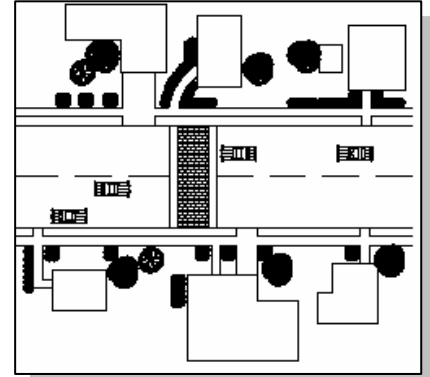


## Raised Crosswalk

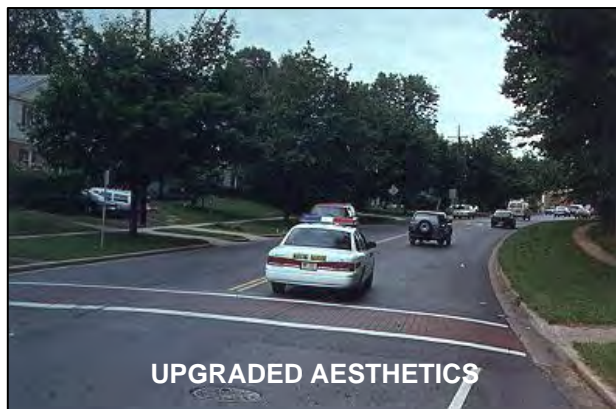
Raised crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

The magnitude of speed reduction is dependent on the spacing of raised crosswalks between points that require drivers to slow (see page 56). On average, raised crosswalks achieve an 18 percent reduction in speeds.

**Approximate Cost: \$5,000 for basic treatment**



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-18%
Volume Impacts	Reduction in Vehicles per Day	-12%
Safety Impacts	Reduction in Average Annual Number of Collisions	-45%
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Improve safety for both vehicles and pedestrians
- Aesthetic upgrades can have positive aesthetic value
- Effective in reducing speeds, though not to the extent of speed humps

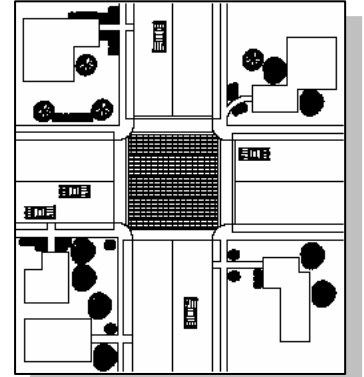
### Disadvantages

- Textured materials, if used, can be expensive
- Impact to drainage needs to be considered
- Textured pavement can increase noise to adjacent residents
- Signs may be unwelcome by adjacent residents



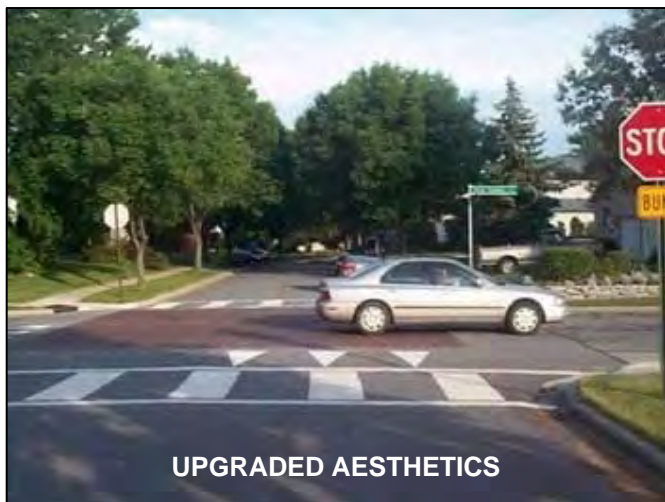
## Raised Intersection

Raised intersections are flat raised areas covering entire intersections, with ramps on all approaches. They usually rise to sidewalk level, or slightly below, to provide a “lip” for the visually impaired. By modifying the level of the intersection, the crosswalks are more readily perceived by motorists to be a pedestrian area. They are particularly useful where loss of on-street parking due to other traffic calming devices is considered unacceptable. Raised intersections are ineffective at reducing traffic speeds or volumes.



**Approximate Cost: Varies based on size of intersection**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-1%
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

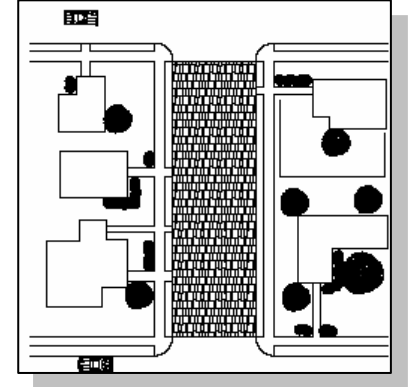
- Can improve safety for pedestrians and motorists
- Aesthetic upgrades can have positive aesthetic value
- Can treat two streets at once

### Disadvantages

- Less effective in reducing vehicle speeds than speed humps and speed tables
- Expensive, particularly as a retrofit
- Textured pavement can increase noise to adjacent residents

## Textured/Colored Pavement

Textured colored pavement includes the use of stamped pavement (asphalt) or alternate paving materials to create an uneven surface for vehicles to traverse. Textured pavement may have limited effectiveness as a standalone device and should be used to supplement other devices such as raised crosswalks or center median islands. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of textured pavement.



**Approximate Cost: \$8.00 per square foot**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



### Advantages

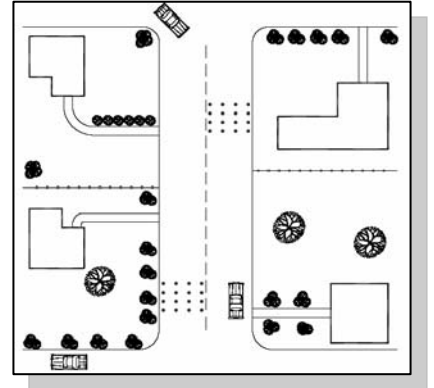
- Can reduce vehicle speeds
- Aesthetic upgrades can have positive value
- Placed at an intersection, it can slow two streets at once

### Disadvantages

- Expensive, varying by materials used
- Can be uncomfortable for bicyclists or handicapped.
- Textured pavement can increase noise to adjacent properties

## Rumble Strip

Rumble strips are closely spaced raised pavement markers at regular intervals on the roadway that create noise and vibration to the vehicle. Rumble strips can be used to warn drivers of a change in speed limit, leading up to a residential or school area, and upcoming stop sign or intersection. Rumble strips should be used only in areas where the noise impact would be minimal. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of rumble strips.



**Approximate Cost: \$500 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



### Advantages

- Relatively inexpensive
- Can be effective in slowing travel speeds in specific locations

### Disadvantages

- Raised pavement markers can be slippery when wet
- Increased noise in vicinity of rumble strips
- Maintenance of raised pavement markers
- Aesthetics
- Uncomfortable for motorcyclists and bicyclists

## **VOLUME CONTROL – DEVICES**

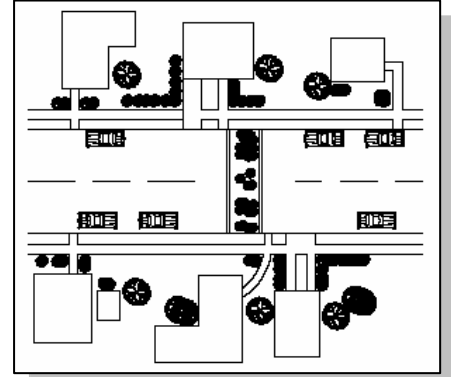
### ***Description***

Diversion devices use raised islands and curb extensions to physically preclude particular vehicle movements, such as left-turn or through movements, usually at an intersection. These devices can be considered only after all other devices have been attempted and failed to resolve the traffic problem. The diversion devices in the toolbox include:

- Full Closure
- Partial Closure
- Diagonal Diverter
- Median Barrier
- Forced Turn Island
- Turn-Movement Restriction

## Full Closure

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open. The barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. Emergency vehicles can be accommodated via removable bollards or similar devices.



**Approximate Cost: \$50,000 - \$100,000 per location (dependent on size and treatment)**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	-44%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Very effective in reducing cut-through traffic volumes
- Able to maintain pedestrian and bicycle connectivity

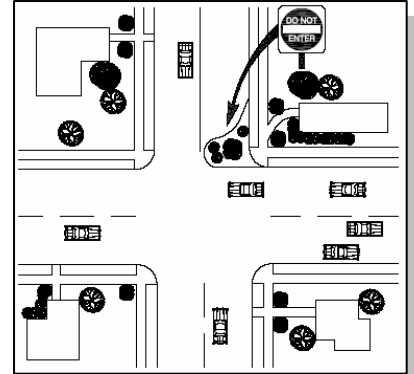
### Disadvantages

- Requires statutory actions for public street closures
- Causes circuitous routes for local residents
- Diverts traffic to another street
- Delays for emergency services unless through access is provided
- May limit access to businesses
- Cost



## Partial Closure

Half street closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. Half closures are the most common volume control measure after full street closures. Half closures are often used in sets to make travel through neighborhoods with a grid street pattern circuitous rather than direct.



**Approximate Cost: \$5,000 - \$7,000 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-19%
Volume Reduction	Reduction in Vehicles per Day	-42%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Able to maintain two-way bicycle access
- Effective in reducing traffic volumes

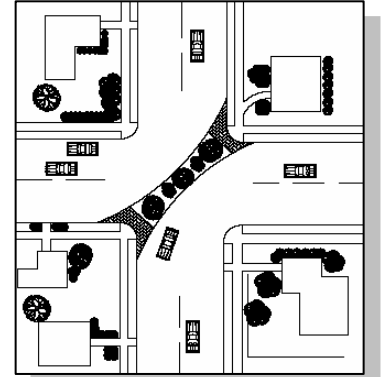
### Disadvantages

- Causes circuitous routes for local residents
- May limit access to businesses
- Drivers can bypass the barrier

## Diagonal Diverter

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movement. Like half closures, diagonal diverters are usually staggered to create circuitous routes through neighborhoods.

**Approximate Cost: \$20,000 - \$25,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-4%
Volume Reduction	Reduction in Vehicles per Day	-35%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Able to maintain full pedestrian and bicycle access
- Reduces traffic volumes

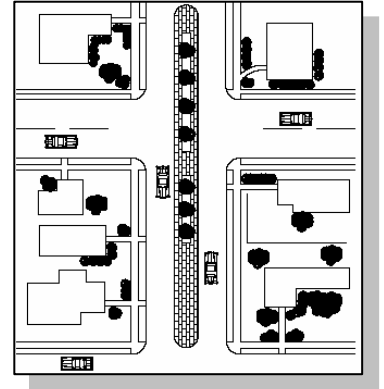
### Disadvantages

- Causes circuitous routes for local residents
- Delays for emergency services
- May be expensive
- May require reconstruction of corner curbs

## Median Barrier

Median barriers are raised islands that are located along the centerline of a street and continue through an intersection so as to block through (and left-turn) movement at a cross street.

**Approximate Cost: \$15,000 - \$20,000 per 100 feet (dependent on length and width)**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Can improve safety at an intersection of a local street and a major street by prohibiting critical through or left-turn movements
- Can reduce traffic volumes on a cut-through route that crosses a major street

### Disadvantages

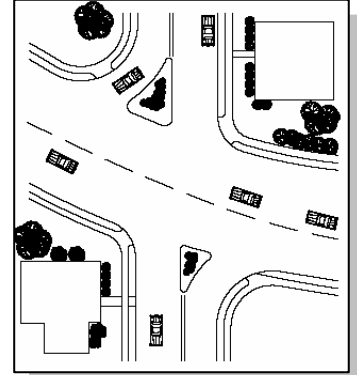
- Requires available street width on the major street
- Limits turns to and from the side streets and driveways for local residents and emergency services



## Forced-Turn Island

Forced turn islands are raised islands that prohibit certain movements on approaches to an intersection.

Approximate Cost: \$3,000 - \$5,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



### Advantages

- Can improve safety at an intersection by prohibiting critical turning movements
- Reduces traffic volumes

### Disadvantages

- If designed improperly, drivers can maneuver around the island to make an illegal movement
- May divert a traffic problem to a different street

## Turn-Movement Restrictions

Turn movement restrictions involve the use of signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a residential street to a larger street. The turn movement restrictions may be permanent or only during peak commute hours.

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		

**Approximate Cost: \$150 per sign (enforcement may be necessary to be effective)**



### Advantages

- Can reduce cut-through traffic at specific times of day
- Can increase safety at an intersection by prohibiting certain turning movements
- Low cost

### Disadvantages

- Restrictions apply to resident and non-residents
- Requires enforcement during time of restriction to be effective
- May divert a traffic problem to another street



## 4. TOOLBOX GUIDELINES

This section provides guidance on selecting the most appropriate neighborhood traffic management measure for a specific problem. This involves narrowing the toolbox of neighborhood traffic management measures to those that will most closely target the key traffic issue; are appropriate for the existing street characteristics; and are compatible with the traffic volumes, geometrics, and adjacent land uses near the given location. When the list has been narrowed, devices should be considered that are likely supported by affected residents. Finally, the selected devices need to be placed in a manner that will produce the desired results.

### GUIDELINES

#### *Step 1 – Identify Traffic Related Concern*

The first task when selecting the most appropriate traffic calming device is to narrow the field of devices to those that address the primary traffic concern. The most common traffic related concerns are:

- Speeding – motor vehicle speeds are too high
- Traffic Volumes – motor vehicle usage levels (all trips or non-local trips only) are too high
- Safety – locations with higher occurrences of collisions, higher concentrations of bicyclists and pedestrians, or potential hazards (e.g., sight distance limitations)

Each device in the toolbox is appropriate to a different subset of the above traffic-related concerns. Table 1 summarizes the appropriateness of each device.

#### *Non-Physical Measures*

The first solutions to consider should be non-physical measures, such as signs and markings, since these can devices increase driver awareness, are relatively inexpensive, and are the least intrusive to residents.

#### *Speed Control Measures*

Speed control measures can address any of the major problem types:

- **Narrowing Measures** – Narrowing devices, such as neckdowns, center island narrowings, or chokers, are less obtrusive than other devices and can be more aesthetically pleasing if residents opt to fund upgraded landscaping and assume the maintenance cost and responsibilities.
- **Horizontal Measures** – Horizontal deflection devices, such as chicanes and traffic circles, are more intrusive but also more effective than narrowings because they force vehicles to navigate horizontally around physical objects. Residents can also elect to fund upgraded landscaping.
- **Vertical Measures** – Vertical deflection devices provide the greatest speed reduction, and consequently have the greatest potential to slow emergency response vehicles, buses, and trucks. Therefore, the placement of these devices should be carefully considered, especially to limit any potential impact on emergency vehicles or transit access.

### *Volume Control Measures*

If speed-control measures fail to produce desired results, then diversion measures, such as street closures or forced turns may be considered. These devices redirect traffic to an adjacent street, and, therefore, should be considered after all other measures fail to produce the desired results. Volume control measures limit through traffic or turning movements at specific locations for both residents and non-residents. The full effect of the traffic diversion should be investigated before device implementation.

### **Step 2 – Identify Location Type**

The appropriate device for a given problem is a function of the location (midblock or at an intersection). Special consideration will be given to streets used by the City of Salinas Fire Department or ambulance services as primary emergency response routes. Appendix D presents the City of Salinas Primary Fire Response routes with functional roadway classifications. Generally, traffic calming of emergency response routes is limited to non-physical treatments on major arterials; however, there are certain conditions for which traffic calming measures may be appropriate on emergency response routes classified as minor arterials and collectors.

Table 2 indicates the location(s) where each type of traffic calming measure is applicable.

### **Step 3 – Consider Street Classification, Location, and Other Constraints**

The third step in determining the most appropriate device is to consider how each device is compatible with the street classification, traffic volumes, posted speeds, and special roadway users. Table 3 illustrates where each device is appropriate with certain constraints.

## **EFFECTIVENESS COMPARISON**

When more than one traffic calming device is available, decision-makers should understand the levels of effectiveness for each device to better determine which device will have the greatest effect in meeting the specified objective(s). Table 4 summarizes the effectiveness data (including excluded devices) that have been compiled for each of the neighborhood traffic management measures in the toolbox. These data are averages and the actual effectiveness will vary based on site-specific circumstances, such as proximity to major roads and the availability of alternate routes.

## **PLACING THE NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES**

Strategies for the specific placement of devices differ depending on whether the concern is speed-control, volume-control, or safety related. The placement of devices is described below.

### **Placing Speed-Control Measures**

Where feasible, neighborhood traffic management measures should be spaced in such a way to achieve the following two design speeds:

- **Slow-Point 85th Percentile Design Speed:** the speed that 85 percent of vehicles are traveling less than, when they are crossing a neighborhood traffic management device; the target slow-point speed is defined as 5 mph below the posted speed limit.
- **Midpoint 85th Percentile Design Speed:** the speed that 85 percent of vehicles are traveling less than, when they are halfway between a traffic calming device or other roadway feature that requires

significant slowing (e.g., stop sign or curve). The target midpoint speed is defined as 5 mph above the posted speed limit.

Figure 3 illustrates how to estimate the midpoint speed.

TABLE 1 APPLICABILITY OF TREATMENTS BY TRAFFIC RELATED CONCERN						
Types of Measures		Type of Traffic Related Concern				
		Speeding	Traffic Volume	Vehicle Collisions	Pedestrian Safety	Noise
<b>Non-Physical Control Measures</b>						
	Targeted Speed Enforcement	●	○	◐	◐	◐
	Speed Radar Trailer	●	○	○	○	◐
	Speed Feedback Sign	●	○	○	○	◐
	Centerline/Edgeline Lane Striping	●	○	○	○	○
	Optical Speed Bars	◐	○	○	○	○
	Signage	●	◐	◐	○	○
	Speed Legend	●	○	○	○	○
	Centerline/Edgeline Reflectors	○	○	●	◐	○
	High Visibility Cross Walks	◐	○	○	●	○
	Angled Parking	●	◐	○	○	○
<b>Speed Control – Narrowing Measures</b>						
	Neckdown/Bulbout	●	◐	○	●	○
	Center Island Narrowing/ Pedestrian Refuge	●	◐	◐	●	○
	Two-Lane Choker	●	◐	○	○	○
	One-Lane Choker	●	◐	○	○	○
<b>Speed Control - Horizontal Measures</b>						
	Traffic Circle	●	◐	●	◐	○
	Roundabout (Single-Lane)	◐	◐	●	○	●
	Chicane	●	◐	○	○	○
	Lateral Shift	◐	◐	○	○	○
	Realigned Intersection	◐	◐	●	○	○
<b>Speed Control – Vertical Measures</b>						
	Speed Hump	●	●	◐	◐	×
	Speed Lump	●	●	◐	◐	×
	Speed Cushion	●	●	◐	◐	×
	Speed Table	●	◐	◐	◐	×
	Raised Crosswalk	●	◐	◐	●	×
	Raised Intersection	●	◐	◐	●	×
	Textured/Colored Pavement	◐	○	○	◐	×
	Rumble Strips	◐	○	○	○	×
<b>Volume Control Measures</b>						
	Full Closure	●	●	○	○	○
	Partial Closure	●	●	○	○	○
	Diagonal Diverter	●	●	○	○	○
	Median Barrier	○	●	◐	○	○
	Forced Turn Island	○	●	◐	○	○
	Turn-Movement Restriction	○	●	◐	○	○
Key:	● = Strongly Appropriate      × = Inappropriate/Counterproductive ◐ = Moderately Appropriate      ○ = Indifferent					

**TABLE 2**  
**APPLICABILITY OF TREATMENTS BY LOCATION**

Type of Measure	Mid-Block	Intersection	Study Perimeter	Collectors	Transit Routes
<b>Non-Physical Control Measures</b>					
Targeted Speed Enforcement	●	●	●	●	●
Speed Radar Trailer	●	●	●	●	●
Speed Feedback Sign	●	●	●	●	●
Centerline/Edgeline Lane Striping	●	x	x	●	●
Optical Speed Bars	●	x	x	●	●
Signage	●	●	●	●	●
Speed Legend	●	●	●	●	●
Centerline/Edgeline Reflectors	On Curves	x	x	●	●
High Visibility Crosswalks	●	Unsignalized Intersections	Unsignalized Intersections	●	●
Angled Parking	●	x	x	●	○
<b>Speed Control – Narrowing Measures</b>					
Neckdown/Bulbout	x	●	●	●	●
Center Island Narrowing/ Pedestrian Refuge	●	●	●	●	●
Two-Lane Choker	●	x	x	●*	●
One-Lane Choker	●	x	x	x	x
<b>Speed Control – Horizontal Measures</b>					
Traffic Circle	x	●	○	●	●
Roundabout (Single-Lane)	x	○	○	●	●
Chicane	●	x	x	●	●
Lateral Shift	●	x	x	●	●
Realigned Intersection	x	Unsignalized Intersections	Unsignalized Intersections	●	●
<b>Speed Control – Vertical Measures</b>					
Speed Hump	●	x	x	○*	x
Speed Lump	●	x	x	○	●
Speed Cushion	●	x	x	○	●
Speed Table	●	x	x	○	○
Raised Crosswalk	●	○	○	○	○
Raised Intersection	x	●	●	○	○
Textured/Colored Pavement	●	●	●	●	●
Rumble Strips	●	●	○	●	●
<b>Volume Control Measures</b>					
Full Closure	x	●	●	○*	x
Partial Closure	x	●	●	●	●
Diagonal Diverter	x	●	x	○*	x
Median Barrier	x	○	●	○*	x
Forced Turn Island	x	○	●	○	○
Turn-Movement Restriction	x	○	●	○	○
Key: * Not generally acceptable for Primary Fire Response Routes – See Appendix D for specific streets.					
x = Never applicable.      ○ = Seldom, except in some cases.      ● = Generally applicable.					

**TABLE 3  
APPLICABILITY BY STREET TYPE**

Types of Measures	Roadway Classification		
	Local	Collector	Other Considerations
Non-Physical Control Measures			
Targeted Speed Enforcement	No Limitations with respect to ADT or Speed		None
Speed Radar Trailer			
Speed Feedback Sign			
Centerline/Edgeline Lane Striping			
Optical Speed Bars			
Signage			
Speed Legend			
Centerline/Edgeline Reflectors			
High Visibility Crosswalks			
Angled Parking	ADT <4,000; Width ≥48 feet: Speed Limit ≤30 mph		
Speed Control – Narrowing Measures			
Neckdown/Bulbout	ADT ≤ 20,000; Speed Limit ≤ 35		None
Center Island Narrowing/ Pedestrian Refuge			
Two-Lane Choker			
One-Lane Choker	ADT ≤ 3,000; Speed Limit ≤ 30	No	DES must review sight distance.
Speed Control – Horizontal Measures			
Traffic Circle	Daily Entering Volume <10,000; Speed Limit ≤ 35 mph		Grades ≤ 4%
Roundabout (Single-Lane)	No	Daily Entering Volume <16,000; Speed Limit ≤ 45 mph	
Chicane	No	ADT ≤ 5,000; Speed Limit ≤ 35	Grades ≤ 8%
Lateral Shift	No	ADT ≤ 20,000; Speed Limit ≤ 35	None
Realigned Intersection	Daily Entering Volume <5,000; Speed Limit ≤ 35 mph		
Speed Control – Vertical Measures			
Speed Hump	ADT<4,000; Speed Limit ≤ 30mph		Grades ≤ 8%
Speed Lump			
Speed Cushion			
Speed Table <sup>1</sup>	ADT<7,500: Speed Limit 30 mph or 35 mph		
Raised Crosswalk			
Raised Intersection	No	Yes	Noise impact to adjacent residential units
Textured/Colored Pavement <sup>2</sup>	No		Noise impact to adjacent residential units
Rumble Strips <sup>2</sup>	Yes	Yes	Noise impact to adjacent residential units
Notes: <sup>1</sup> Not appropriate for streets without curbs, gutter, or sidewalks. <sup>2</sup> Use of this device should be limited to locations where noise impacts would be minimal.			



