



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: September 14, 2017

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: CRITERIA FOR PRIORITIZATION OF TRAFFIC CALMING PROJECTS

RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to provide feedback on staff's proposed prioritization criteria.

RECOMMENDATION:

Numerous requests for traffic calming projects will soon exceed City resources to respond to and provide traffic calming solutions for Salinas residents' concerns. Traffic Calming projects are being awarded to communities as requested and have been installed on what has essentially a "first come first serve" policy. Staff is proposing the adoption of a standard process for ranking traffic calming project prioritization on the basis of quantifiable criteria rather than as "first come first serve".

BACKGROUND:

The City receives numerous requests, complaints and suggestions from residents about traffic related issues. Many residential concerns relate to driver behavior in the form of speeding or cut-through traffic on residential streets. Traditionally, police enforcement is a successful strategy in deterring speeding traffic, however there is a high demand for police and it is currently not efficient conducting enforcement on low volume residential streets. Also, enforcement works only on a temporary basis, but there is frequently a need for more permanent solutions to effectively reduce the speed of vehicles and discourage cut-through traffic on residential streets.

In 2009, Salinas adopted a traffic calming program in an attempt to reduce the speed of vehicles and discourage cut-through traffic on residential streets. With the success and community support for the first complete traffic calming projects on Rosarita Drive and Little River Drive, requests for traffic calming projects have been rapidly increasing. The city is evaluating requests as they are received but staff anticipates that traffic calming projects will soon become backlogged due to limited funding. Staff is preparing for the adoption of a priority rating system based on fair and impartial methodologies to deliver project based on identified needs and benefits.

Recommended Criteria for Prioritization of Traffic Calming Projects

Staff surveyed traffic calming prioritization rating systems currently used by other agencies to help develop a well-informed, objective and effective priority rating system for the City of Salinas. Of all the cities surveyed, the most common priorities established included; traffic volume, travel speed, crash history, adjacent land use, sidewalk and bike routes, and geometrics. There were a select few cities that give some additional consideration into the scoring criteria to other factors including; percentage of cut through traffic, community support, and engineering judgement. Each criteria could be quantified by a measurable metrics and assigned an influencing factor which could be scored and aggregated into a normalized project priority score. The summary of the survey findings are shown in the table below.

| | Criteria | Description/Metrics | Scoring Range |
|---|--------------------------|--|---------------|
| 1 | Traffic Volume | ADT or AWDT | 15%-50% |
| 2 | Speed | Measured 85 th percentile or percent of vehicle traveling over the posted speed limit | 20%-50% |
| 3 | Crash history | Study period 2-5 years Average Collisions per year Total number of collisions per year Adjustment factors (1.5-2) for fatal or pedestrian/bike collisions | 17%-33% |
| 4 | Adjacent Land Use | School Zone, pedestrian trip generators, Percentage of street with front facing housing, driveway density | 10%-35% |
| 5 | Sidewalk and Bike Routes | Sidewalk missing on one or both sides, Gaps in sidewalk, designated bike route | 5%-20% |
| 6 | Geometrics | sight distances, slopes and curves | 5%-10% |
| 7 | Cut-Through | percentage of non-local traffic <i>Difficult to determine and measure</i> | 15%* |
| 8 | Community Support | Percent Support | 5%* |
| 8 | Engineering Judgement | Unusual Conditions or Characteristics not aforementioned | 10%* |

*Criteria only sourced from one sample policy

Surveyed Agencies:

Albuquerque, NM
Anaheim, CA
Berkeley, CA

College Station, TX
Hagerstown, MD
La Habra, CA

Oakville, ON
Pleasanton, CA
San Mateo, CA

City staff is proposing adopting a standard process for ranking traffic calming project prioritization criteria similar to the metrics observed in the surveyed cities. These scoring metrics will better assess the need to prioritize neighborhood traffic calming projects on the basis of these criteria. This metric will not replace or supersede the policies or framework established in the Salinas

Neighborhood Traffic Management Program adopted in 2009, but will be utilized as part of the traffic data collection and identification of street needs component of the framework.

STRATEGIC PLAN INITIATIVE:

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

ATTACHMENTS:

Proposed Neighborhood Traffic Calming Scoring Worksheet
NTMP Process Framework