TABLE 3 (CONTINUED) APPLICABILITY BY STREET TYPE			
Types of Measures	Roadway Classification		
	Local	Collector	Other Considerations
<b>Volume Control Measures</b>			
Full Closure	<p>≥ 25% non-local traffic. Evaluation should be conducted to determine effects of diverted traffic to alternate routes</p>	No	None
Partial Closure			
Diagonal Diverter			
Median Barrier			
Forced Turn Island			
Turn-Movement Restriction			

**TABLE 4  
QUANTITATIVE IMPACTS OF NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES**

Types of Measures		Effectiveness									
		85 <sup>th</sup> Percentile Change				Vehicles Per Day		Average Annual Collisions			
		Before	After	Change	Percent Change	Change	Percent Change	Before	After	Change	Percent Change
<b>Non-Physical Measures</b>											
All Non-Physical Measures		Limited Effectiveness as stand alone device									
<b>Speed Control – Vertical Measures</b>											
	Entry Feature	I/D				I/D		I/D			
	Speed Hump	35.0	27.4	-7.6	-22%	-355	-18%	2.62	2.29	-0.33	-13%
	Speed Lump	Comparable to speed hump but I/D									
	Speed Cushion <sup>1</sup>	Comparable to speed hump but I/D			-14%	Comparable to speed hump but I/D					
	Split Speed Hump	37	32	-5	-14%	I/D		I/D			
	Speed Table	36.7	30.1	-6.6	-18%	-415	-12%	6.71	3.66	-3.05	-45%
	Raised Crosswalk										
	Raised Intersection	34.6	34.3	-0.3	-1%	Ineffective					
	Textured Pavement	Limited Effectiveness as stand alone device									
Rumble Strips	I/D and Limited Effectiveness										
<b>Speed Control – Narrowing Measures</b>											
	Neckdown/Bulbout	34.9	32.3	-2.6	-7%	-293	-10%	I/D			
	Center Island Narrowing										
	Two-Lane Choker										
	One-Lane Choker	I/D		-14%	I/D	-20%					
<b>Speed Control – Horizontal Measures</b>											
	Traffic Circle	34.2	30.3	-3.9	-11%	-293	-5%	2.19	0.64	-1.55	-71%
	Roundabout (Single-Lane)	Insignificant Speed Effects				Insignificant Volume Effects		Not Recorded			-15% to -33%
	Chicane	I/D and Limited Effectiveness									
	Lateral Shift	Ineffective									
	Realigned Intersection	I/D				I/D		I/D			
<b>Volume Control Measures</b>											
	Full Closure	I/D	I/D	I/D	I/D	-671	-44%	I/D			
	Partial Closure	32.3	26.3	-6.0	-19%	-1,611	-42%	I/D			
	Diagonal Diverter	29.3	27.9	-1.4	-4%	-501	-35%	I/D			
	Median Barrier	I/D				I/D		I/D			
	Forced Turn Island										
	Turn-Movement Restrictions										
<b>Stop Signs</b>											
	Stop Signs	I/D				I/D		I/D			
Notes: I/D = Insufficient Data											
Source: Traffic Calming State-of-the Practice (Ewing, 1999)											
<sup>1</sup> City of Portland, Rubber Speed Bump Research, 1995											

**Figure 3 Estimating Midpoint Speed**

In mathematical terms, the following exponential function gives the relationship between midpoint speed and spacing of slow points:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 85^{\text{th}}_{\text{slow point (mph)}} + (85^{\text{th}}_{\text{street (mph)}} - 85^{\text{th}}_{\text{slow point (mph)}}) * 0.56 * (1 - e^{-0.004 * \text{spacing (ft.)}})$$

where;

$85^{\text{th}}_{\text{midpoint}}$  = resulting 85<sup>th</sup> percentile speed at midpoint after treatment;

$85^{\text{th}}_{\text{slow point}}$  = estimated 85<sup>th</sup> percentile speed at the slow point after treatment;

$85^{\text{th}}_{\text{street}}$  = 85<sup>th</sup> percentile speed of street before treatment;

spacing = distance in feet between two devices.

When placing speed-control measures, use the above formula to test proposed spacings to determine whether the estimated midpoint speeds would meet the targeted midpoint speed.

**Example (speed humps on street with starting speed of 32 mph):**

Where spacing is 350 feet:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 15 \text{ mph} + ((32 \text{ mph} - 15 \text{ mph}) * 0.56 * (1 - e^{-0.004 * 350 \text{ feet}}))$$

$$85^{\text{th}}_{\text{midpoint (mph)}} = \underline{22 \text{ mph}}$$

Where spacing is 750 feet:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 15 \text{ mph} + ((32 \text{ mph} - 15 \text{ mph}) * 0.56 * (1 - e^{-0.004 * 750 \text{ feet}}))$$

$$85^{\text{th}}_{\text{midpoint (mph)}} = \underline{24 \text{ mph}}$$

The spacing of neighborhood traffic management measures directly affects the midpoint speeds: the farther apart they are, the higher the midpoint speed. In general, speed control measures placed 350 to 750 feet from another slow-point can result in speed reductions similar to those indicated in Table 4. Measures placed at intervals of less than 350 feet can become a nuisance to drivers, and measures placed greater than 750 feet apart decrease the ability to slow speeds to the target midpoint speed. In addition, vertical measures should be placed a minimum of 250 feet from an adjacent intersection.

**Placing Volume-Control Measures**

Neighborhood traffic management devices intended to divert traffic can be located either external or internal to the neighborhood.

- Gateway Measures – Volume-control measures placed at entrances or gateways to neighborhoods can be more effective in reducing volumes because drivers encounter these devices upon entering a neighborhood, which may deter future use. However, these measures can also cause local traffic to take more circuitous paths than internal measures would.
- Internal Measures – When placed within a neighborhood, measures have a less direct effect on non-local traffic. First-time attempts to travel through the neighborhood will occur more frequently, and drivers will seek alternative routes within the neighborhood. However, this type of placement can cause less of an inconvenience to local traffic.

### ***Placing Safety Measures***

The placement of safety-oriented neighborhood traffic management devices is dependent on the particulars of the traffic-related concern and on the characteristics of the selected neighborhood traffic management device. For example, if the traffic related concern involves pedestrian safety, then the solution – a raised crosswalk, for example – should be placed at a location where it is likely to be heavily used by pedestrians.

## **5. NEW DEVELOPMENT GUIDELINES**

Proposed developments can benefit from neighborhood traffic management strategies. Developers can anticipate and prevent concerns about speeding and traffic volumes by reviewing neighborhood plans and proposing refinements to reduce or avoid future traffic-related concerns. In addition, neighborhood traffic management measures incorporated with project construction often receive greater acceptance than a retrofit approach. Traffic calming measures can be included as off-site mitigation measures for infill or redevelopment projects that are surrounded by existing developments that may be impacted by project traffic.

This information in this chapter is a tool for staff and project designers to identify potential problem areas and suggested remedies. Anticipating future problems and remedies is a subjective activity, not conducive to absolute standards. However, it may be appropriate to incorporate general language into City documents regarding the role of staff in identifying potential neighborhood traffic problems and suggesting remedies.

In most cases, staff and the developer's representatives should be able to identify mutually acceptable neighborhood traffic management features, which are then incorporated into the proposed plans. However, in some cases, staff may need to develop conditions-of-approval that can be discussed, modified, and/or approved by the relevant governing bodies.

### **SUGGESTED DEVELOPMENT REVIEW PROCESS**

As part of the City of Salinas development review process, City staff may consider the need for neighborhood traffic management measures within the proposed development or off-site. New development and redevelopment projects may be required to design, build, and maintain traffic calming features as part of the development project through the subdivision improvement agreement, development agreement, homeowners' association, and other development-related mechanisms.

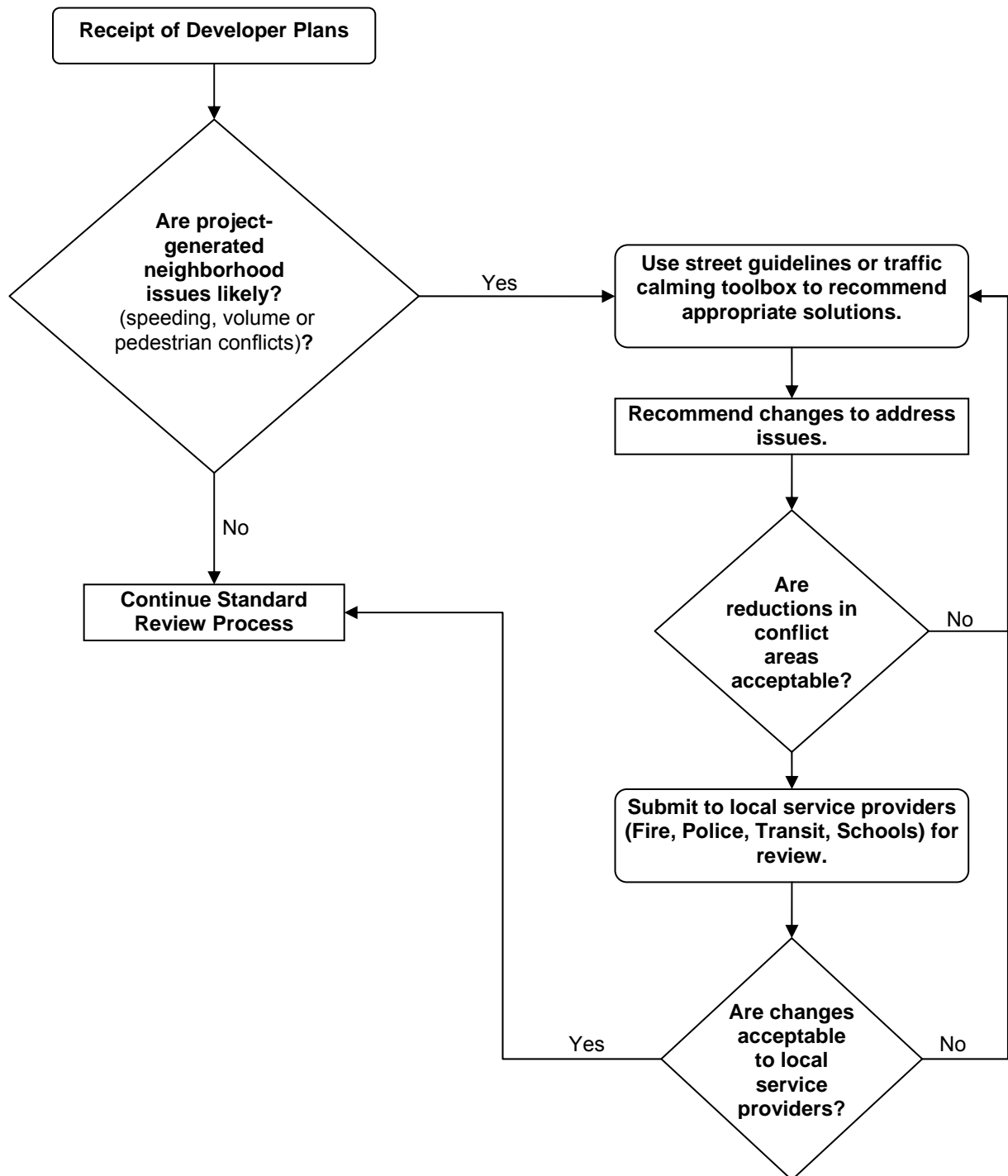
The City's process of reviewing new residential subdivisions varies and is dependent on the decision type. Information contained in the development application determines the permit type and subsequent process. Although the processes differ, they all require staff review after the submission of the plans. At this point, City staff may recommend or condition the inclusion of traffic calming measures.

The toolbox and application guidelines contained in other sections of this document should provide staff and developer representatives with both ideas and guidance on selecting the most appropriate treatments for the identified problem.

The following flowchart is a suggested approach for City staff during the development review process.



Figure 4 New Development Review Process



## **DEVELOPMENT REVIEW PRACTICES**

During the development review process, staff should review the street network and intersection traffic controls to determine areas of potential speeding, excessive volume on residential streets, or pedestrian conflict areas. Where appropriate, developers should be required to incorporate traffic calming measures into their development plan. The process for reviewing street and lot plans for new developments and prescribing refinements may include the following, at staff discretion:

- **Traffic Volumes** – Estimate the average daily traffic (ADT) on residential roadways within and surrounding the proposed project.
  - If traffic volumes on residential streets are projected to be less than 1,500 vehicles per day (vpd), then no action is needed, nor will it be taken.
  - If the projected traffic volume on a residential street is 1,500 - 3,000 vpd, then consider traffic calming treatments depending upon the context (such as area history, resident expectations, or magnitude of change).
  - For projected volumes of above 3,000 vpd on a residential street, consider as a priority incorporate traffic calming measures to lessen the impact.
- **Traffic Speeds** – Identify potential speeding concerns on new streets and adjacent existing streets. Potential problem areas may include:
  - Streets with unimpeded block lengths (i.e. slow points) greater than 600 feet between traffic control or traffic calming devices, or as determined by staff.
  - Areas where roadway grades may increase the potential for speeding, as determined by staff.
  - Areas with potential pedestrian/vehicle conflicts, such as schools, parks, or community centers.
  - Areas with design attributes that encourage speeding, such as wide travel lane width, absence of on-street parking lane, absence of a bike lane, and long block lengths.
- **Street Layout** – Staff may request street design and layout modifications if an area is likely to experience cut-through traffic.
- **Adjacent Neighborhoods** – Consider traffic calming measures in new developments where adjacent neighborhoods include traffic calming, as determined by staff.
- **Traffic Calming Plan** – Based on the size and nature of the proposed development, staff will determine if a traffic calming plan is necessary. As described above, a traffic calming plan should be developed when the proposed street layout cannot be modified in such a way that will eliminate foreseeable traffic problems. The applicant's representative should develop the traffic calming plan with DES oversight.

## **DESIGNING STREET NETWORKS**

Neighborhood traffic management measures have traditionally been installed as retrofit measures in existing neighborhoods in response to a particular traffic concern. The guidelines below describe some common street design features and their propensity to lead to neighborhood traffic management concerns such as speeding and cut-through traffic. The guidelines should assist developers in laying out streets in new residential developments and staff in reviewing them pursuant to the process described above. This chapter

is by no means comprehensive on the layout of new residential streets. For detailed information on street design and layout, refer to the following City of Salinas documents:

- City of Salinas General Plan, September 2002
- City of Salinas City Code – Section 31-804.5, November 2006
- Standard Specifications, Design Standards, and Standard Plans – Standard Plan No. 3, 2004

The following documents provide supplemental readings on the subject of designing residential streets. These are guidance documents only:

- *Residential Street Design and Traffic Control*, Homburger, Deakin, Bosselmann, Smith, and Beukers (Institute of Transportation Engineers), 1989
- *Residential Streets*, 3rd Edition, American Society of Civil Engineers, Institute of Transportation Engineers, National Association of Home Builders, and the Urban Land Institute, 2001
- *Traditional Neighborhood Development: Street Design Guidelines*, Institute of Transportation Engineers, 1999

## **DESIGNING FOR APPROPRIATE SPEEDS**

The design of residential streets can often influence vehicles speeds. Residential streets that are wide, long, straight, and have few uninterrupted blocks have been shown to have a positive correlation to higher vehicle speeds. To minimize vehicle speeds, consider the following attributes when designing residential streets:

- **Travel Lane Width** – Current City standards for street width varies depending on the adjacent land use, and presence of on-street parking. Figures C-1 through C-4 of the Salinas General Plan specify standard cross-sections for new and existing streets. Provisions for on-street parking are also provided within these standards. Figure 5 shows a positive correlation between pavement width and increased traffic speeds.<sup>3</sup>

New streets should not exceed the current City standards. However, if additional width is provided in anticipation of high on-street parking demand, the roadway should be treated with appropriately spaced chokers, center median islands or other neighborhood traffic calming devices.

- **Block Length** – Some street networks leave excessively long blocks with few side street intersections. Drivers who travel distances 600 feet or greater, as illustrated in the chart below, without being required to slow or stop by traffic control or neighborhood traffic management devices, tend to travel at speeds higher than the posted limit. To minimize this effect, the street network can be designed such that street blocks are frequently interrupted by streets of sufficient traffic volumes to warrant a traffic control device (e.g., stop sign) or a traffic calming device. Shorter block lengths also facilitate pedestrian movement throughout the neighborhood. The chart shows the correlation between unimpeded block length and travel speed.

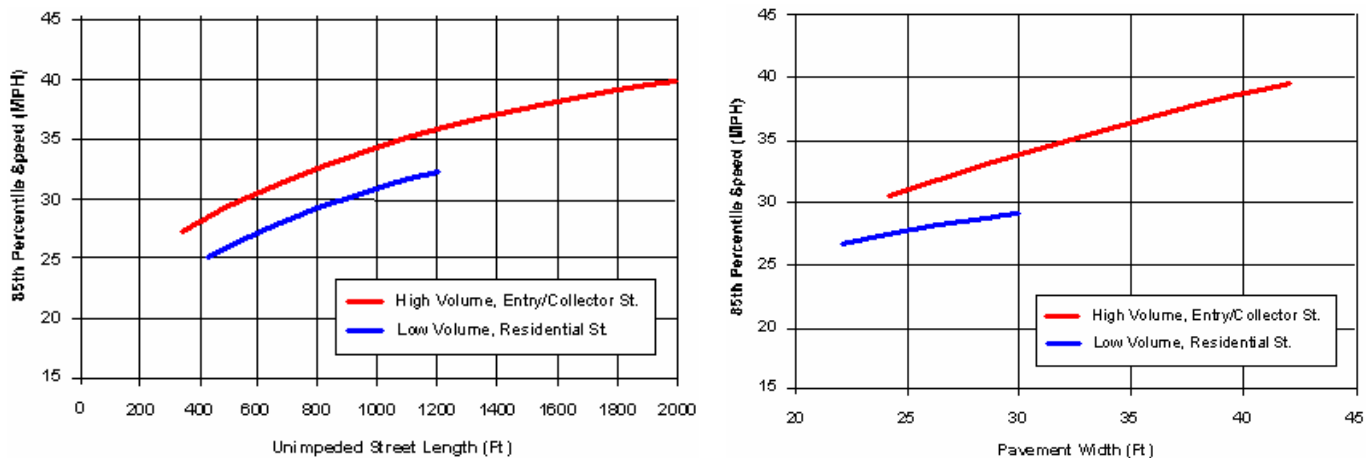
Acceptable block lengths for urban local streets should not exceed 600-800 feet, while urban collector street block lengths should not exceed 1,000 feet.

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<sup>3</sup> Ballard, Andrew J. and Haldeman, David M. "Low Speed Design Criteria for Residential Streets." *ITE Journal* December 2002: 44-46.

- **Parking Lanes** – In circumstances where adjacent land uses generate low on-street parking demand (such as large-lot subdivisions or collectors without fronting uses) the street can function as if it were wider than intended. If the parking demand can be accommodated elsewhere, the parking lanes should be eliminated or restricted to one side of the street and the street width reduced accordingly.

**Figure 5 Correlation Between Pavement Width, Unimpeded Street Length and Speed**



## DESIGNING FOR LOCAL TRAFFIC

Some residential collector streets can become cut-through routes, or routes used by non-local motorists as a means of bypassing congested or circuitous arterial roads. In these cases, the residential collector should be modified in one of two ways:

- The collector can be designed with a deviating path so that the overall distance by collector is greater than the distance by arterial.
- The residential roadway network can be designed such that traffic-controlled intersections interrupt the parallel collector route sufficiently that the travel time by collector is greater than the travel time by arterial.

## PEDESTRIAN/VEHICLE CONFLICT AREAS

Some elements of residential areas, such as schools, parks, community centers, or other high pedestrian generators, have particularly high potential for vehicle and pedestrian conflicts. The major pedestrian routes to school should be identified and traffic controls should be structured so that the number of crossings at uncontrolled cross-streets is minimized and pedestrians are directed to the most appropriate crossing locations. For both schools and parks, entrances tend to focus pedestrian street crossings at particular locations. These entrances can be made safer by combining them with roadway intersections, so that the intersection's traffic control can also allocate right-of-way to pedestrians.

If a pedestrian-oriented land use is located in an area where speeding or high traffic volumes are unavoidable, then select neighborhood traffic management measures that accommodate and provide benefit to pedestrians. For example, at an intersection, bulbouts or center island narrowings should be given some preference over other measures, such as intersection realignment or speed humps. While a realigned intersection or speed hump may slow traffic in the area, a bulbout or center island narrowing assists

pedestrians by creating a shorter crossing distance and physical roadway narrowing, thereby reducing driver speed.

## **DEVELOPING A NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN**

When a proposed street layout cannot be modified in such a way that will eliminate foreseeable potential traffic problems, the City should require preparation of a neighborhood traffic management plan (NTMP). Follow the procedure for developing an NTMP as described in the Toolbox Chapter, with the following exceptions:

- For speed-related problems, existing travel speed data will not be available. Consequently, a response to anticipated speeding problems must rely on roadway geometry. For example, if a block length is greater than 600 feet, then the developer could use neighborhood traffic management measures to divide the block into segments that are each shorter than 600 feet.
- For volume-related problems, traffic volume data will be available only in the form of traffic forecasts, and these will typically be limited to the major roads. The City or developer may need to prepare manual traffic volume estimates using land use quantities and trip generation rates for the proposed development.
- Anticipated safety problems will likely revolve around land uses that generate pedestrian activity, such as schools, parks, and community centers. For these land uses, consider the planned locations of walkways, gates, and building entrances when placing neighborhood traffic management devices (such as raised crosswalks or bulb-outs). Likewise, land use planning should consider existing and future traffic safety features.
- For some neighborhood traffic management measures, particularly those involving modified curbs, the developer can achieve significant cost-savings by constructing them concurrent with roadway construction. Consequently, when selecting a type of neighborhood traffic management measure, additional preference should be given to measures that take advantage of these cost-savings.



## APPENDIX A – DESIGN GUIDELINES

This section describes the guiding design principles relating to various physical traffic calming devices. The design guidelines are based on recommended designs published in *Traffic Calming State-of-the Practice*<sup>4</sup> and *Canadian Guide to Traffic Calming*<sup>5</sup>. Appendix B contains standard engineering design templates for the most common traffic calming devices.

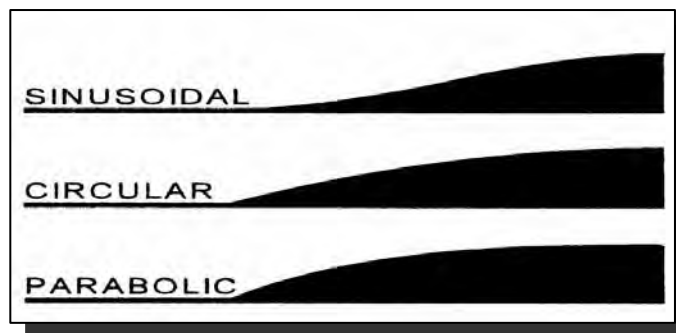
### SPEED CONTROL – VERTICAL MEASURES

#### *Ramp Profiles*

Ramp profile describes the angle or approach of the vertical measure that a vehicle would traverse. Vertical measures (e.g., speed humps) should use Parabolic profiles on the approach and departure ramps to the device. Parabolic profiles have consistently been used in other programs around the nation and are a recommended design according to Institute of Transportation Engineers: *Guidelines for the Design & Application of Speed Humps* (ITE, 1993). Figure A-1 shows three commonly used profiles, and a description of each follows below:

- Sinusoidal profiles have slightly less reduction effects on speed than circular and parabolic profiles but higher comfort levels for vehicles and bicyclists and are typically more difficult and expensive to construct due to the slope of the profile.
- Circular profiles have moderate reduction effects on speeds (compared to the two other profiles) and comfort levels for vehicles and bicyclists.
- Parabolic profiles have the greatest reduction effects on speeds but have the lowest comfort levels for vehicles and bicyclists due to the greater rise in the slope of the profile.

**Figure A-1 Vertical Measure Ramp Profiles**



<sup>4</sup> Ewing, R. (1999). *Traffic Calming: State of the Practice*. Washington, DC: Institute of Transportation Engineers/Federal Highway Administration.

<sup>5</sup> *Canadian Guide to Neighbourhood Traffic Calming*, (1998) Ottawa, Canada: Transportation Association of Canada.

### **Edge Tapers**

The edge taper refers to the transition area between a vertical measure at its full height and the edge of the device. Edge tapers on vertical measures (e.g., speed humps and excluding raised crosswalks) should extend to the edge of the pavement (i.e., not into the gutter) to prevent blocking the gutter drainage.

On streets without vertical curbs, the edge taper should extend the full length of the pavement width to discourage drivers from straddling or driving around the vertical measure. In addition, an advisory sign (or other barrier) should be placed on either approach of the vertical device to prevent drivers from driving around the device.



**Example:** Bollards and advisory sign encourage drivers to travel over speed hump.

### **Edge Tapers – Parking and Bikeways**

Vertical devices should extend across any parking or bike lane to prevent drivers from veering into the bike lane. Consequently, bicyclists will traverse the even section (as opposed to the tapered portion) of the device. In addition, vehicles parking on the street will have the option to park on a portion of the device or avoid the device entirely.



**Example:** Speed lump extends to the edge of pavement across bike lane.

### **Raised Crosswalk Tapers**

Raised crosswalks should always be designed to a height equal to the curb height, but not fully extend to the curb, as this will impede drainage. To bridge the gap between the sidewalk and raised crosswalk, a metal connector plate or other approved device may be used to allow unimpeded flow of the gutter. The design should also include truncated dome plates to indicate the entrance to the crosswalk from the sidewalk. Raised crosswalks may not be appropriate where curbs do not exist.



**Example:** Unimpeded drainage.

## HORIZONTAL DEFLECTION MEASURES

### *Traffic Circle Center Island Profile*

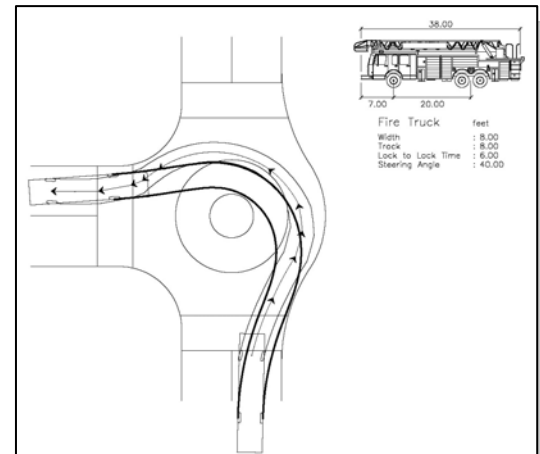
Traffic circles should be designed with both a vertical inner curb and a mountable apron. The vertical inner curb prevents vehicles from driving over the circle. The apron is a shallow-sloped curb extending out from the bottom of a vertical curb; the apron has a low lip at its pavement-side edge. This apron effectively reduces the diameter of the center island for large vehicles, facilitating easier turns. The lip at the apron's edge discourages vehicles from using it unnecessarily.



**Example:** Vertical inner curb and mountable apron.

### *Traffic Circle Turn Operations*

All vehicles should circulate around the center island on left-turns. However, an exception can be made for large trucks and buses in some cases if geometric constraints require it. If a specific intersection has a high proportion of trucks and/or bus traffic, alternative treatments may provide similar results without impact to trucks or busses. All traffic circles should be designed using the appropriate truck turning templates from Caltrans Highway Design Manual (Caltrans, 2006). Software packages such as AutoCAD or AutoTURN may also be used to identify whether emergency response vehicles and buses can maneuver around the circle.

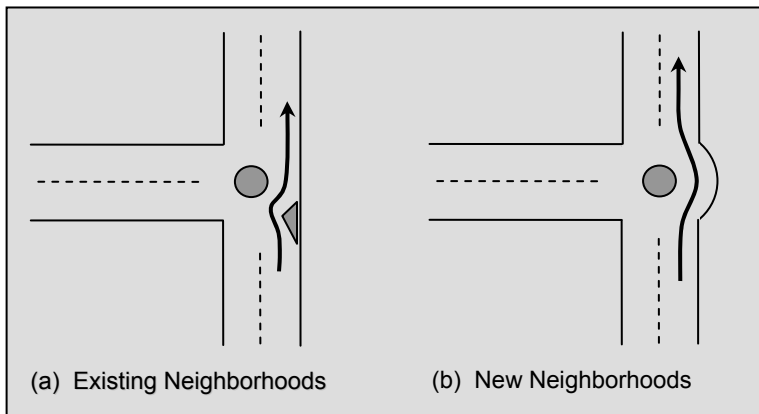


**Example:** Truck turning radius using mountable apron.

### ***Traffic Circles at T-Intersections***

Traffic circles should have deflection on all approaches if implemented at a T-intersection. This can be implemented in both existing neighborhoods in retrofit situations and in new neighborhood. First, a raised island can be placed at the right side of the un-deflected approach to the traffic circle to artificially introduce deflection, as shown in Figure A-2 (a). In new neighborhoods, the street curbs can be modified to allow the center island to be located at the center of the intersection, as shown in Figure A-2 (b).

**Figure A-2 Traffic circles at T-Intersections**



## **NARROWING MEASURES**

### ***Drainage***

Narrowing measures, such as chokers, should be constructed to minimize or avoid blocking gutter flow, as illustrated in the photo. Modifying the drainage can be cost prohibitive and could require regular maintenance to clear debris from the modified gutter.



**Example:** Retrofit design with unimpeded drainage.



### ***Neckdowns/Bulbouts***

Narrowing measures, such as neckdowns or chokers, should not be constructed wider than the approximate width of a parked vehicle. Extension of these devices any further than the width of a parked vehicle could present potential safety issues to other drivers.



### **LANDSCAPING**

**Example:** Neckdown at intersection.

The standard treatment for all neighborhood traffic management devices will be hardscape (i.e., grouted cobblestone). Residents may fund aesthetic upgrades to neighborhood traffic calming devices such as landscaping or stamped and colored concrete (i.e., simulated brick work). Aesthetics upgrades not only improve the aesthetic quality of the device but increase the visual presence of the device. Landscaping should be limited to low-lying shrubs and plants. Trees planted on center islands must allow adequate sight distances for motorists.



**Example:** Standard treatment



**Example:** Upgraded aesthetics



## SIGNAGE AND STRIPING

### Signage

Signage should be provided at or near traffic calming devices advising motorists of the device. Signage should be visible to both motorists and bicyclists. The signs should be comprised mostly of symbols and be easily understandable to motorists. Figure A-3 illustrates examples of several common warning signs.

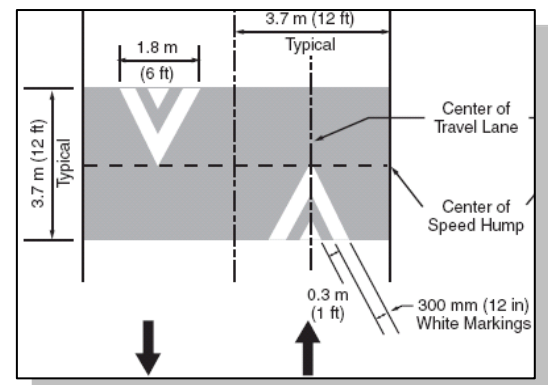
The warning sign for a traffic circle or roundabout shown on Figure A-3 should be the standard used at such intersections. The warning sign is clear and concise, showing drivers the route around and turning options of the upcoming traffic circle or roundabout.

Special signing specific to bicyclists may be used as determined by Public Works staff. Examples of this signing include advising motorists not to pass bicyclists through narrow traffic calming devices or informing bicyclists of proper maneuvering of devices. This signage should be used when the travel rights of bicyclists warrant emphasis.

### Striping

Pavement markings assist in warning motorists and bicyclists of traffic calming devices in the roadway. Vertical devices should always include pavement markings on the device and may also include advanced warning legends (see Figure C-6). In certain situations, vertical devices may be unmarked, such as revitalization or beautification plans in a given area. In such cases, the device must be designed to provide a clear contrast with the surrounding environment.

The example image to the right illustrates the preferred striping option for vertical devices, such as speed humps. This marking option is compliant with the Manual on Uniform Traffic Control Devices (FHWA, 2003).

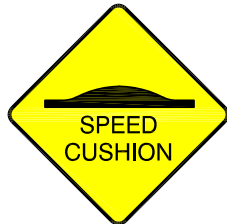


**Example:** Recommended striping.

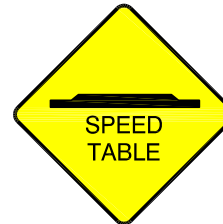
## COMBINED MEASURES

Some measures from the toolbox can be combined to increase the combined effect on traffic volumes and speeds. For example, a raised crosswalk may be combined with neckdowns, the effect being a crosswalk that is both shortened and raised above the level of the roadway. Motorists must then react to both a vertical deflection and a narrowing. In assessing the suitability of combined measures, the guidelines in Tables 1, 2, and 3 should be applied for both devices.

Sign Dimensions	Color Code		
	Background	Message	Border
30" x 30"	Flourescent Yellow or Yellow-Green	Black	Black



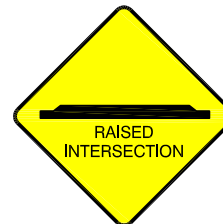
SPEED CUSHION



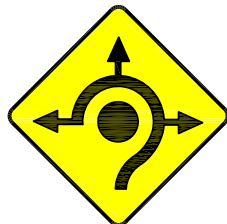
SPEED TABLE



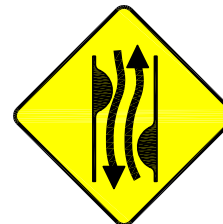
RAISED CROSSWALK



RAISED INTERSECTION



TRAFFIC CIRCLE OR ROUNDABOUT

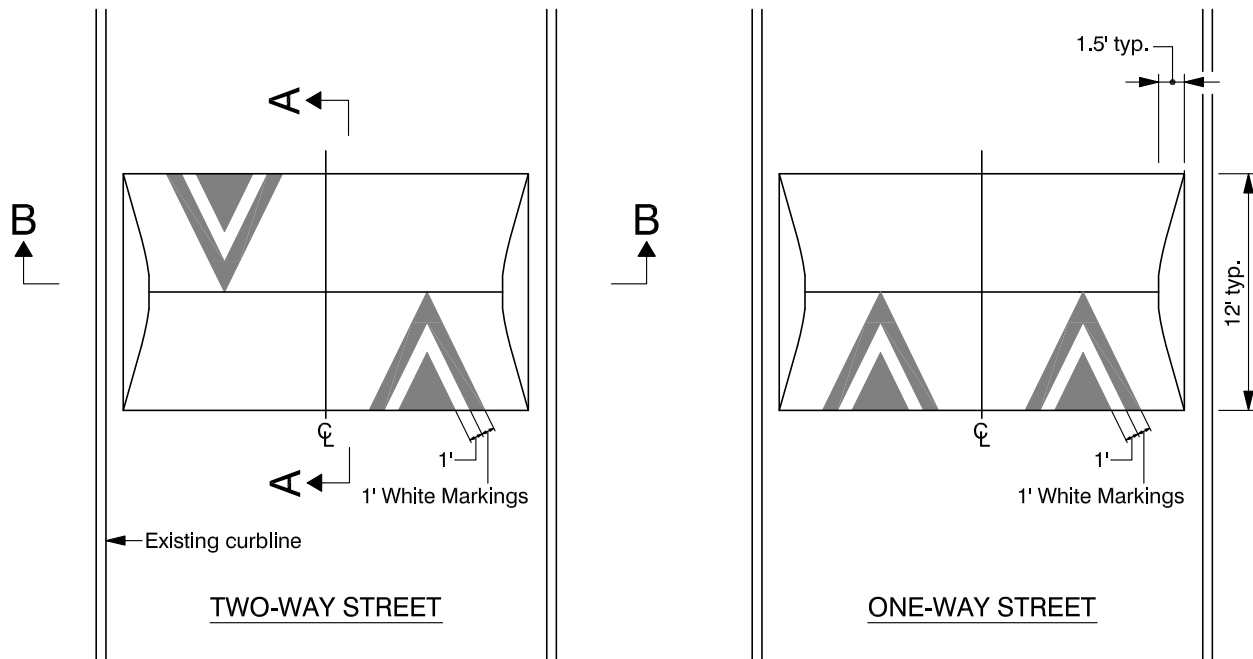


CHICANE

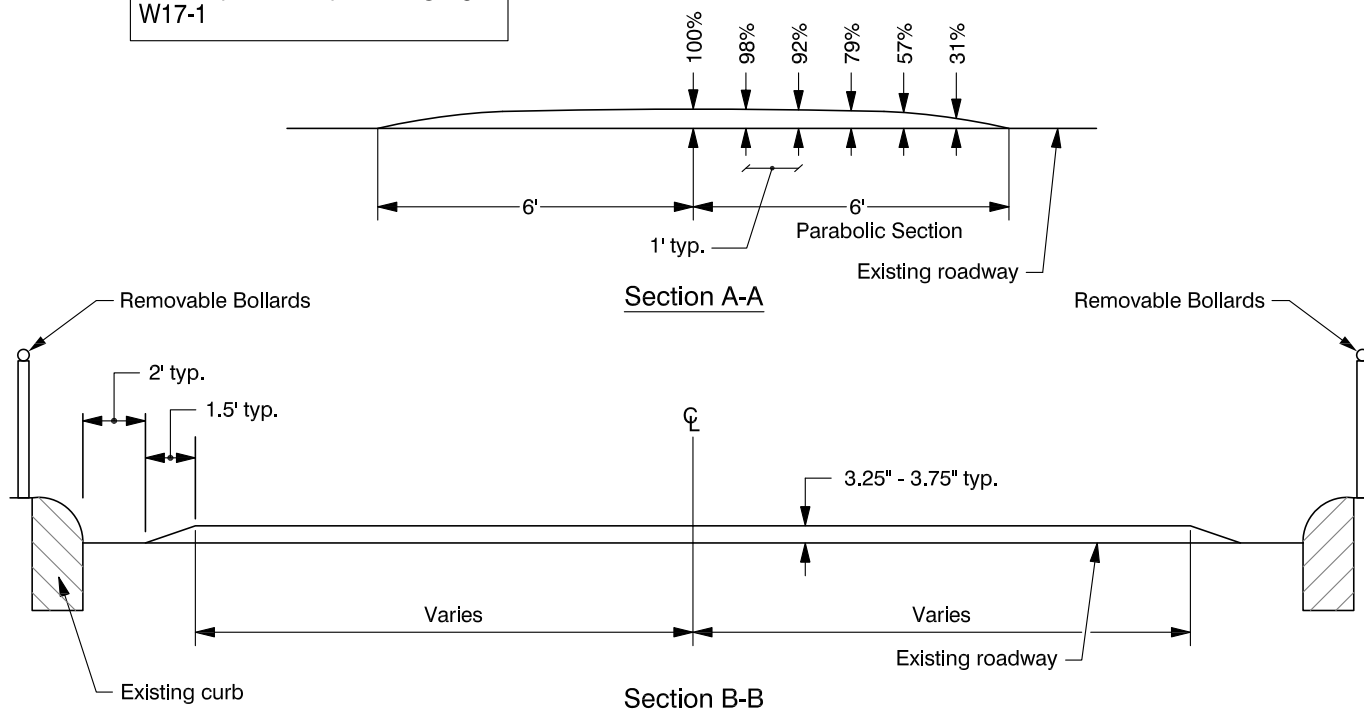
## APPENDIX B – STANDARD TRAFFIC CALMING TEMPLATES

Standard neighborhood traffic management device designs are provided for the following measures. Measures that do not have standard designs should be designed according to each situation specific to the roadway and traffic conditions.

<b><u>Measure</u></b>	<b><u>Figure</u></b>
Speed Hump – Parabolic Profile .....	B-1A
Speed Hump – Sinusoidal Profile.....	B-1B
Speed Lump .....	B-2
Speed Table .....	B-3
Raised Crosswalk .....	B-4
Raised Intersection .....	B-5
Vertical Device – Advance Warning Markings .....	B-6
Neckdown/Bulbout – Intersection .....	B-7
Neckdown/Bulbout – Midblock .....	B-8
Center Island Narrowing .....	B-9
Two-lane Choker .....	B-10
Traffic Circle.....	B-11
Chicane.....	B-12
Partial Closure .....	B-13
Diagonal Diverter .....	B-14
Median Barrier .....	B-15
Forced Turn Island.....	B-16

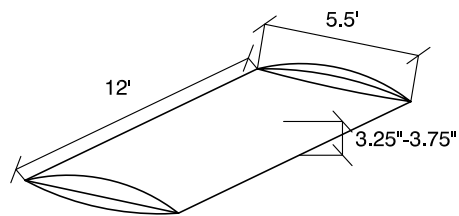


Install speed hump warning signs  
W17-1



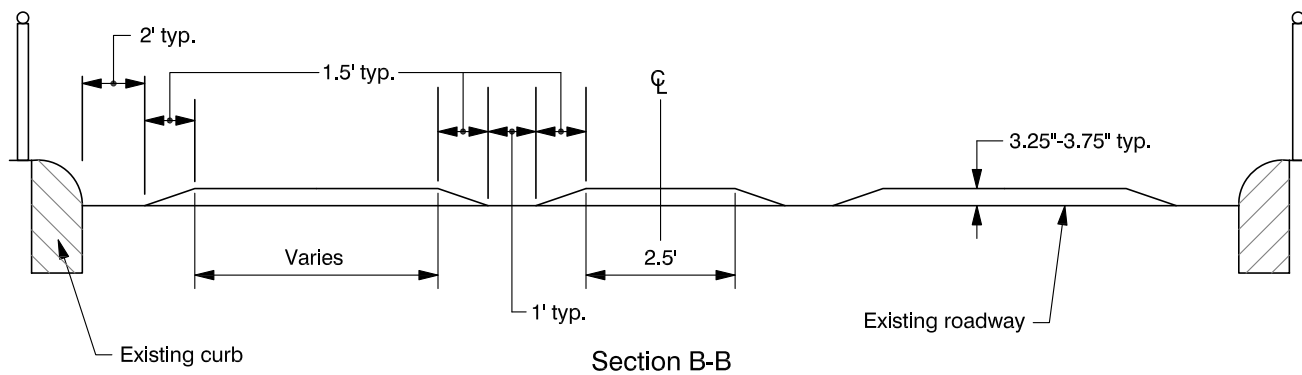
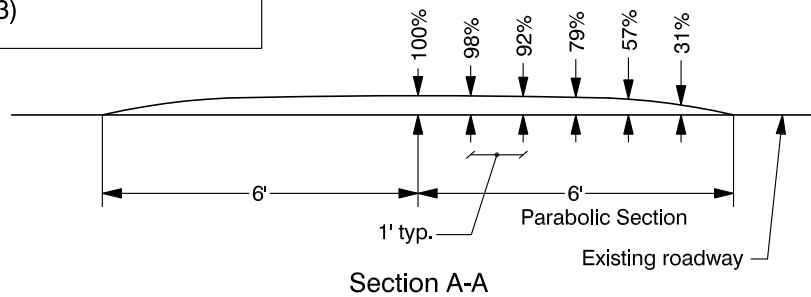
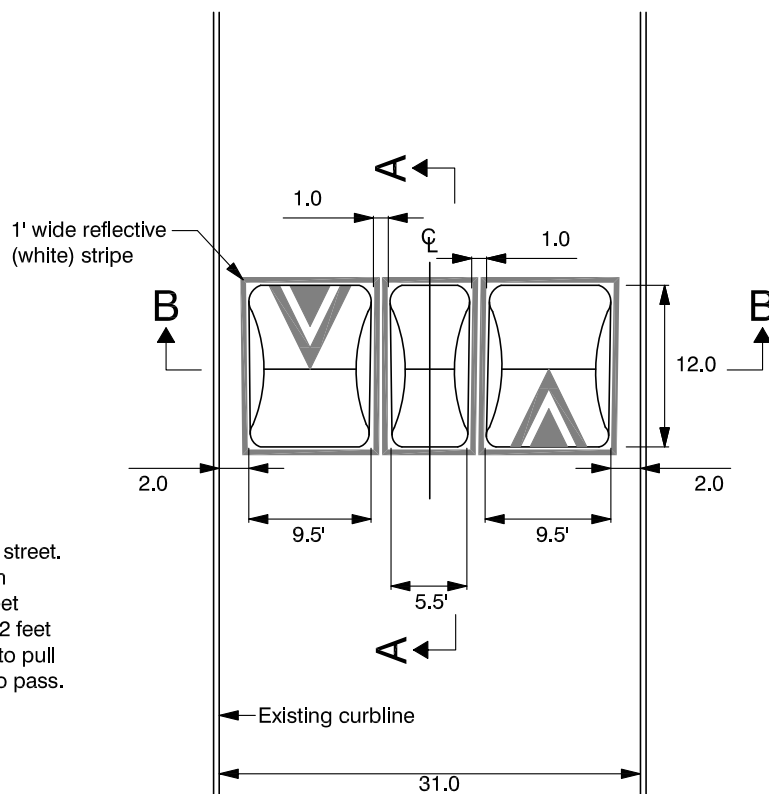


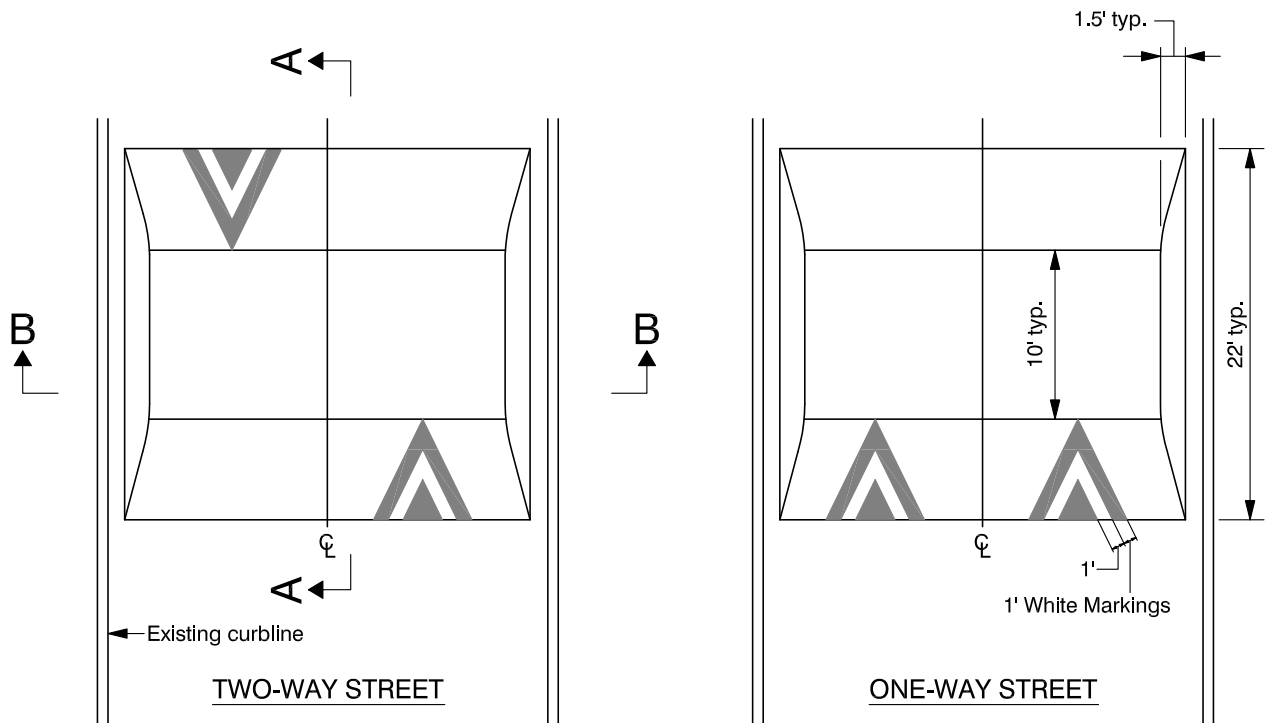




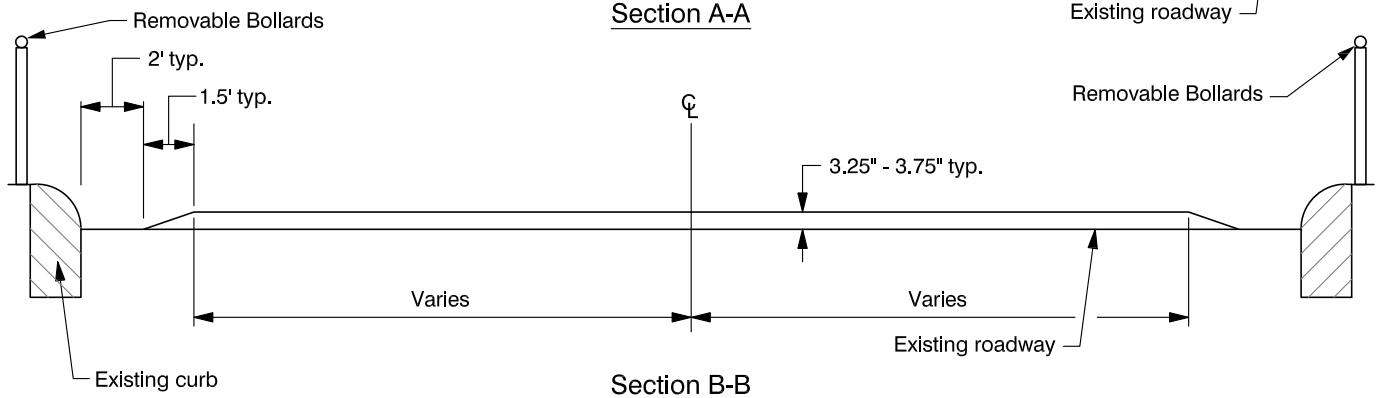
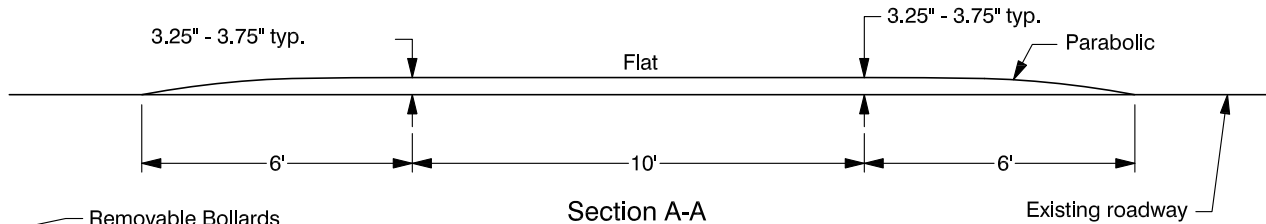
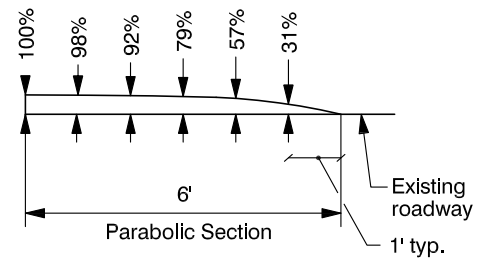
The speed cushion drawing shown is for a 31-foot wide street. If a street is wider, another cushion may be added. Each center cushion (only one shown) is 12 feet deep, 5 1/2 feet wide, 1 foot between outer lumps and center lump and 2 feet from curb & drainage. It may be necessary for vehicles to pull to the right and allow an opposing emergency vehicle to pass.

Install speed cushion warning signs  
(See Figure A-3)





Install speed table warning signs  
(See Figure A-3)



## Sign Description

### W11-2 Pedestrian Crossing

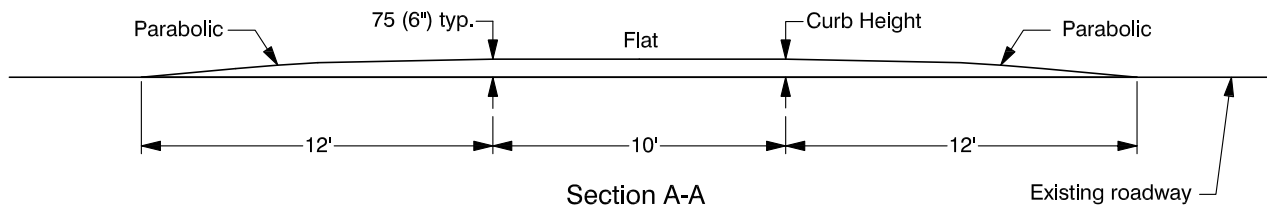
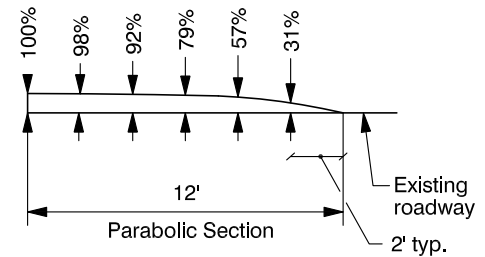
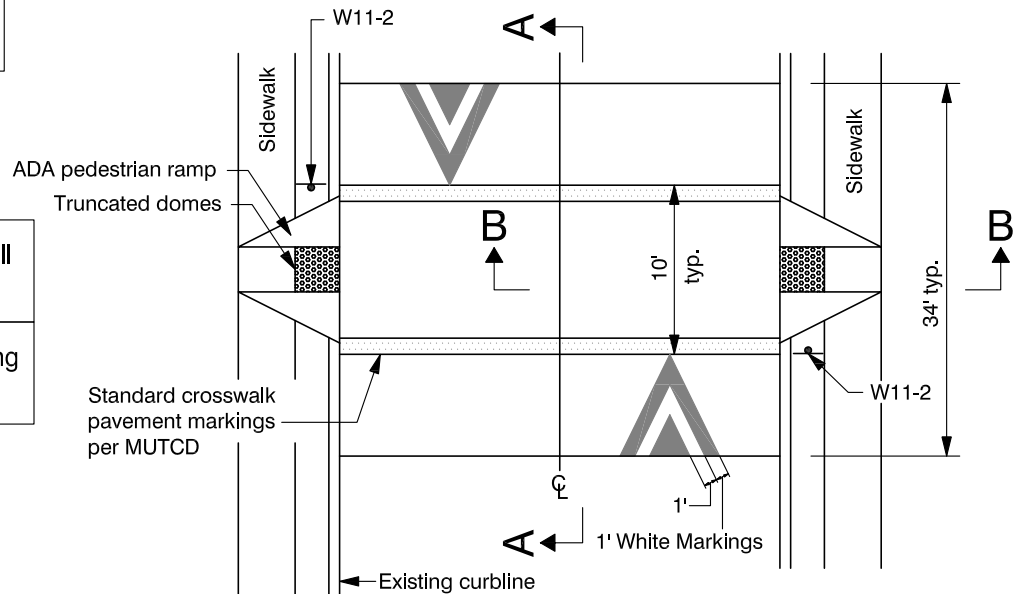
Inlets are required on the uphill side of a raised crosswalk

Install raised crosswalk warning signs (Shown below)

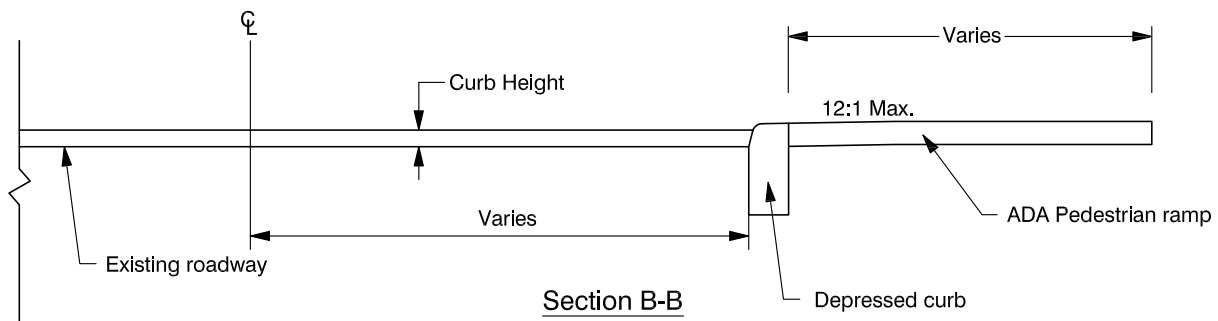


RAISED CROSSWALK

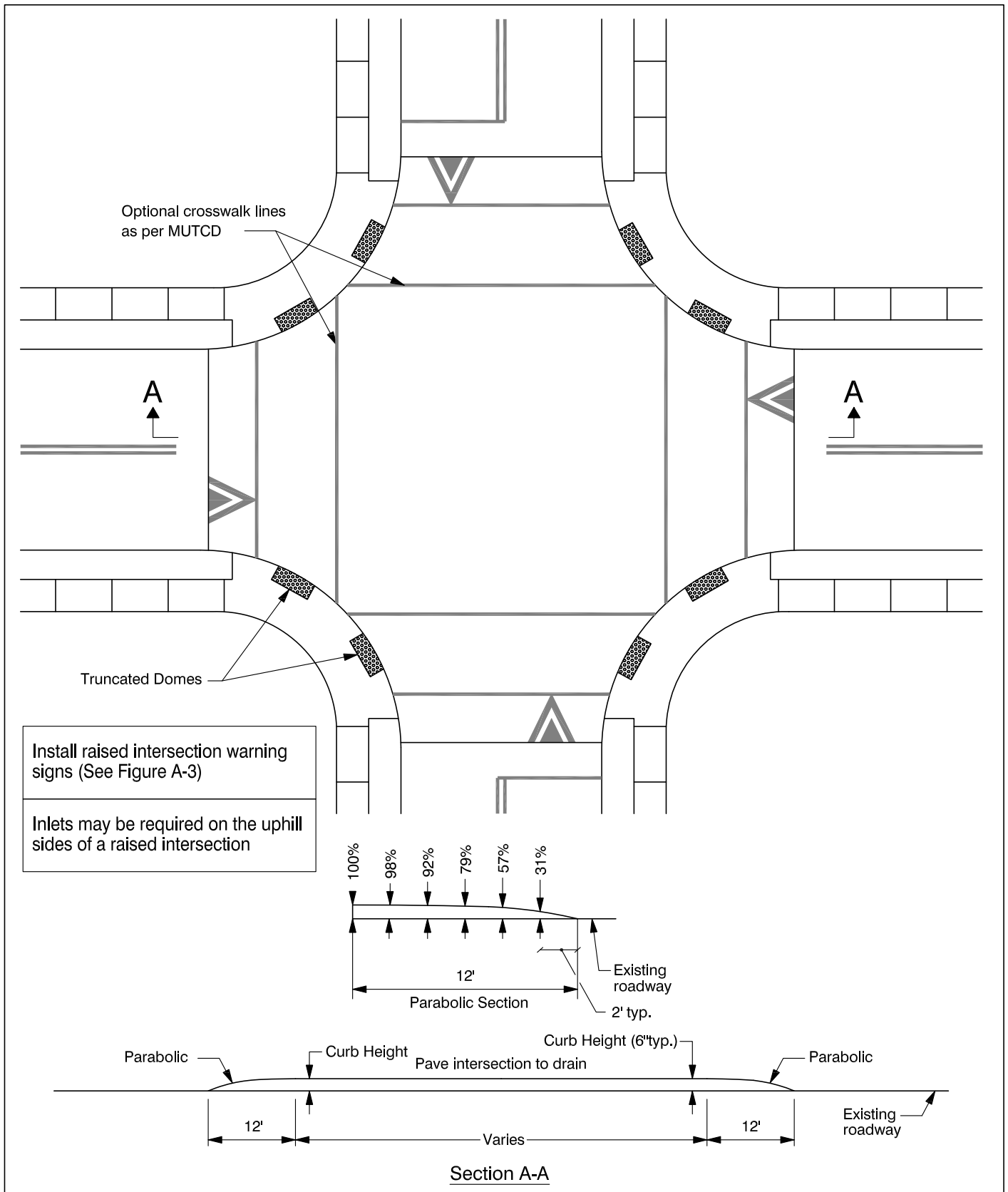
Sign Dimensions	Color Code		
	Background	Message	Border
30" x 30"	Flourescent Yellow or Yellow-Green	Black	Black

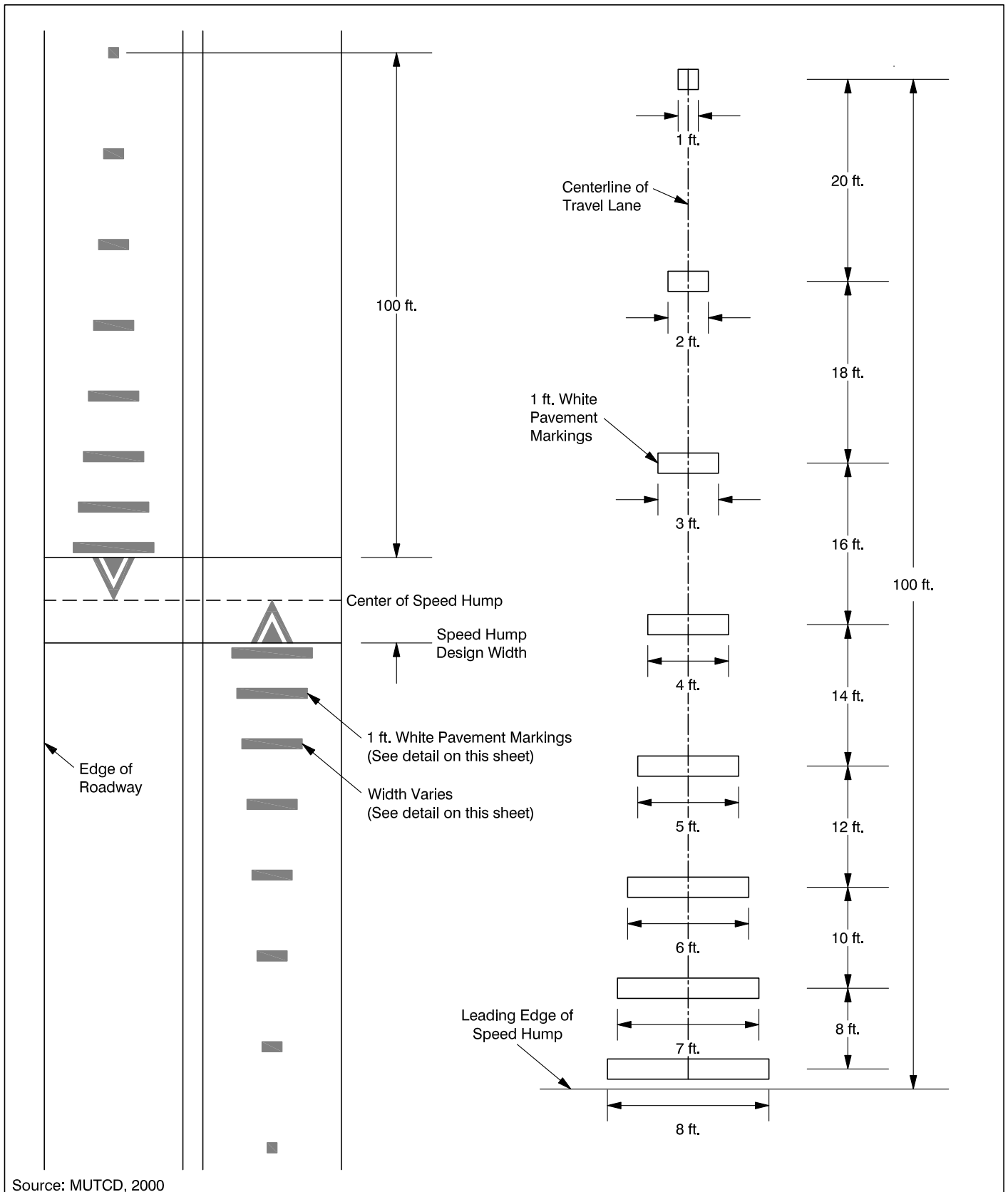


Section A-A



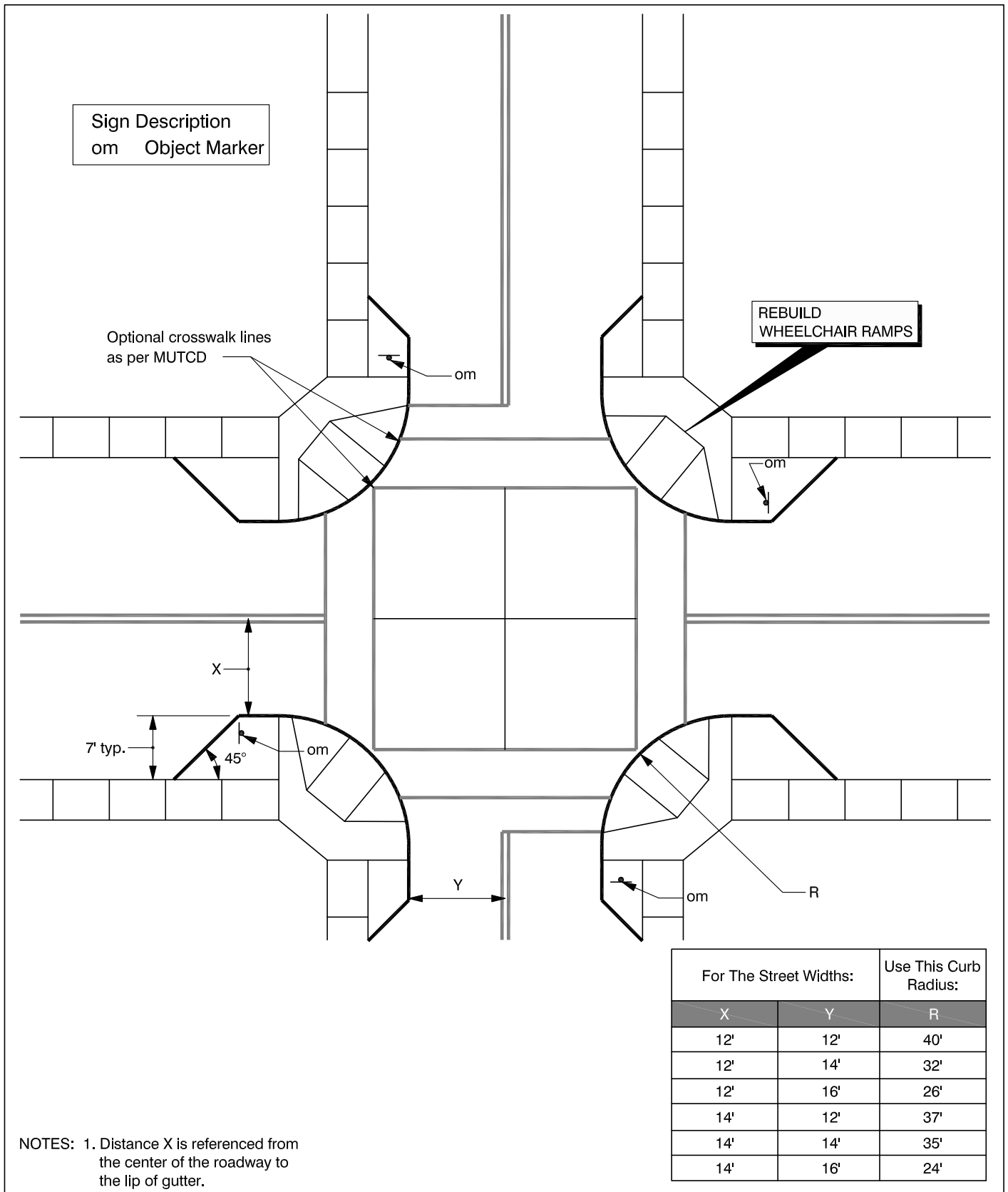
Section B-B



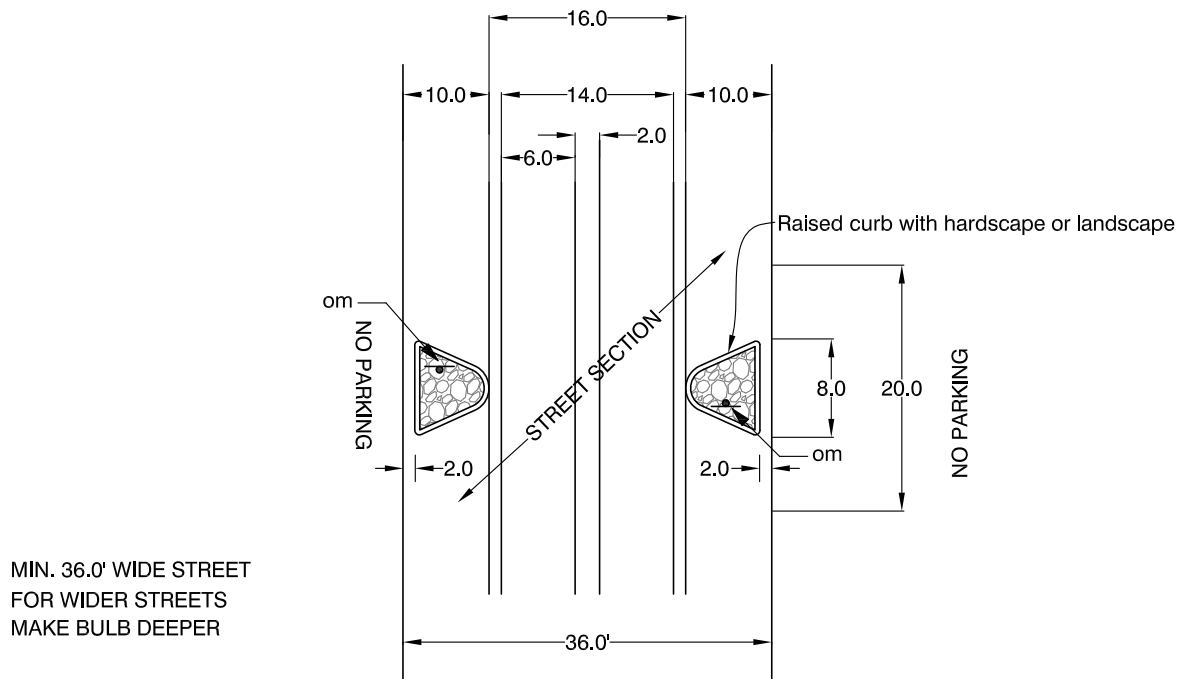


Source: MUTCD, 2000





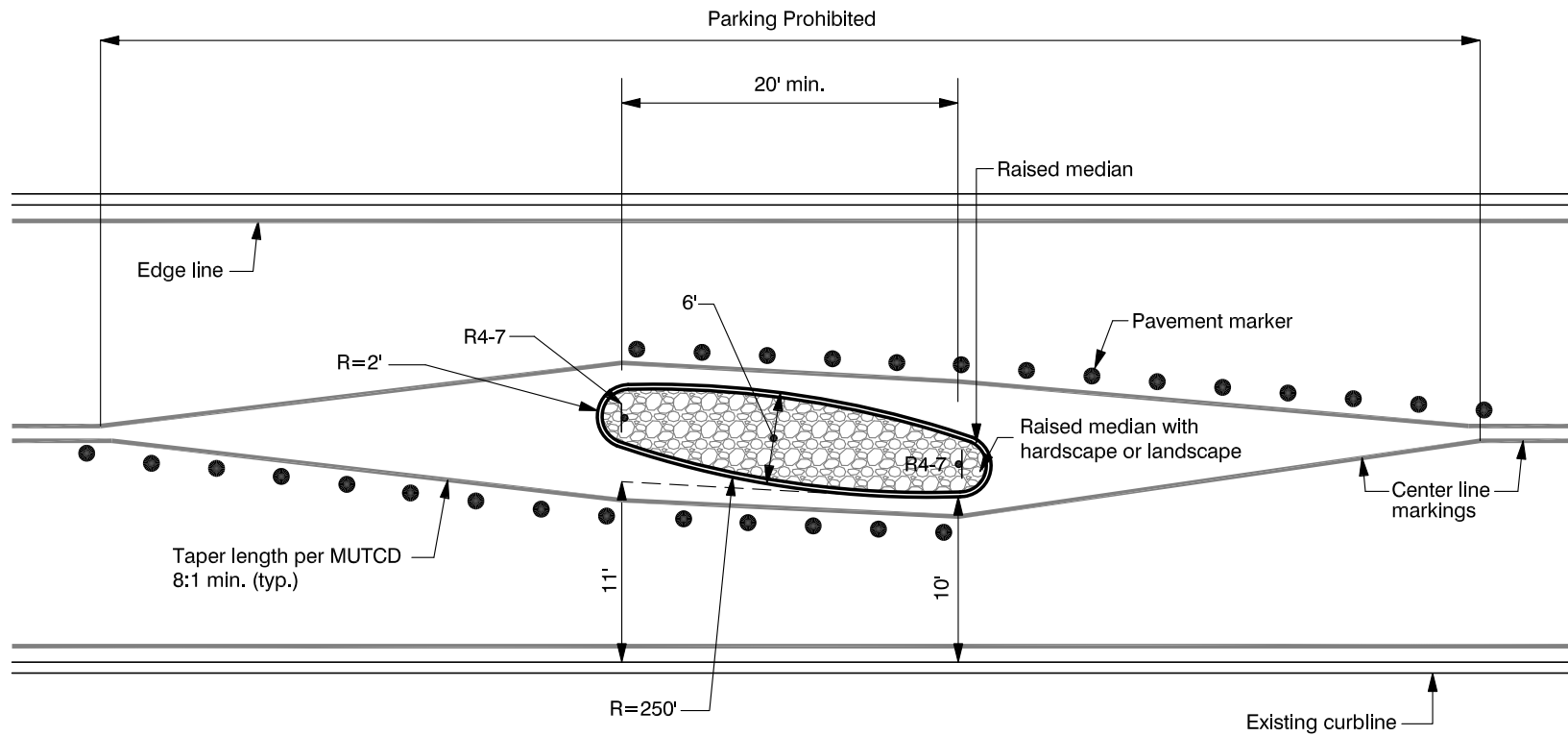
Sign Description
om    Object Marker

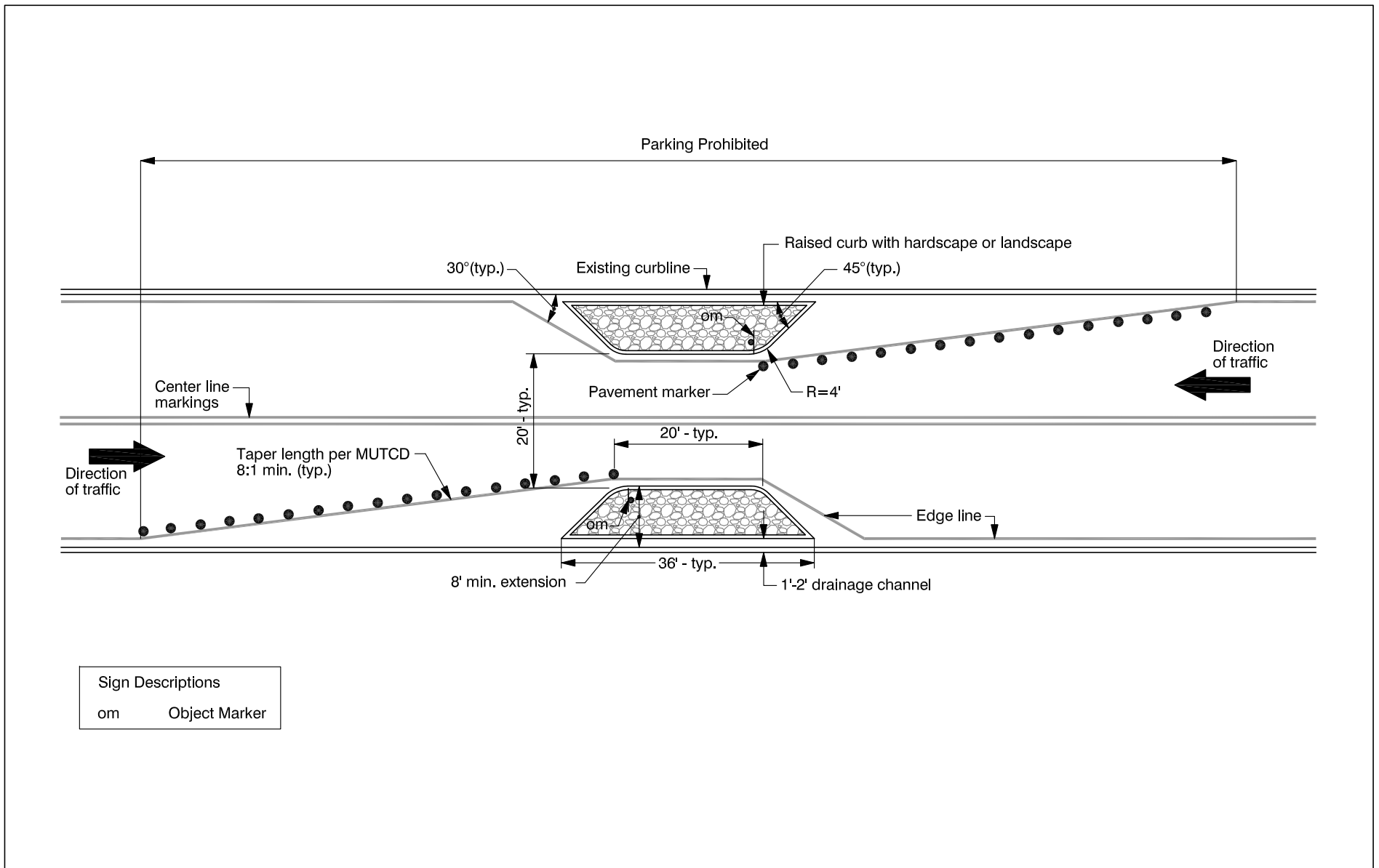


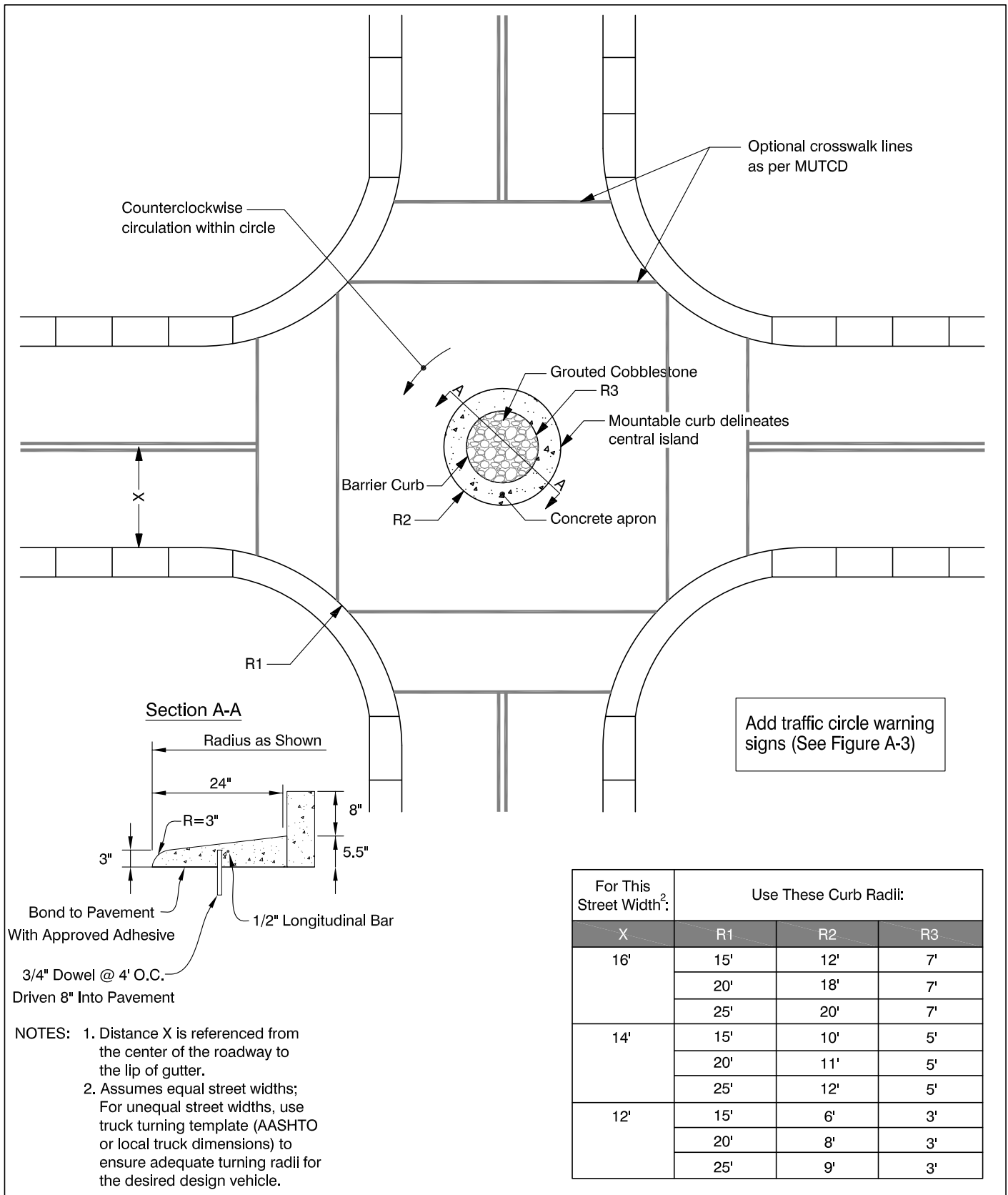
THE BULB-OUT DRAWING SHOWN IS FOR A 36 FOOT WIDE STREET. IF A STREET IS WIDER, THE BULB WOULD BE DEEPER; EACH BULB SHOWN IS EIGHT FEET DEEP SET TWO FEET OFF OF CURB. THE WIDTH BETWEEN BULBS SHOULD BE 16 FEET, WHICH ALLOWS FOR ONE FOOT BETWEEN BULB AND CAR, SIX FEET PER CAR AND TWO FEET BETWEEN CARS. THIS WOULD REQUIRE CARS TO SLOW DOWN SUBSTANTIALLY IN ORDER TO PASS. THE BULB WOULD RESTRICT PARKING FOR APPROXIMATELY 20 FEET (ONE CAR LENGTH FOR PARKING PURPOSES) IN ORDER FOR THE BULB TO BE VISIBLE, ALLOW WIDER VEHICLES TO PULL TO THE RIGHT AND ALLOW AN OPPOSING VEHICLE TO PASS.

NOTE: ON STREETS WITH EDGELINE STRIPING, TAPER EDGELINE PER MUTCD (8:1 MIN TYP.)

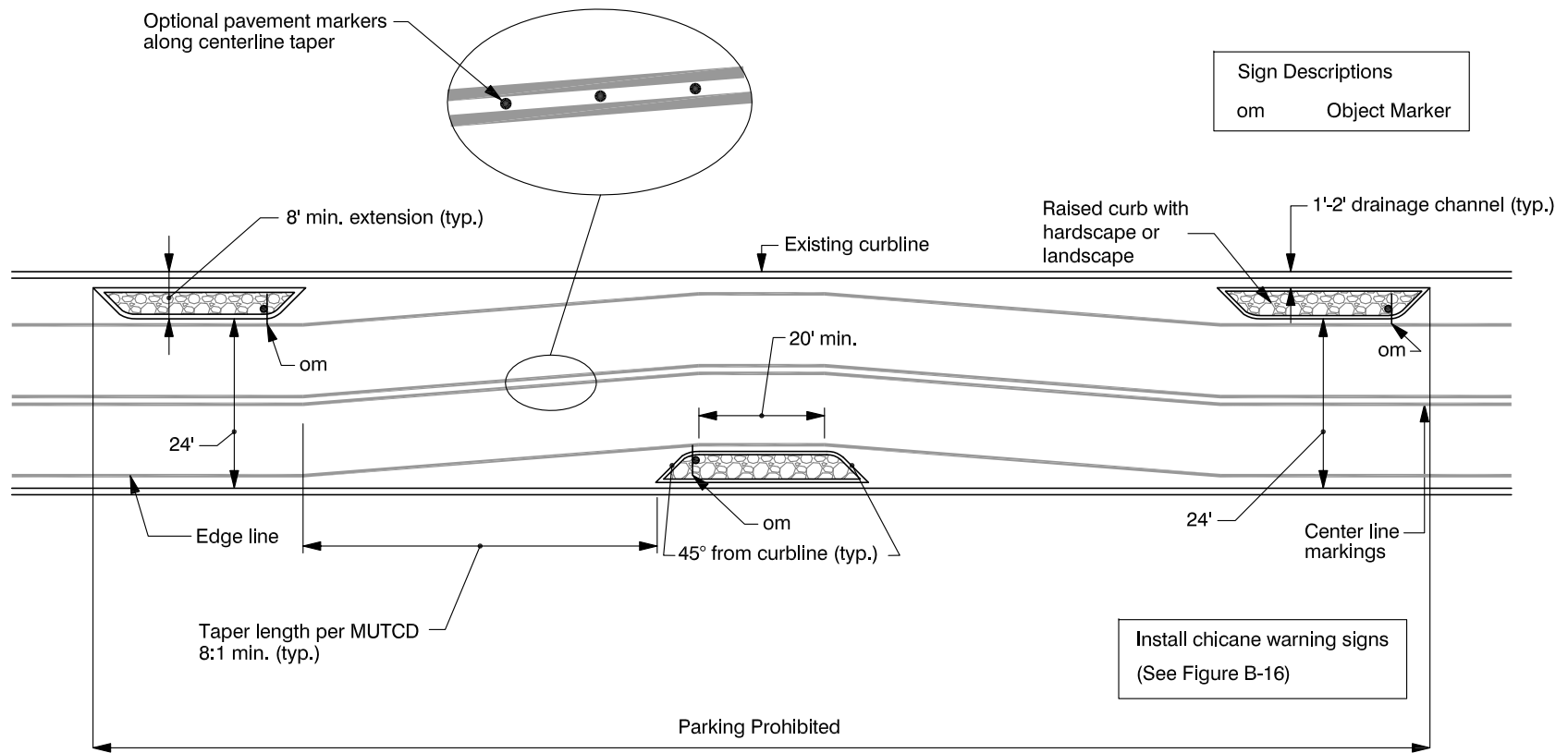
Sign Description  
R4-7 Keep Right





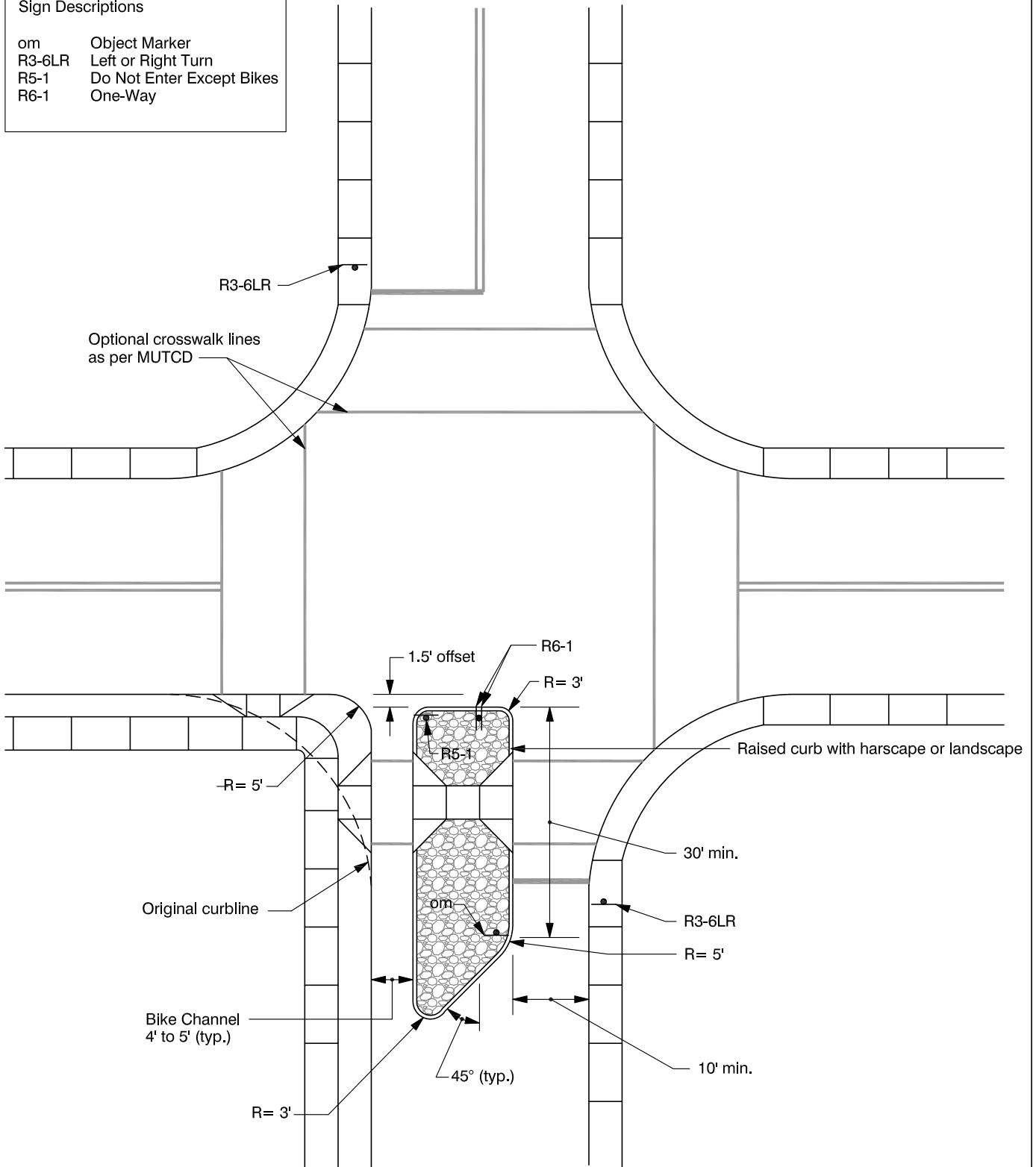






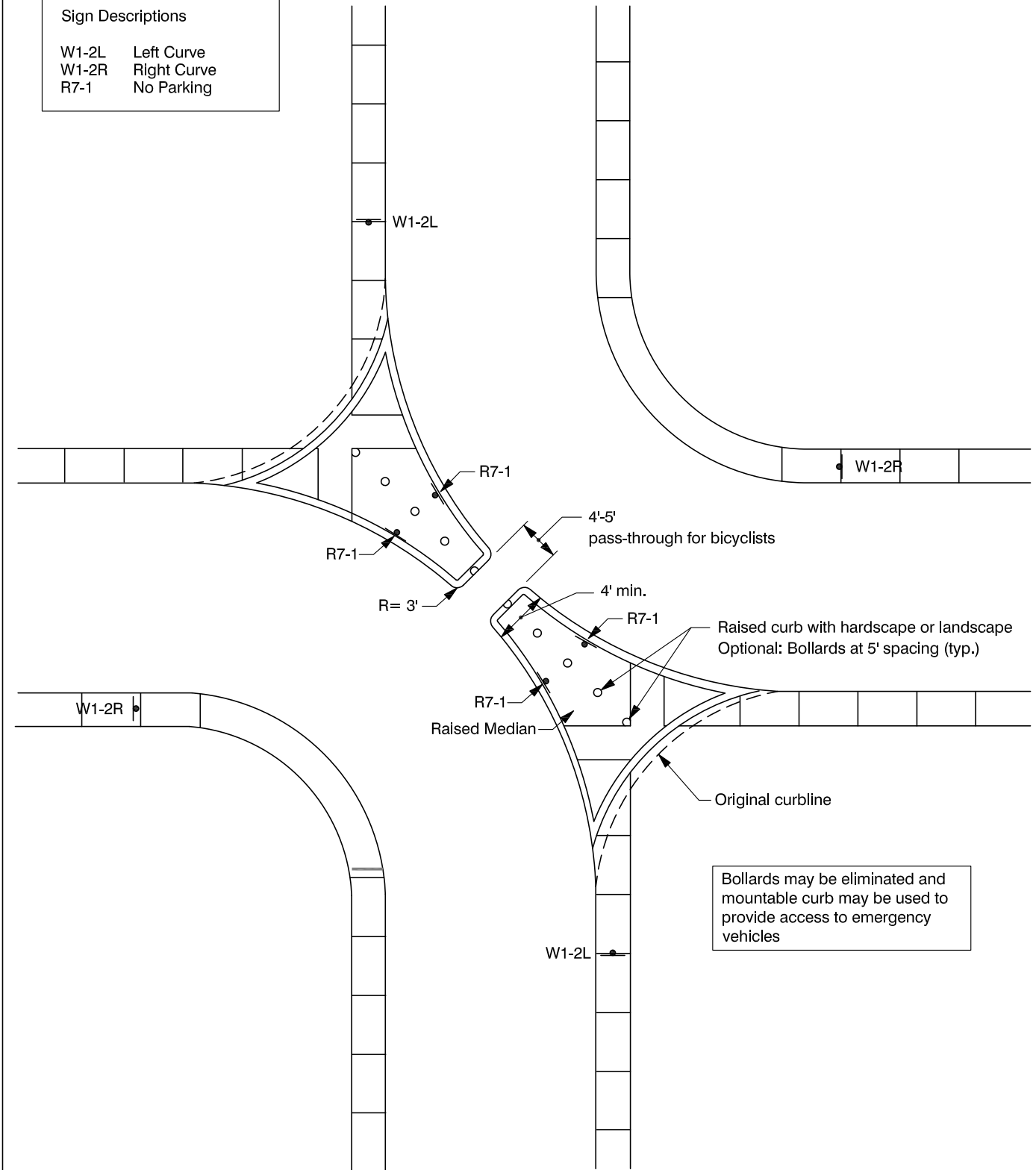
# Sign Descriptions

om	Object Marker
R3-6LR	Left or Right Turn
R5-1	Do Not Enter Except Bikes
R6-1	One-Way



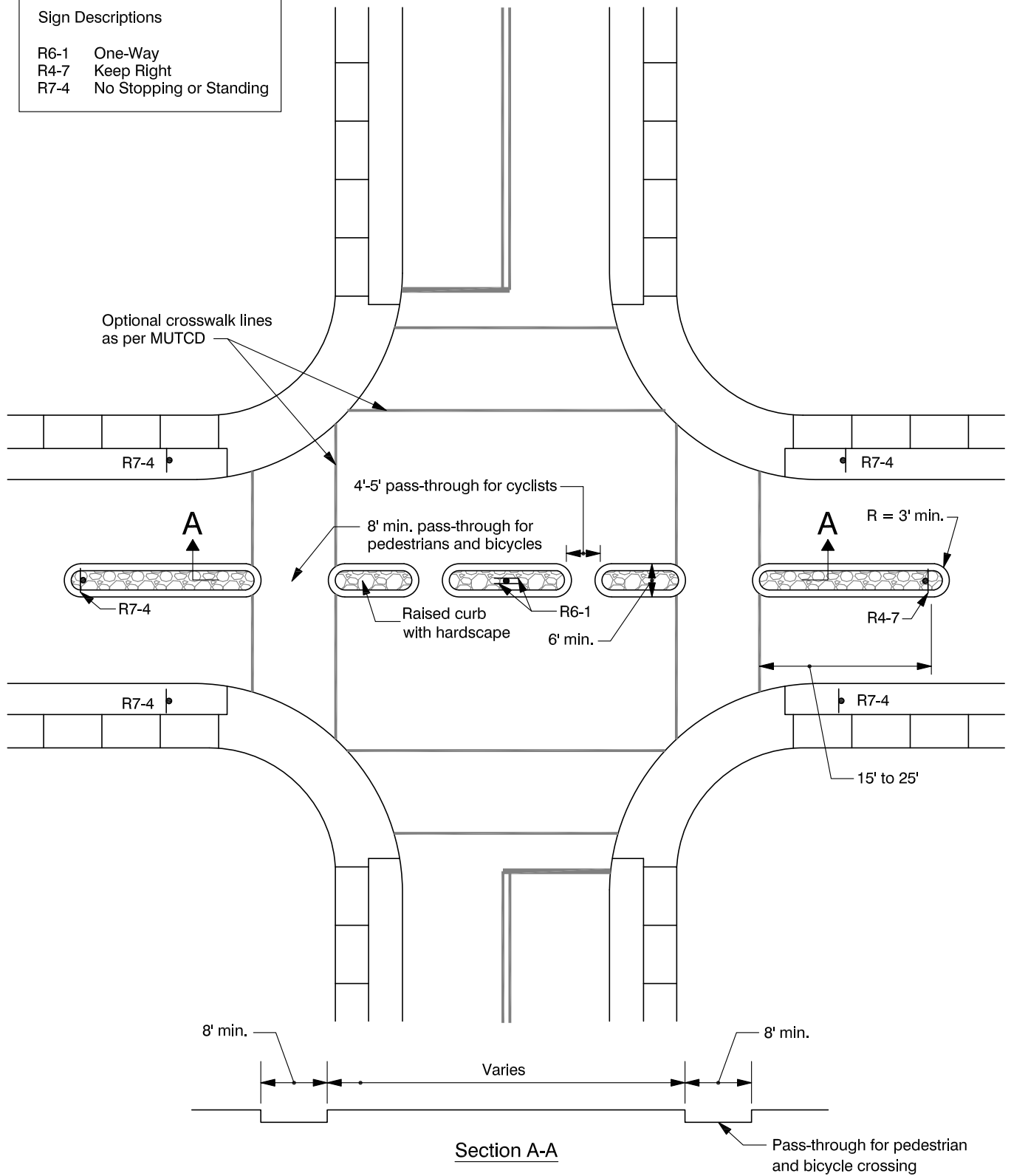
# Sign Descriptions

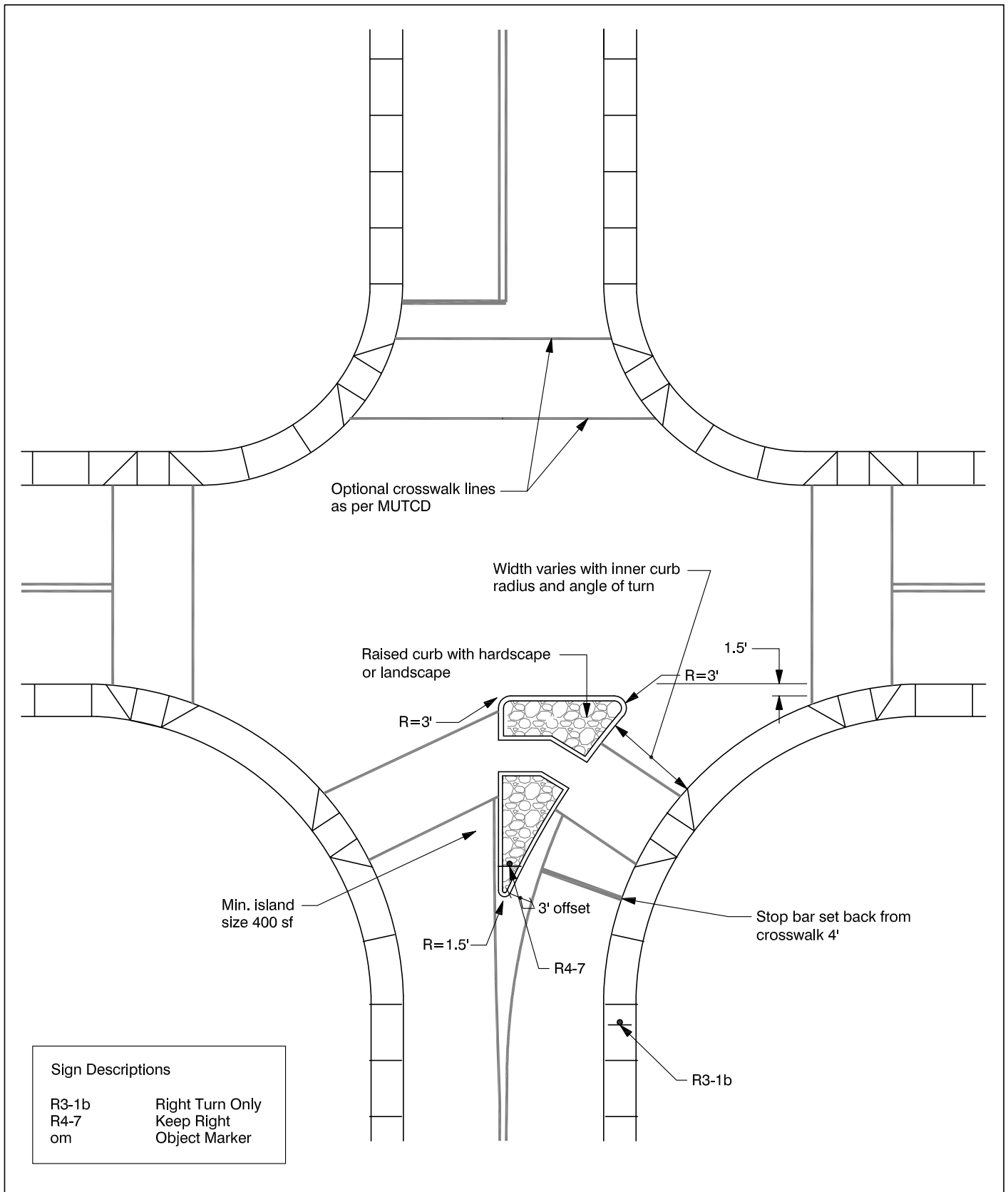
W1-2L	Left Curve
W1-2R	Right Curve
R7-1	No Parking



# Sign Descriptions

- R6-1 One-Way
- R4-7 Keep Right
- R7-4 No Stopping or Standing







## **APPENDIX C – CITY OF SALINAS PEDESTRIAN SAFETY ENHANCEMENT DEVICES POLICY**

For reference, this appendix presents the City of Salinas Pedestrian Safety Enhancement Devices Policy near schools.

## The City of Salinas Pedestrian Safety Enhancement Devices Policy

Policy adopted on \_\_\_\_\_. Resolution No. \_\_\_\_\_

The Manual of Uniform Traffic Control Devices states that “...uniformity means treating similar situations in a similar way. The use of uniform traffic control devices does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a nonstandard device; in fact, this may be worse, because such misuse might result in disrespect at those locations where the device is needed and appropriate.”

To be consistent with appropriate use of traffic control devices and in response to increasing requests for traffic safety enhancements at school locations, the City has approved policy with criteria for when to install Pedestrian Safety Enhancements on City Streets. More specifically, this policy restricts the installation of these enhancements to specific locations at school zones only. The specific safety enhancement installations that are governed by this policy are:

- 1) High visibility crosswalks with an integrated Pedestrian LOOK pavement/sidewalk marking,
- 2) In-Street Pedestrian Crossing Sign

The City of Salinas is committed to the installation of the appropriate and the required traffic control devices on City Streets, including locations along school zones. However, the effectiveness of these and any traffic control device requires an appropriate amount of enforcement for violators of the control devices and appropriate education for users of these devices (motorists, pedestrians and bicyclists). Without appropriate enforcement and education, any installation of traffic control devices will not be as effective.

In response to budget constraints that prevent more frequent enforcement of traffic control devices at school zones, the City will consider the installation of traffic safety enhancements at school zones. This policy will provide the criteria for the use of a High Visibility Crosswalk and an integrated Pedestrian “LOOK” sign at school zones and the In-Street Pedestrian Crossing Sign. These enhancements supports pedestrian crossings at school zones.

- I. **Application.** In order to receive consideration under this policy, an applicant must submit a written request to the **City of Salinas Development and Engineering Services Department, ATTN: Traffic Section, 200 Lincoln Avenue, Salinas, California 93901**. A letter from the School and the School District must accompany the request stating the school’s and the district’s concurrence with the request.

- II. **Consideration.** Effective on the adoption of this policy, requests for High Visibility Crosswalks and the integrated Pedestrian LOOK Sign shall be subject to the following criteria:
1. School Zone Criteria. Said Pedestrian Safety Enhancement Devices will be located at an existing school crosswalk adjacent to the school property, and along the suggested route to school; and
  2. No installations at Controlled Intersections. Said Pedestrian Safety Enhancement Devices shall not be installed at intersections where ALL WAY STOPS or a Traffic Signal is already present; and
  3. Installation only on two lane streets. Said Pedestrian Safety Enhancement Devices shall only be installed on two-lane streets. (Existing studies support installation on two-lane streets but results are mixed on multi-lane streets. It is not clear if these crosswalks increase yielding of motor vehicles to pedestrians on multi-lane streets); and
  4. School Pedestrian Warrant.
    - a) At least 40 school pedestrians are crossing the uncontrolled street during each of any two hours (not necessarily consecutive) of a normal school day; and
    - b) The vehicle volume through the crossing exceeds 500 vehicles per hour during the same hour the students are going to and/or from school during normal school hours; or
    - c) The number of pedestrians that are crossing the uncontrolled street in 4.a multiplied by the vehicle volume through the crossing during the same hour students are going to and/or from school during normal school hours exceeds 32,000.

This Policy provides a technically-based and uniform process for the recommendation of the above Pedestrian Safety Enhancements. However, each location requested for high visibility crosswalk will have its unique characteristics that may not be addressed by these criteria. Other criteria that may have to be considered include unique street configuration, sight visibility requirements, other heavy uses of the street that are not school related, and other equally important considerations.

The decision to use a particular traffic control device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus while the MUTCD, the California Supplement or this Policy provides standards, guidance or options for design and application of a traffic control device, the MUTCD, California Supplement or this Policy should not be considered a substitute for sound engineering judgment.

At the City Engineer's discretion, traffic studies may be conducted to examine other considerations not part of this Policy's criteria. Results of these studies may become the basis to support or oppose recommendation resulting from previously considered criteria.

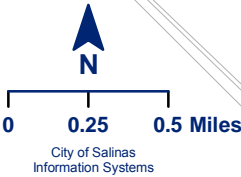
- III. **Commission Consideration** City staff will bring its recommendation to the Traffic and Transportation Commission (T&TC). The meeting of the T&TC provides a public forum for the applicant or any impacted party to support or protest City staff's recommendation. The Traffic and Transportation Commission may recommend approval or denial of the applicant's request based on the criteria above for these Pedestrian Safety Enhancement Devices.
- IV. **Council Consideration.** The City Council makes the final decision regarding the request for a school high visibility crosswalk. The meeting of the City Council provides another public forum to appeal decisions of the T&TC made following the application of this policy.





## **APPENDIX D – CITY OF SALINAS PRIMARY FIRE RESPONSE ROUTES**

For reference, this appendix presents the City of Salinas Primary Fire Response Routes figure.



# City of Salinas Primary Fire Response Routes

- Major Arterial
- Minor Arterial
- Collector
- Salinas City Limits

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE 2019-2020  
PRIORITIZATION OF TRAFFIC CALMING PROJECTS**

**WHEREAS**, the City Council adopted the City's Traffic Calming Policy at its October 6, 2009 meeting (Resolution No. 19764), which outlined a process for consideration of traffic calming request from the community; and

**WHEREAS**, the City Council adopted a resolution approving the prioritization strategy for Traffic Calming requests on its November 7, 2017 meeting (Resolution No. 21291) with the support of the Traffic and Transportation Commission; and

**WHEREAS**, applying said prioritization strategy, staff recommends the priorities for the FY 2019-20 Traffic Calming Program as shown in Exhibit A, hereby attached and incorporated; and

**WHEREAS**, the Traffic and Transportation Commission voted 6-0 to recommend to the City Council to approve a resolution for the 2019-2020 Prioritization of Traffic Calming Projects at its May 9, 2019 meeting; and

**WHEREAS**, the City of Salinas has determined that the implementation of Traffic Calming projects is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

**NOW, THEREFORE, BE IT RESOLVED** that the 2019-2020 Prioritization of Traffic Calming Projects is hereby approved; and

**BE IT FURTHER RESOLVED** that City staff is hereby authorized and directed to proceed with implementation to fully effectuate the intent of this Resolution.

**PASSED AND APPROVED** this 18<sup>th</sup> day of June, 2019, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

---

Joe Gunter, Mayor

**ATTEST:**

---

Patricia M. Barajas, City Clerk

Exhibit A – Ranking of Neighborhood Traffic Calming Request

<b>Rank</b>	<b>Neighborhood</b>	<b>Score</b>
1*	Villa St	69
2*	Kittery, Snug Harbor	49
3*	First Avenue	43
4	Geil Street	41
5	Westminister, Mendocino, Placer	41
6	Kipling, Riker, Los Olivos, Coolridge	40
7	Northridge Dr	40
8	Osage	36
9	Del Monte Ave	36
10	Lexington Drive	35
11	Marion Ave	34
12	Ramona Ave	33
13	Cambrian	25
14	Marin, Glacier, Plumas	21
15	Buckhorn	19
16	Tapadero	19
17	Kilbreth	18
18	Pennsylvania	11
19	Summit Dr/Hilltop	6

\*Approved Priorities for FY 2019-2020 Salinas Traffic Calming Program





# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-306, Version: 1

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### **Parking Restrictions on Kern Street**

Approve a Resolution approving the establishment of parking restrictions at the northern terminus of Kern Street.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

---

**DATE:** JUNE 18, 2019

**DEPARTMENT:** PUBLIC WORKS DEPARTMENT

**FROM:** DAVID JACOBS, P.E., PUBLIC WORKS DIRECTOR

**THROUGH:** JAMES SERRANO, TRANSPORTATION MANAGER  
KATHERINE BONILLA, ENGINEERING AIDE I

**TITLE:** PARKING RESTRICTIONS ON KERN STREET

### RECOMMENDED MOTION:

The Salinas City Council is requested to approve a Resolution approving establishment of parking restrictions at the northern terminus of Kern Street.

### RECOMMENDATION:

Staff recommends establishment of parking restrictions, which responds to resident concerns in the area. Staff has had several meetings with the community regarding parking and traffic concerns.

### EXECUTIVE SUMMARY:

Traffic staff was requested to respond to concerns from the Sherwood Lake mobile home park residents regarding parking and traffic. After three meetings with the community, which included representatives from commercial establishments on Kern Street, the recommended parking restrictions are found acceptable by the community.

### BACKGROUND:

On August 17, 2018, business and residential community representatives invited the City to a meeting at the Sherwood Lake Mobile Home Park to discuss concerns of residents in reaction to planning decisions considered by the City Council. At this meeting, Transportation staff identified the safety concerns of residents with regard to corner sight visibility, coupled with concerns regarding non-residents parking in the neighborhood.

City staff therefore responded with a recommendation at the Traffic Commission Meeting on September 13, 2018 for removal of all parking on the eastern side of Kern Street, north of the intersection with US 101 and Kern Street. This would have addressed safety concerns with the reported lack of corner sight visibility and would allow staff to return with a recommendation for

striping a center lane for improvement of traffic flow. The recommendation of parking removal was strongly opposed by the residents of Sherwood Lake condominiums because of insufficient off-street parking for residents' use, particularly in the evenings. The Traffic and Transportation Commission tabled the item and directed staff to review staff recommendations in light of the residents' concerns with the proposed parking loss.

In response to the opposition received from the proposed removal of parking along Kern Street at the September 13, 2018 Traffic and Transportation Commission Meeting, City Staff invited residents and businesses owners of Kern Street to attend a community meeting on December 5, 2018 and brought alternatives for consultation with the community. The objective of the meeting was to listen to residents and other stakeholders in the area in a meeting focused on parking and traffic concerns. Hotel and restaurant operators that are also located on Kern Street also joined staff's discussion with the community. It was evident from testimony received that preservation of parking for residents was paramount to residents and shared by adjacent businesses. The resulting recommendation for parking restrictions at the northern terminus of Kern Street (Exhibit 1) was received with no objections. This recommendation minimizes impacts to parking but also addresses some of the safety concerns residents have near the north end of Kern Street.

City Staff also discussed with the community the following items that the Public Works Department would be considering in response to concerns with traffic and parking:

#### Intermediate term (1-2 years)

1. Street Resurfacing. Street maintenance (striping and resurfacing) for the area south of the US 101/Kern Street intersection is currently not in the prioritization of City improvements in the near future. Traffic staff has made the recommendation for this need.
2. Residential Permit Parking Program. A Residential Permit Parking Program provides parking in the area by permit only during certain hours. Such a program does not guarantee parking for residents but restricts non-resident parking. The City has no resources to structure a residential permit parking program in the coming fiscal year. A request for a budget to consider residential permit parking was not prioritized for any areas in the City.

#### Long Term (2+ years)

1. US 101/Kern Street/mobile home park driveway intersection improvements. This is a Caltrans intersection and under the State's jurisdiction. Improvements at the intersection will be a longer-term goal whereby the City will work with Caltrans to discuss traffic control at the intersection. The City is working with Caltrans on improvements along the US 101 Corridor.
2. Sometime in the future, the Salinas General Plan anticipates removal of all parking on Kern Street as the City approaches buildout conditions. Furthermore, future connection to the Constitution Boulevard Extension is envisioned in the City's General Plan.

### Staff Recommendation

Discussions with the community established that retaining street parking was an important need. Both residents and commercial establishments along Kern did not want to lose any more parking particularly near residential uses. Staff therefore recommends parking restriction at the terminus of Kern Street that will address sight line clearance concerns from residents exiting the mobile home park driveway and from the nearby hotel driveway. The additional parking restrictions will also keep the area clear for U-turns at this dead end. Staff will be working with parking enforcement to enforce these parking restrictions when installed. Staff will continue to work on the intermediate and long-term activities that respond to community concerns.

### CEQA CONSIDERATION:

The City of Salinas has determined that implementing these parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment

### STRATEGIC PLAN INITIATIVE:

The work with residents and subsequent recommendation for removal of parking at the northern terminus of Kern Street supports the Council of “Well planned city and excellent infrastructure.”

### DEPARTMENTAL COORDINATION:

Community Development Department, the Fire Department, the Police Department and the Public Works Department all collaborated to respond to the concerns of residents and business owners on Kern Street. “No Parking” signs will be installed and maintained by the Public Works Department. Enforcement is provided by Public Works in coordination with Parking Enforcement division and the City’s parking enforcement contractor (SERCO).

### FISCAL AND SUSTAINABILITY IMPACT:

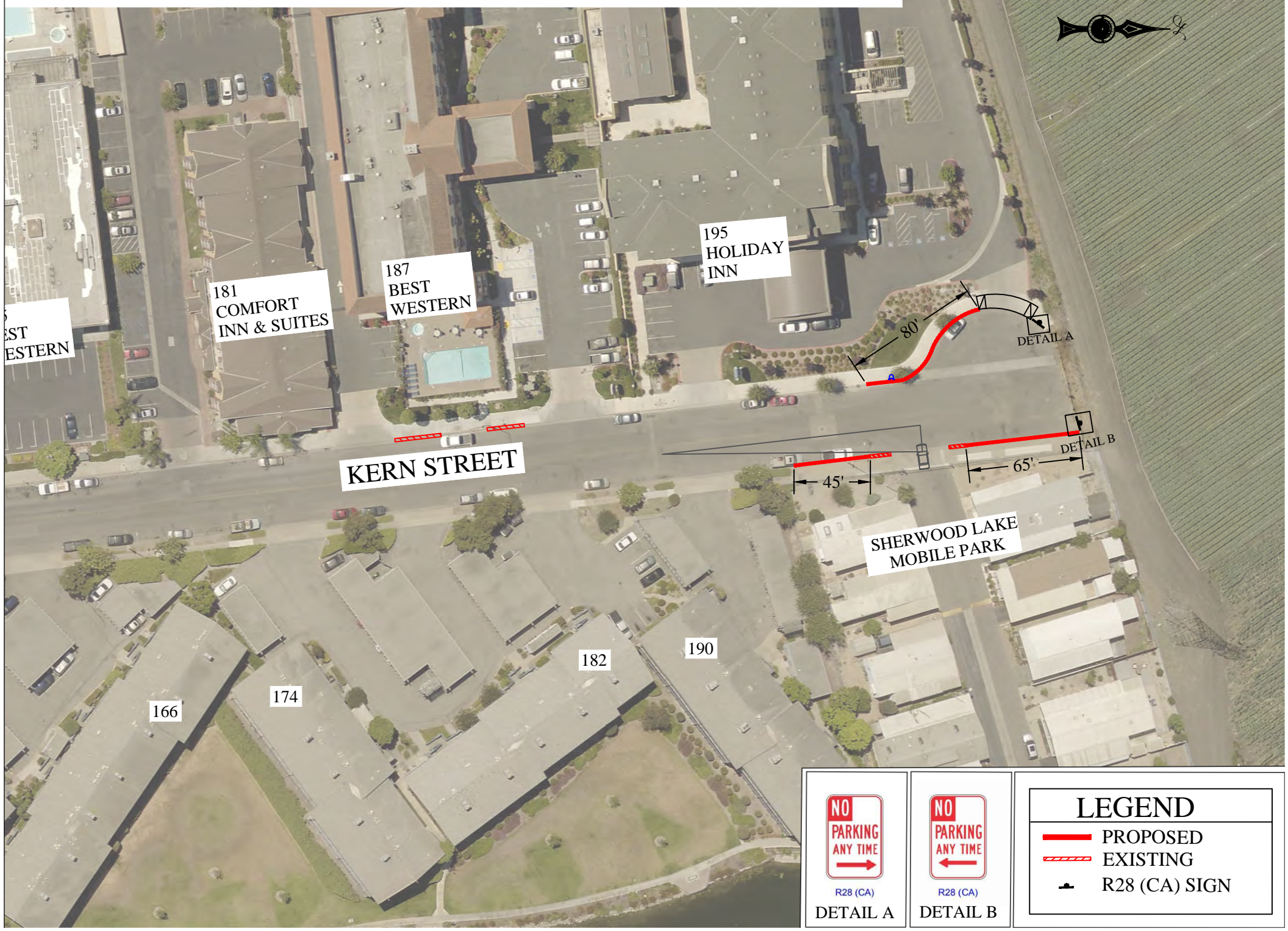
The estimated labor and material cost to install signage for “No Parking” along Kern Street is estimated to be \$700.00 and the installation of “No Parking” red zones is estimated to be \$280.00. Sufficient funding is available in the streets budget to fund said sign installations.

### ATTACHMENTS:

Exhibit A-Parking Restrictions  
Exhibit B-Letters Received  
Resolution  
Attachment to Resolution



# Proposed "No Parking" Along Kern Street





Salinas Public Works Department  
200 Lincoln Avenue  
Salinas CA 93901  
Attention: Mr. James Serrano

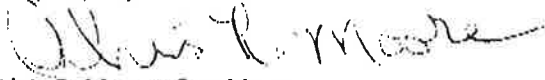
March 28, 2019

Mr. James Serrano,

I would like to personally thank you and your staff for your efforts to come up with a plan that is acceptable to everyone concerned. I applaud your decision for this plan. It is almost identical to the design I showed you when we met last at the meeting held at Sherwood Lake Mobile Home Park. This plan is the easiest, fastest and least expensive option and also saves our parking which we are in dire need of and extremely grateful to have.

I would, however, like to suggest that a NO PARKING ANYTIME sign be posted at both sides of the Mobile Home Park large, exit gate and one by the In n Out Burger location, and the small Mobile Home Park exit gate directly across the street from In n Out. These curbs are already painted red, but most people ignore them, so the signs will help, this is something the Board of the Mobile Home Park is also requesting.

Respectfully,



Alvis R. Moore, President  
Sherwood Lake Condominiums Board of Directors

RECEIVED  
MAR 29 2019

DEPARTMENT OF  
PUBLIC WORKS

## Abby (Abigail) Long

P.O. Box 10415, Salinas, CA 93912; (831) 757-9673; abigaillong1812@gmail.com

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April 10, 2019

Salinas Traffic Commissioners

c/o James Serrano, Public Works Department, City of Salinas  
200 Lincoln Avenue  
Salinas, CA 93901

**SUBJECT:** Request for Continuance of Traffic Commission Public Hearing and Request for Additional Staff Analysis Regarding Proposed Installation of "No Parking" Red Zones along Kern Street in Salinas, CA.

Mr. Serrano:

As a property owner (and resident) at Sherwood Lake Condominiums located at 158, 166, 174, 182, and 190 Kern Street, Salinas, CA 93905 in the R-M-2.9 (Medium Density Residential) Zoning District, I am opposed to the installation of "No Parking" red zones along Kern Street in Salinas, CA. Such a proposal, if approved and implemented, would negatively impact this residential site and its homeowners/residents (and our guests) and would be detrimental to preserving the character and viability of our residential community and our property and resale values as homeowners. The proposed elimination of approximately twenty (20) existing abutting on-street (off-site) parking spaces (i.e., not including the on-street parking spaces that may be eliminated abutting the Sherwood Lake Mobile Home Park and the commercial uses across the street) would have significant negative impacts to this site which has a total of 56 condominium dwelling units but only 76 usable on-site parking spaces – representing a deficiency of 36 parking spaces (in comparison to 112 parking spaces which would be required under current Zoning Code standards).

I respectfully request the following: (1) a continuance of the Traffic Commission public hearing on this matter on April 11, 2019 to a later date; and (2) additional analysis conducted by City staff of both the Public Works and Community Development Departments concerning the proposed elimination of on-street parking abutting this site. I trust you will ensure the Traffic Commissioners receive copies of this letter for their consideration. I especially request that City staff, the Traffic Commission, and City Council give due consideration to the proverbial "spirit of the law" concerning non-conforming sites. Though not a non-conforming use per se because it is an allowable use in the subject Zoning District per Salinas City Code (SCC) Section 37-30.110 and



entitled by Planned Unit Development (PUD) permits (PUD 71-4, PUD 71-6, PUD 72-4, PUD 76-10), the existing multifamily residential condominiums may be considered non-conforming relative to existing structures or site improvements – in that there are discrepancies between existing conditions and current standards of the Zoning Code including, but not necessarily limited to, on-site parking requirements of two (2) parking spaces per dwelling unit for residential condominiums per SCC Section 37-50.360. Additionally, with four (4) separate parking lots and six (6) separate driveways, the site may also be non-conforming relative to current Civil and Traffic Engineering standards concerning on-site circulation design, number of driveways, distance between driveways, etc. However, the existing non-conforming site is allowed to continue and be maintained pursuant to SCC Section 37-50.160 (which regulates non-conforming uses and structures). Further, although the on-street (off-site) parking proposed to be eliminated is located within the public right-of-way (under the purview of Public Works) rather than the private property (under the purview of Community Development), I believe it is reasonable to apply the “the spirit of the law” of SCC Section 37-50.160 to this situation considering the connection between the private property relative to its abutting public right-of-way (i.e., for resident and guest parking) and that the negative impacts of the City’s proposed elimination of twenty (20) on-street parking spaces is the equivalent of an alteration with a negative impact that would significantly increase discrepancies between existing conditions and current standards. Also, perhaps there may be other Salinas City Code sections analogous to the aforementioned Zoning Code Section that the City should consider in order to support maintaining the existing conditions relative to the on-street parking spaces abutting this residential site. Finally, because my understanding is that the City of Salinas operates as an inter-disciplinary team and collaborates on land use issues to reach reasonable resolutions of issues for all proposed new developments as well as relative to land use issues that arise with existing developments, I believe my request for this matter to be reviewed by both the City’s Public Works Director David Jacobs and the City’s Community Development Director Megan Hunter is reasonable and would help the City to ensure protection of public health, safety and welfare in this matter.

Sincerely,

Abby Long

Salinas resident and property owner of a residential condominium located at  
Sherwood Lake Condominiums (158, 166, 174, 182, and 190 Kern Street, Salinas, CA)

CC: David Jacobs, P.E., L.S., Public Works Director, City of Salinas  
Megan Hunter, Community Development Director, City of Salinas

13502 Hamburger Lane  
Baldwin Park, California 91706-5885  
(626) 813-8200



The Best Enterprise  
Is A Free Enterprise®

December 4, 2018

**VIA FEDERAL EXPRESS**

City of Salinas  
Public Works Department  
Attention: James Serrano  
200 Lincoln Avenue, Salinas CA 93901

Re: Notice of Public Meeting – Kern Street Parking and Traffic Concerns Community Meeting (“Public Notice”)

Dear Mr. Serrano:

We are in receipt of the above referenced Public Notice with respect to the City of Salinas’s (the “City”) proposal to modify parking along Kern Street and address sight clearance concerns at the Sherwood Lake Mobile Home Park located at 150 Kern Street, Salinas CA 93905 (“Sherwood Lake”).

As you know, In-N-Out Burgers, a California corporation (“In-N-Out”), is the owner of the restaurant located at 151 Kern Street, Salinas CA 93905 (“In-N-Out Property”). Accordingly, any changes to the parking or traffic patterns along Kern Street will have a direct and immediate impact on the In-N-Out Property. In-N-Out is particularly concerned about the addition of any no parking zones within the vicinity of the In-N-Out Property which would hinder our customers’ ability to park on Kern Street and enjoy the In-N-Out store. Additionally, the limited street parking would divert many of our in store customers to our drive-through which would lead to increased traffic along Kern Street.

In-N-Out also believes that the sight clearance concerns at Sherwood Lake can be addressed by extending the no parking zones at the intersection of Kern Street and Longbow Drive, as depicted on the attached Exhibit A. By creating these extended no parking zones, the City would alleviate the sight clearance concerns at Sherwood Lake while having a minimal impact on the parking spaces which are greatly needed on Kern Street.

We look forward to working with the City on a solution that will benefit the residents and businesses along Kern Street.

Very truly yours,



J. Cesar Ojeda  
Property Manager



Exhibit A



LEGEND	
	No Parking



**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE  
DESIGNATION OF PARKING RESTRICTIONS ALONG KERN STREET**

**WHEREAS**, on August 17, 2018, City Staff received a request from business and residential community representatives to evaluate corner sight visibility along Kern Street; and

**WHEREAS**, on September 13, 2018, the Traffic and Transportation Commission considered Staff's recommendation to remove all parking on the eastern side of Kern Street north of the intersection with US 101 and Kern Street and upon listening to residents' comments requested staff to re-evaluate parking conditions on Kern Street; and

**WHEREAS**, on December 5, 2018, staff held a community meeting to discuss alternatives presented for Kern Street and received comments from residents and businesses located near and north of the US 101/Mobray Street/Kern Street intersection; and

**WHEREAS**, at its April 11, 2019 meeting, the Traffic and Transportation Commission voted (6-0) to recommend to City Council the establishment of parking restrictions at the northern terminus of Kern Street (see Attachment A); and

**WHEREAS**, the City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

**NOW, THEREFORE, BE IT RESOLVED** that the Salinas City Council hereby approves the designation of parking restrictions along the norther terminus of Kern Street (see Attachment A); and

**BE IT FURTHER RESOLVED** that City staff is hereby authorized and directed to proceed with implementation to fully effectuate the intent of this Resolution.

**PASSED AND APPROVED** this 18th day of June 2019, by the following vote:

**APPROVED:**

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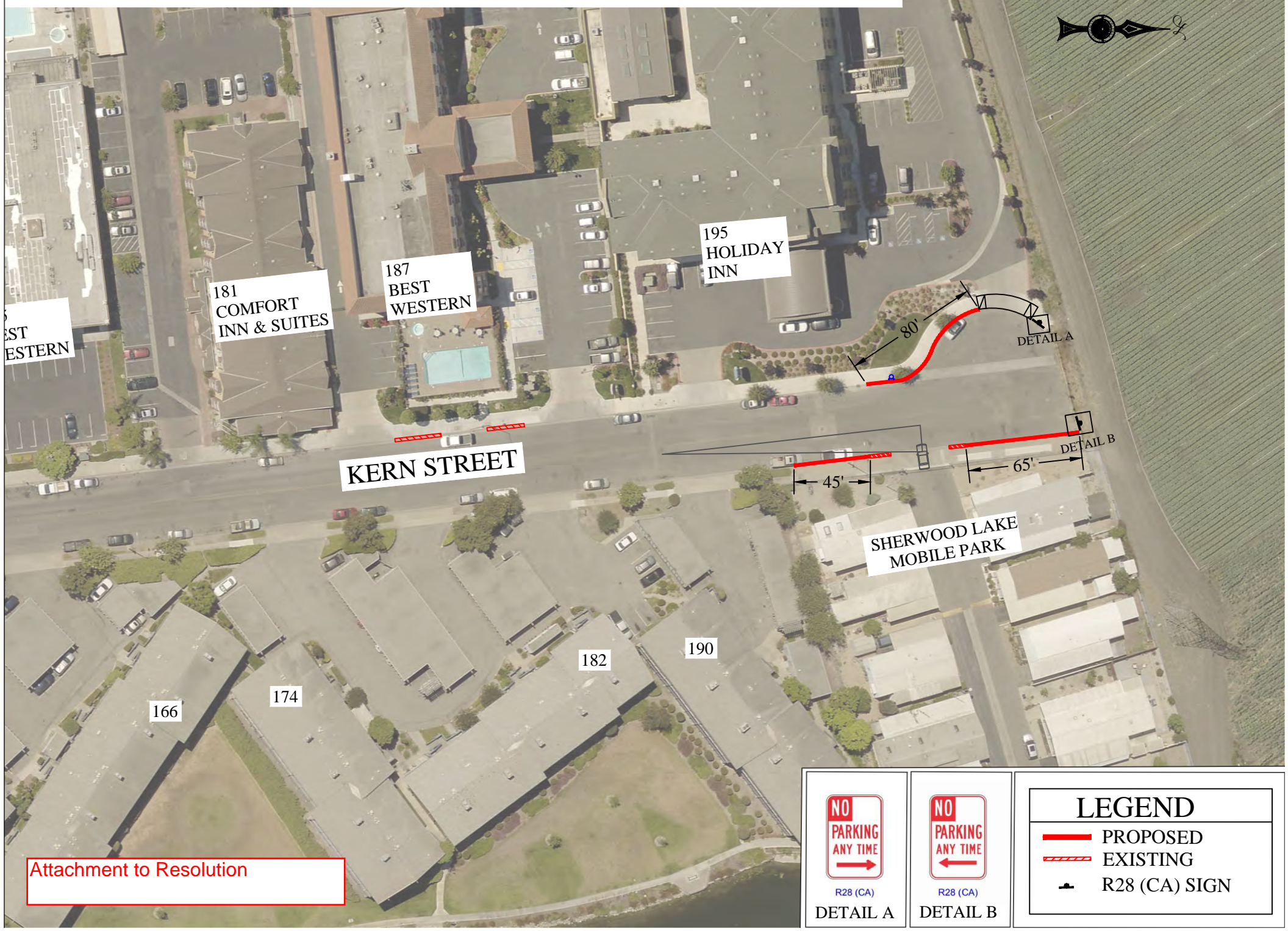
Joe Gunter, Mayor

**ATTEST:**

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Patricia M. Barajas, City Clerk

# Proposed "No Parking" Along Kern Street







## Legislation Text

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File #: ID#19-316, Version: 1

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### **City Wide Median/Greenbelts, Parks and City Facility Landscape Services**

Approve a Resolution awarding contract to Brightview Landscape Services, Inc. for the City Wide Median/Greenbelts, Parks and City Facilities Landscape Services in the amount of \$1,498,227; approve carrying over \$244,459.10 from FY 18/19 into the FY 19/20 budget for the Parks and Community Services Operating budget; and authorize the Public Works Director to issue Contract Change Orders, up to \$113,050, to bring the landscape areas to a maintainable condition.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** JUNE 18, 2019

**DEPARTMENT:** PUBLIC WORKS DEPARTMENT

**FROM:** DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

**BY:** EDA HERRERA, ACTING SENIOR CIVIL ENGINEER  
JOE ALBERTONI, ACTING MAINTENANCE SUPERVISOR

**TITLE:** CITY WIDE MEDIAN/GREENBELTS, PARKS AND CITY FACILITY LANDSCAPE SERVICES

### RECOMMENDED MOTION:

It is recommended that City Council approve a Resolution:

- 1) Awarding contract to Brightview Landscape Services, Inc. for the City Wide Median/Greenbelts, Parks and City Facility Landscape Services in the amount of \$1,498,227;
- 2) Approve carrying over \$244,459.10 from FY 18/19 into the FY 19/20 budget for the Parks and Community Services operating budget; and
- 3) Authorize the Public Works Director to issue Contract Change Orders, up to \$113,050 to bring the landscape areas to a maintainable condition.

### RECOMMENDATION:

Staff recommends that the City Council approve a Resolution awarding the contract to Brightview Landscape Services, Inc. for the City Wide Median/Greenbelts, Parks and City Facility Landscape Services in the amount of \$1,498,227; approve carrying over of \$244,459.10 from FY 18/19 into FY 19/20 budget for the Parks and Community Services operating budget; and authorize the Public Works Director to issue Contract Change Orders, up to \$113,050 to bring the landscape areas to a maintainable condition.

### BACKGROUND:

The City of Salinas manages and maintains several acres of median islands throughout the City and mows several more acres of land in City Parks and City facilities. For 8 months, the City was not able to maintain these areas due to the expiration of a landscape contract. On April 8, 2019, the City advertised a Request for Proposals for Landscape Services to include mowing, edge



trimming, trimming of shrubs, tree pruning, weed control, rodent control, removal and disposal of debris and other items of work for Parks, Median Islands and City Facilities throughout the City.

On June 18, 2019, three bids were received and publicly opened and examined with the following results (see Bid Tabulation sheet for details).

**BID RESULTS:**

<b>Contractor</b>	<b>Total Base Bids 1,2 and 3</b>
New Image Landscape	Disqualified
Brightview Landscape Services, Inc.	\$1,498,227
Smith and Enright Landscape, Inc.	\$2,317,020
<b>Engineer's Estimate</b>	<b>\$980,000</b>

The lowest bidder was New Image Landscape, but they were disqualified due to failing to submit the Bidder's Statement of Subcontractors, Non-Collusion Declaration of Subcontractor, Bidder's statement of Good Faith Effort for local hire and Bidder's list as stated in the specifications. The specifications state that, "Failure to comply with these requirements may result in the forfeiture of the Bidder's rank in the Bid process". The second lowest bidder, Brightview Landscape Services, with the Bid of \$1,498,227 did submit all documents and is now the lowest bidder. Their bid is 52% above the engineer's estimate.

The engineer's estimate for this work was determined based on past invoices on similar maintenance work that had occurred over the past years. It was later determined that the scope in the Request for Proposals had a significantly larger scope than the invoices used to prepare the estimate.

The annual cost for this contract will be \$499,409 for three years. This contract will need to rely on the FY 18/19 operating budget balance in addition to the FY 19/20 budget to afford the lowest bidder. The caveat is that Public Works will need to execute the contract with Brightview and process the Purchase order by June 28, 2019 to avoid forfeiting the FY 18/19 budget. That is why City staff would like to carry over the \$244,499.10 of General funds to avoid losing those funds should staff not meet this deadline.

Many of the landscape areas in this proposal were not maintained for 8 months due to the expiration of landscape contracts. The intent of this Request for proposals was to receive bids assuming the weed and plant growth were in a maintained condition. Prior to beginning this maintenance contract, the City would issue a contract change order to bring the areas back to a maintainable condition. This work is budgeted in the amount of \$113,050.

**CEQA CONSIDERATION:**

**Not a Project:** The City of Salinas has determined that the project is not a project as defined by the California Environmental Quality Act (CEQA Guidelines Section 15378).

#### STRATEGIC PLAN INITIATIVE:

The project addresses the City Council's goals of providing excellent infrastructure and a safe, livable community.

#### DEPARTMENTAL COORDINATION:

The staff within the Public Works Department (Engineering, and Maintenance) worked together with preparation of request for proposals, procurement, and support.

#### FISCAL AND SUSTAINABILITY IMPACT:

The Agreement will be funded with \$244,459.10 in Generals Funds from account number 1000.50.5238.63.6010 (FY 18/19); \$280,000 in General Funds from account number 1000.50.5238.63.6010 (FY 19/20) and \$88,000 in Measure G funds from account number 1200.50.5238.63.6010 (FY 19/20) for a total of \$612,459 available for this project.

Based on the lowest bid received, the annual cost for this agreement will be \$499,409.

Staff will utilize the remaining available funds in the amount of \$113,050 to bring the landscape areas to a maintainable condition.

#### ATTACHMENTS:

- Resolution
- Bid Tabulation Sheet

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**A RESOLUTION AWARDDING CONTRACT TO BRIGHTVIEW LANDSCAPE SERVICE, INC. FOR THE CITY WIDE MEDIAN/GREENBELTS, PARKS AND CITY FACILITY LANDSCAPE SERVICES; APPROVE CARRYING OVER \$244,459.10 FROM FY 18/19 INTO FY 19/20 BUDGET FOR THE PARKS AND COMMUNITY SERVICES OPERATING BUDGET; AND AUTHORIZE THE PUBLIC WORKS DIRECTOR TO ISSUE CONTRACT CHANGE ORDERS, UP TO \$113,050 TO BRING THE LANDSCAPE AREAS TO A MAINTAINABLE CONDITION**

**WHEREAS**, representatives of the City Clerk of Salinas on May 21, 2019, at a public meeting held in the West Wing Conference Room at Salinas City Hall, at Salinas, California, publicly opened, examined, and declared all bids or proposals delivered to or filed with said City Clerk for the City Wide Median/Greenbelts, Parks and City Facility Landscape Services; and

**WHEREAS**, the apparent low-bidder (New Image Landscape) was disqualified due to their failure to submit the required documentation as required by the project specifications, thereby resulting in the second low-bidder being identified as the low-bidder to which a contract should be awarded; and

**WHEREAS**, the lowest bidder, Brightview Landscape Services, Inc., submitted a bid that is 52% above the Engineer's Estimate, and sufficient funds are available to award this project; and

**WHEREAS**, the current balance in the landscape operating budget would need to be carried over to the new fiscal year to afford the annual contract for Landscape maintenance; and

**WHEREAS**, additional maintenance will need to occur to bring the existing greenbelts and lawns to a maintainable condition; and

**WHEREAS**, City staff thereupon reported the results of the bidding to the City Council at its regular meeting on June 18, 2019, and the Council in open session at said meeting examined the report of staff; and

**NOW, THEREFORE, BE IT RESOLVED** that pursuant to Salinas City Charter Section 13.1 and City Code Section 12-21, in reference to the City Wide Median/Greenbelts, Parks and City Facility Landscape Services, that all of said bids or proposals are rejected except the bid from BrightView Landscape Services, Inc. (hereinafter referred to as "Successful Bidders"), being the lowest and best bid which is hereby accepted (Base Bid 1, 2 and 3). The subject contract is hereby awarded to said Successful Bidder for the sum of \$1,498,227, and more specifically at the unit prices particularly set forth and contained in the Proposal for the City Wide Median/Greenbelts, Parks and City Facility Landscape Services, of said successful bidders previously filed in the office of the City Clerk. Said sum shall be paid by the City of Salinas to said Successful Bidder in cash, lawful money of the United States of America, payable at the time and manner specified in the request for proposals and contract documents for the project filed in the office of the City Clerk, entitled "City Wide Median/Greenbelts, Parks and City Facility Landscape Services".

**BE IT FURTHER RESOLVED** that said request for proposals are approved and are

hereby referred to for all of the details and particulars thereof, and said request for proposals are by reference incorporated in and hereby made a part of this resolution.

**BE IT FURTHER RESOLVED** that City Council approve the carrying over of \$244,499.10 from account 1000.50.5238.63.6010 (FY 18/19) to account 1000.50.5238.63.6010 (FY 19/20).

**BE IT FURTHER RESOLVED** that City Council authorize the Public Works Director to issue the necessary Contract Change Orders, up to \$113,050, to bring the landscape areas to a maintainable condition.

**BE IT FURTHER RESOLVED** that the Mayor of Salinas is hereby authorized and directed on behalf of the City of Salinas to execute a contract consistent with the Proposal of said Successful Bidder for said work.

**PASSED AND APPROVED** this 18<sup>th</sup> day of June 2019, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

---

Joe Gunter, Mayor

**ATTEST:**

---

Patricia M. Barajas, City Clerk

B I D   T A B U L A T I O N  
City Wide Median/Greenbelts, Parks and City Facility Landscape Services

Bid awarded on June 18, 2019 by City Council to New Image Landscape Company  
for the sum of \$1,498,227 (Base Bid 1, 2, 3), All other bids were rejected and bid bonds returned.  
Dated this 18th day of June, 2019.

Drawing No. none  
Project Coordinator: Eda Herrera/Rick Key  
Project Manager: Eda Herrera/Mike Garner

City Clerk						CONTRACTORS						
						New Image Landscape Company 3250 Darby Common Fremont, CA 94539		BrightView Landscape Services, Inc 450 Phelan Ave San Jose, CA 95112		Smith & Enright Landscape, Inc. 540 Work St Suite C Salinas, CA 93901		
ENGINEER'S ESTIMATE												
ITEM NO.	DESCRIPTION	Frequency	No of Years	UNIT of Measure	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
BASE BID 1 MEDIAN AND GREENBELTS												
1	Mow- Where turf is present in these areas. This work will include, removal and disposal of weeds, removal and disposal of litter and debris, edging lawn and rodent control	Once a week- March- September, Once every two weeks October - February	3	YR	\$ 144,000	\$ 432,000	\$34,100	\$102,300	\$116,527	\$349,581	\$0	\$0
2	Landscape Maintenance – will include removal and disposal of weeds, removal and disposal of litter and debris, and rodent control, replacement of plants as needed	Once a week	3	YR	\$ 60,000	\$ 180,000	\$27,100	\$81,300	\$15,254	\$45,762	\$225,000	\$675,000
3	Trimming shrubs four times a year, and pruning trees once a year,	Once per quarter	3	YR	\$ 50,000	\$ 150,000	\$56,012	\$168,036	\$10,782	\$32,346	\$219,400	\$658,200
TOTAL BASE BID (ITEMS 1-3) (FOR COMPARISON ONLY)						\$ 762,000		\$351,636		\$427,689		\$1,333,200
BASE BID 2 PARKS AND CITY FACILITIES												
4	Mow turf areas. This work will include, removal and disposal of weeds, removal and disposal of litter and debris, edging lawn and rodent control	Once a week March-September, Once every two weeks October-February	3	YR	\$ 10,667	\$ 32,000	\$174,000	\$522,000	\$258,380	\$775,140	\$235,000	\$705,000
5	Native Areas Mowing and trimming, such as, but not limited to slopes, open fields and mixed terrain areas and as listed in Appendix C	2 times a year	3	YR	\$ 15,000	\$ 45,000	\$10,000	\$30,000	\$6,898	\$20,694	\$26,800	\$80,400
6	Maintenance for Sherwood Park Tennis Courts per Appendix C	Once a week	3	YR	\$ 2,000	\$ 6,000	\$15,000	\$45,000	\$1,008	\$3,024	\$1,880	\$5,640
7	Wash down, remove dirt, mildew etc. from playing surfaces of Sherwood Park Tennis Court	Once a year	3	YR	\$ 500	\$ 1,500	\$16,320	\$48,960	\$155	\$465	\$1,260	\$3,780
	TOTAL BASE BID (ITEMS 4-7) (FOR COMPARISON ONLY)					\$ 84,500		\$645,960		\$799,323		\$794,820
BASE BID 3 MONTEBELLA COMMUNITY PARK												
8	Maintenance of landscaping including removal/disposal of weeds, litter and debris; rodent control and removal of dead plants in kind (shrubs and plants)	Once a week	3	YR	\$ 12,000	\$ 36,000	\$16,700	\$50,100	\$72,117	\$216,351	\$45,000	\$135,000
9	Specialty Irrigation, including inspection and repair of equipment necessary for a functional system- drip irrigation and spray heads in parkway strip, bulb outs, around basketball courts and perimeter of the park	Bi Monthly	3	YR	\$ 7,000	\$ 21,000	\$1,000	\$3,000	\$10,276	\$30,828	\$8,600	\$25,800
10	Removal/Disposal of litter and debris per Appendix D	Once a day	3	YR	\$ 25,500	\$ 76,500	\$2,400	\$7,200	\$8,012	\$24,036	\$9,400	\$28,200
	TOTAL BASE BID (ITEMS 8-10) (FOR COMPARISON ONLY)					\$ 133,500		\$60,300		\$271,215		\$189,000
TOTAL BASE BID (ITEMS 1-10) (FOR COMPARISON ONLY)												
						\$ 980,000		\$1,057,896		\$1,498,227		\$2,317,020
ITEMS TO BE SUBMITTED WITH PROPOSAL ON BID OPENING DATE												
1	COMPLETELY EXECUTED PROPOSAL SIGNED AND DATED;						x		x		x	
2	SIGNED ADDENDUM, IF ANY;						x		x		x	
3	BIDDER'S BOND						x		x		x	
4	BIDDER'S STATEMENT OF FINANCIAL RESPONSIBILITY, TECHNICAL ABILITY AND EXPERIENCE						x		x		x	
5	INSURANCE CERTIFICATION;						x		x		x	
6	NON-COLLUSION DECLARATION OF CONTRACTOR;						x		x		x	
7	BIDDER'S STATEMENT OF SUBCONTRACTORS PART I (THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL HAVE VALID, CURRENT AND ACTIVE CONTRACTOR'S LICENSES FOR THE CLASSIFICATION OF WORK PERFORMED, PRIOR TO SUBMITTAL OF BID, DURING AWARD, AND THROUGHOUT THE CONTRACT).						x		x		x	
ITEMS TO BE SUBMITTED BY LOW BIDDER AND SECOND LOWEST BIDDDER ON/OR WITHIN 5 WORKING DAYS AFTER BID OPENING DATE												
8	BIDDER'S STATEMENT OF SUBCONTRACTORS - PART II								x			
9	NON-COLLUSION DECLARATION OF SUBCONTRACTOR;								x			



B I D   T A B U L A T I O N  
City Wide Median/Greenbelts, Parks and City Facility Landscape Services

City Clerk					CONTRACTORS							
					ENGINEER'S ESTIMATE		New Image Landscape Company		BrightView Landscape Services, Inc		Smith & Enright Landscape, Inc.	
							3250 Darby Common Fremont, CA 94539		450 Phelan Ave San Jose, CA 95112		540 Work St Suite C Salinas, CA 93901	
ITEM NO.	DESCRIPTION	Frequency	No of Years	UNIT of Measure	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
10	BIDDER'S STATEMENT OF GOOD FAITH EFFORT FOR LOCAL HIRE:								X			
11	BIDDER'S LIST FOR THE CITY OF SALINAS PUBLIC WORKS DEPARTMENT (THE PRIME CONTRACTOR SHALL SUBMIT ORIGINAL(S). ALL SUBCONTRACTOR(S) SHALL SUBMIT ORIGINAL(S) OR FAXED COPIES								X			



# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-337, Version: 2

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### 2019-2020 Salinas Municipal Airport Rates and Fees Schedule

Approve a Resolution approving the 2019-2020 Salinas Municipal Airport Rates and Fees Schedule.



## **CITY OF SALINAS**

### **CITY COUNCIL STAFF REPORT**

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**DATE:** JUNE 18, 2019

**DEPARTMENT:** PUBLIC WORKS, AIRPORT DIVISION

**FROM:** DAVID JACOBS, PUBLIC WORKS DIRECTOR

**BY:** BRETT J. GODOWN, AIRPORT MANAGER

**TITLE:** 2019-2020 SALINAS MUNICIPAL AIRPORT RATES AND FEES SCHEDULE

**RECOMMENDED MOTION:**

A motion to approve a resolution approving the 2019-2020 Salinas Municipal Airport Rates and Fees Schedule.

**RECOMMENDATION:**

It is recommended City Council approve a resolution approving the 2019-2020 Salinas Municipal Airport Rates and Fees Schedule.

**BACKGROUND:**

The City of Salinas owns and operates the Salinas Municipal Airport. As set forth by the Federal Aviation Administration (FAA) by way of its Airport Sponsor Assurances, any airport developed with Federal grant assistance is required to operate for the use and benefit of the public and is to be made available to all types, kinds, and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination. The FAA provides grant funding to the City of Salinas for capital needs at the Salinas Municipal Airport. The obligation to make the Airport available to the public does not preclude the City from recovering the costs of operating, maintaining, and developing the Airport through fair and reasonable rates, charges, and fees. The City has the option to utilize various methods to assess Airport user rates, charges, and fees for the public use or tenancy of the Airport property and facilities.

Annually, the Airport Rates and Fees Schedule is adjusted to reflect changes in the aeronautical market conditions. Fees associated with property and facilities, such as hangars and buildings, are adjusted based on market comparables. Non-property fees and charges, such as gate cards, are adjusted based on cost recovery conditions. The San Francisco Bay Area Consumer Price Index (SFCPI or CPI) is the adopted rate adjustment mechanism used to adjust the rates and fees at the Salinas Airport as rates and fees become out of alignment with market comparable.

The principal issue in setting fair and reasonable rates and fees is the need for airport rates and fees to generate revenues at levels that offset increases in the cost of operating and maintaining the

airport along with financing the existing and future proposed capital needs while maintaining a balance of fair and reasonable. If revenues are kept current with costs, it is possible to build and retain reserves for capital needs. The reserve funds are used for capital projects and matching funds for FAA Grants (ACIP).

The Draft Rates and Fee Schedule was presented to Salinas Pilots Association and to the airport businesses during the month of May 2019.

The proposed amendments to the Rates and Fees Schedule were presented at the March 28, 2019 Airport Commission meeting. At the May 23, 2019 Airport Commission meeting, the Airport Commission recommended City Council adopt a resolution approving the 2019-2020 Salinas Municipal Airport Rates and Fees Schedule.

### ANALYSIS:

This update to the Airport Rates and Fee Schedule does not include an across-the-board adjustment to the airport storage hangars. Staff proposes the following additions and adjustments for the Salinas Municipal Airport Rates and Fees Schedule 2019-2020.

#### *Refuse Fee*

A refuse fee will be assessed to airport hangar and storage tenants to offset direct costs associated with providing two three-yard dumpsters to the 252 airport hangar tenants on a weekly basis. The total annual costs, as quoted by Republic Services for the City's account, for two three-yard dumpsters being serviced fifty-four (54) times per year is \$10,070.88. Dividing the costs by 252 tenants brings the monthly costs \$3.40 (rounded to \$3.50) per month per tenant.

#### *Gate Card Renewal Fee*

The gate card renewal fee will be collected on an annual basis from every cardholder to offset maintenance, improvement, and replacement costs associated with the airport access control system (gate cards), and airport video surveillance system. Rather than adjust the hangar rates to cover these costs whereby only the hangar tenants would have the costs levied on them, a universal fee will be applied to every user of the system (hangar tenants, fixed airport businesses, other entities that require access to the airport).

The annual renewal fee will be established at \$40 per card. The existing system has approximately 1,000 cards uploaded in the system. A review of the active cards indicates approximately 500-700 cards are active. By establishing an annual renewal fee, it is estimated that approximately 500 cards will remain active. 500 active cards would annually yield approximately \$20,000.

The anticipated cost to replace the airport security system at ultimate buildout is \$200,000. These systems should be replaced about every 10 years. The collection of fees would pay for a new system every 10 years. Any surplus derived from the fees can be applied to improving other security measures – mechanical gate systems, lighting, and security guard services.

#### Gate Code Renewal Fee

The gate code renewal fee will be collected on an annual basis from every gate code user to offset direct costs associated with administering the gate code user program, maintenance, improvements, replacement costs associated with the airport access control system (gate cards), and airport video surveillance system. Gate codes are provided to airport users that qualify for use based on operational need. The proposed gate code renewal fee will be established at \$400.00 annually.

#### Overnight Terminal Parking Fee

Demand for terminal overnight parking has increased over the last year. A \$5.00 overnight parking fee per space is being recommended for approval. The City will waive parking fees for airport businesses.

The updated Airport Rates and Fee Schedule will be effective August 1, 2019.

#### CEQA/NEPA CONSIDERATION:

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).

#### STRATEGIC PLAN INITIATIVE:

This action complements the City Council's Goals for Well Planned City, Excellent Infrastructure, and Effective, Sustainable Government.

#### DEPARTMENTAL COORDINATION:

The City Attorney reviewed the new proposed fees and found the assessed fees appropriate based on the supporting information.

#### FISCAL AND SUSTAINABILITY IMPACT:

Approval of the updated Salinas Municipal Airport Rates and Fees Schedule will allow the City to recover direct costs associated with refuse services and the airport Security systems.

#### ATTACHMENTS:

2019-2020 Salinas Municipal Airport Rates and Fees Schedule

Refuse Fee Cost Analysis

Resolution – 2019-2020 Salinas Municipal Airport Rates and Fees Schedule



## Refuse Fee Cost Analysis

Republic Services Dumpster Fees as of March 25, 2019										
Yards	Monthly Cost Per Dumpster	Monthly Cost for 2 Dumpsters	Annual Cost for 2 Dumpsters	Annual Cost/Hangar (252) P/Mo.	Cost Per Dump for 1 Dumpster	Cost for 2 Dumps	Annual cost + 2 dumps	Annual cost per hangar annual +2 dumps	Monthly Cost	
6	\$598.90	\$1,197.80	\$14,373.60	\$4.75	\$149.73	\$299.45	\$14,673.05	\$58.23	\$4.85	
4	\$482.11	\$964.22	\$11,570.64	\$3.83	\$120.53	\$241.06	\$11,811.70	\$46.87	\$3.91	
3	\$419.62	\$839.24	\$10,070.88	\$3.33	\$104.91	\$209.81	\$10,280.69	\$40.80	\$3.40	
2	\$354.77	\$709.54	\$8,514.48	\$2.82	\$88.69	\$177.39	\$8,691.87	\$34.49	\$2.87	
1	\$295.31	\$590.62	\$7,087.44	\$2.34	\$73.83	\$147.66	\$7,235.10	\$28.71	\$2.39	
Terminal Size - 6 yards										
Serv Aero Size - 3 yards										
Air Motive Size - 2 yards										

**RESOLUTION NO. \_\_\_\_\_(N.C.S)**

**A RESOLUTION ADOPTING A REVISED RATES AND FEES SCHEDULE  
FOR THE SALINAS MUNICIPAL AIRPORT**

**WHEREAS**, the City Council in 2007 directed staff to bring forth annual proposals for fee increases at the Salinas Municipal Airport; and

**WHEREAS**, the City Council has determined that it is essential to support a process of adjusting Airport Rates and Fees to ensure that the Airport Enterprise Fund remains viable; and

**WHEREAS**, at the May 23, 2019 Airport Commission Meeting, the Airport Commission recommended the City Council approve the 2019-2020 Airport Rates and Fees Schedule.

**NOW, THEREFORE**, be it resolved by the City Council of Salinas that the schedule of rates and fees attached to this resolution are hereby adopted as the schedule of rates and fees for the Salinas Municipal Airport and will become effective August 1, 2019; and

**BE IT FURTHER RESOLVED** that the schedule of rates and fees hereby adopted pursuant to this resolution shall be increased annually as recommended by City staff and the Salinas Airport Commission and approved by the Salinas City Council.

**PASSED AND APPROVED** this 18th day of June, 2019 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
Joe Gunter, Mayor

**ATTEST:**

\_\_\_\_\_  
Patricia M. Barajas, City Clerk



City of Salinas

Salinas Municipal Airport • 30 Mortensen Avenue • Salinas, California 93905  
(831) 758-7214 • [www.ci.salinas.ca.us](http://www.ci.salinas.ca.us)

## **SALINAS MUNICIPAL AIRPORT AIRPORT RATES AND FEES**

**Effective August 1, 2019**

### **AIRPORT STORAGE HANGARS**

<i>Executive</i>	Per Month
R1	\$1,507.00
R2-5	\$1,407.00
R6	\$719.00
R7-10	\$574.00

#### *Group 1*

A - End room	\$86.00
A - T Hangar	\$172.00
B - End room	\$86.00
B - T Hangar	\$172.00
C - End room	\$91.00
C - T Hangar	\$183.00

#### *Group 2*

K- End room	\$120.00
K - T-Hangar	\$241.00
L - End room	\$120.00
L - T- Hangar	\$241.00
M - End room	\$102.00
M - T Hangar	\$202.00
O - 22-21 End room	\$125.00
O - T-Hangar	\$251.00
Q - End room	\$131.00
Q - T-Hangar	\$258.00
S - End room	\$144.00
S - T Hangar	\$288.00
T - End	\$144.00
T - T Hangar	\$288.00

#### *Group 3*

N - 1	\$648.00
N - 2-8	\$481.00

#### *Group 4*

D - T-Hangar	\$152.00
E - End	\$80.00
E - T Hangar	\$157.00
Portable	\$111.00

*T-Shelter/Storage*

G - Covered	\$68.00
F2	\$423.00
H1	\$707.00
H2	\$299.00
H3	\$297.00
H4	\$617.00
H5	\$283.00
H6	\$200.00
H7	\$471.00
H8	\$102.00

**AIRPORT STORAGE HANGAR REFUSE FEE**

Monthly Fee	\$3.50
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**AIRPORT STORAGE HANGAR NON-AERONAUTICAL USE**

Non-Aeronautical Use Surcharge	40%
--------------------------------	-----

**AIRCRAFT PARKING FEE**

	<i>Daily</i>	<i>Monthly</i>
Single Engine	\$5.00	\$55.00
Twin Engine	\$10.00	\$110.00
Jet	\$50.00	\$600.00
Helicopter	\$10.00	\$61.00
Airship Mooring	\$100.00	\$1,100.00

**TERMINAL OVERNIGHT VEHICLE PARKING FEE**

Single Space	\$5.00
Double Space	\$10.00
Semi-Truck	\$30.00

**LONG TERM VEHICLE STORAGE**

\$100.00 per space per month

**AIRPORT ACCESS CONTROL**

New Card/Replacement Card	\$40.00
Remote Control	\$60.00
Annual Renewal	\$40.00
Annual Access Code	\$400.00
City Locks (Lost/Replacement)	at-cost
Replacement/Additional Keys	at-cost

**FUEL FLOWAGE FEE PER GALLON**

100LL	\$0.10
Jet A	\$0.13
Quart of Oil	\$0.10

**HANGAR WAITLIST**

Waitlist Fee	\$50.00
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## City of Salinas

Salinas Municipal Airport • 30 Mortensen Avenue • Salinas, California 93905  
(831) 758-7214 • [www.ci.salinas.ca.us](http://www.ci.salinas.ca.us)

### **HAZARDOUS MATERIAL DISPOSAL**

Disposal Fee	Cost +15%
Material replacement	Cost +15%

### **REFUGE DISPOSAL**

Disposal Fee	Cost +15%
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### **SPECIAL EVENT FEE**

Negotiated at fair market value, industry evaluation, and or cost recovery

### **SPECIAL USE PERMIT**

Permit Fee (Annually)	\$150.00
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# City of Salinas

200 Lincoln Ave., Salinas,  
CA 93901  
[www.cityofsalinas.org](http://www.cityofsalinas.org)

## Legislation Text

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File #: ID#19-338, Version: 1

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### **Grievance Board Appointment**

Approve a Resolution appointing Ms. Tammy Weber to the Grievance Board consistent with Municipal Code Section 25-43.



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 18, 2019

**DEPARTMENT:** HUMAN RESOURCES

**FROM:** MARINA HORTA-GALLEGOS,  
HUMAN RESOURCES DIRECTOR

**TITLE:** GRIEVANCE BOARD APPOINTMENT

**RECOMMENDED MOTION:**

Staff recommends the City Council approve a Resolution appointing Ms. Tammy Weber to the Grievance Board.

**RECOMMENDATION:**

It is recommended that the City Council approve a Resolution appointing Ms. Tammy Weber to the Grievance Board consistent with City Code section 25-43.

**BACKGROUND:**

The Grievance Board is a voluntary citizen body comprised of four members appointed by the City Council to hear employee grievances and disciplinary appeals consistent with the Personnel Manual and Personnel Resolution. Pursuant to the City Code, the first member is selected by the City Council, the second member is recommended by the employee associations, a third member is selected by the first two appointees. The fourth member is an alternate that serves in the absence of one of the regular members and is recommended by the Board members to the City Council for approval. Each seated member serves a five-year term.

Currently, the Grievance Board has a vacancy for the alternate position. The City solicited applications via the City website. Staff recommends the appointment of Tammy Weber. Ms. Weber is a Senior Cook at Natividad Medical Center. She holds a bachelor's degree in Human Communication and is currently pursuing a master's degree in Public Administration. She served on the Monterey County Civil Grand Jury between 2016 and 2017.

With this Council action, the Grievance Board will be at full strength and will be able to hear any pending or upcoming employee grievances.

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) (SEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed action meets the Effective Sustainable Government Council goal.

DEPARTMENTAL COORDINATION

The Human Resources Department coordinates with the City Attorney's Office on matters presented to the Grievance Board.

FISCAL AND SUSTAINABILITY IMPACT:

The action requested has no fiscal impact.

ATTACHMENTS:

Resolution

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**RESOLUTION AUTHORIZING APPOINTMENT OF GRIEVANCE BOARD MEMBER**

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that Tammy L. Weber is appointed to the Grievance Board as the fourth (Alternate) member.

PASSED AND APPROVED this 18<sup>th</sup> day of June 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

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Joe Gunter, Mayor

ATTEST:

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Patricia M. Barajas, City Clerk



## Legislation Text

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File #: ID#19-347, Version: 1

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### **Appointments to the Salinas Valley Basin Groundwater Sustainability Agency**

Approve a Resolution appointing the California Public Utilities Commission (CPUC) regulated water company representative, and alternate, to serve on the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) Board of Directors.





## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** June 18, 2019

**DEPARTMENT:** OFFICE OF THE CITY ATTORNEY

**FROM:** CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

**TITLE:** APPOINTMENTS TO THE SALINAS VALLEY GROUNDWATER  
SUSTAINABILITY AGENCY

**RECOMMENDATION MOTION:**

A motion to approve a Resolution appointing the California Public Utilities Commission (CPUC) regulated water company representative, and alternate, to serve on the Salinas Valley Groundwater Sustainability Agency (SWGSA) Board of Directors.

**RECOMMENDATION:**

It is recommended that the City Council approve the proposed Resolution.

**EXECUTIVE SUMMARY:**

In 2014, the California legislature adopted, and then-Governor Brown signed into law, three bills (SB 1168, AB 1739, and SB 1319) collectively referred to as the “Sustainable Groundwater Management Act” (SGMA). The stated purpose of SGMA is to provide for the sustainable management of groundwater basins at a local level by providing local groundwater agencies with the authority, and technical and financial assistance, necessary to sustainably manage groundwater. SGMA also required the designation of a Groundwater Sustainability Agency (GSA) for the purpose of achieving groundwater sustainability through the adoption and the implementation of Groundwater Sustainability Plans for all medium and high priority basins as designated by the California Department of Water Resources.

In accordance with the JPA Agreement and the governance model that was approved by the City Council on December 13, 2016, the City of Salinas has the responsibility for appointing a representative seat and an alternate to represent the City on the JPA Board. The Mayor currently holds this seat. The JPA Agreement also designates the City as the appointing authority for a California Public Utilities Commission (CPUC) regulated water company representative and alternate to serve on the JPA Board. In February 2017, the City Council appointed a representative from California Water Services Company (Cal Water) to serve as the representative on the Board and the Alisal Water Corporation (ALCO) representative to serve as the alternate on the Board.

The term for the CPUC regulated representative expires June 30, 2019, so the City Council needs to take action to appoint the successor representative and successor alternate.

#### DISCUSSION:

A representative from Cal Water (currently Brenda Granillo) has served on the Board since appointment and their term expires June 30, 2019. Tom Adcock from ALCO has served as the alternate. As the only two CPUC-regulated water companies providing service in Salinas, only Cal Water and ALCO are eligible to serve on the Board. With her term expiring, Ms. Granillo has agreed with Mr. Adcock that he would succeed to the representative position on the Board and she would succeed to the position of alternate. This succession, however, requires City Council approval through formal appointment of the representative and the alternate.

#### CEQA CONSIDERATION:

The proposed action is not subject to environmental review under the California Environmental Quality Act (CEQA) [CEQA Guidelines Section 15378 and Section 15060(c)(2), (3)].

#### STRATEGIC PLAN INITIATIVE:

The City Council's approval of the proposed Resolution supports the City Council's goals and objectives of improving the Quality of Life for all of its residents and promoting a Safe and Livable Community (2016-2019 Strategic Plan).

#### FISCAL AND SUSTAINABILITY IMPACT:

The City Council's approval of the proposed Resolution would not have an impact on the City's General Fund, Measure E, or Measure G.

#### DEPARTMENTAL COORDINATION

The activities of the GSA generally do not involve the City's departments to a great extent; however, from time-to-time issues come up which require the attention and the coordination of the Administration Department, City Attorney's Office, and Public Works Department.

#### ATTACHMENTS:

Proposed Resolution

**RESOLUTION NO. \_\_\_\_\_ (N.C.S.)**

**A RESOLUTION APPOINTING A CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) REGULATED WATER COMPANY REPRESENTATIVE AND ALTERNATE TO SERVE ON THE BOARD OF DIRECTORS OF THE SALINAS VALLEY GROUNDWATER SUSTAINABILITY AGENCY (SVGSA)**

WHEREAS, the City of Salinas is responsible for appointing a California Public Utilities Commission (CPUC) regulated water company representative to serve as a representative on the Salinas Valley Groundwater Sustainability Agency (SVGSA) Board of Directors and another to serve as an alternate Board member; and

WHEREAS, California Water Services Company (Cal Water) and Alisal Water Corporation (ALCO) are the only two water companies providing service within Salinas and are, therefore, the only two companies eligible for appointment to the Board; and

WHEREAS, the representative from Cal Water has been serving as the representative to the Board and her term expires on June 30, 2019; and

WHEREAS, a representative from ALCO (Tom Adcock) has agreed to be the successor representative to the Board and a Cal Water representative has agreed to be the alternate.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF SALINAS that the representative from ALCO (Tom Adcock) be appointed as the CPUC-regulated water company representative to the SVGSA Board of Directors and that the representative from Cal Water (Brenda Granillo) be appointed as the CPUC-regulated water company alternate Board member.

PASSED AND APPROVED this 18<sup>th</sup> day of June, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

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ATTEST:

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Patricia M. Barajas, City Clerk