



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: MAY 9, 2019

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: 2019-2020 PRIORITIZATION OF TRAFFIC CALMING PROJECTS

RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to review and provide feedback on the proposed neighborhood traffic calming project prioritization for 2019-2020, and to make a recommendation for Council approval.

RECOMMENDATION:

Numerous requests for traffic calming projects have exceed City's budgeted resources to respond to and provide traffic calming solutions for all of the neighborhoods currently petitioning for projects. The Traffic and Transportation Commission is requested to review and provide feedback on the proposed neighborhood traffic calming project prioritization list for 2019-2020 based on the Council approved traffic calming prioritization criteria, and to make a recommendation for Council approval.

BACKGROUND:

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

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

The average cost of a neighborhood traffic calming project is approximately \$150,000 and typically ranges \$70,000 to \$200,000. The project can take serval months of community meetings

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 to three neighborhood traffic calming projects specifically Chaparral Street/Maryal Drive, Cherokee Drive/Adams Street, and Nacional Street neighborhoods.

As of December 12, 2018, the backlog of traffic calming projects 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.

Rank	Neighborhood	Score
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

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 85th 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. If prioritized careful consideration will need to occur during the plan development phase, because Villa St is a primary fire response route and coordination with the fire department will need to occur to ensure emergency response times are not significantly impacted.

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 85th 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 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 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 on First Avenue and the highest measured bidirectional 85th 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 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 85th 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 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 85th 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 Coolridge 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 85th 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 85th 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 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 85th percentile speed was 35 miles per hour. No major pedestrian generators are located in the vicinity. Collision reports indicate that there has been three 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 85th 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 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 85th 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 85th 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 85th percentile was 30 miles per hour. No major pedestrian generators are located in the vicinity. Collision reports indicate that there has been six recorded collision in the past 3 years on Ramona Avenue.

For all other neighborhoods requesting traffic calming projects, staff recommends closing out the request. The traffic studies found that these neighborhoods have relatively low speeds, volumes and collision history when compared to other neighborhoods. Given the abundance of traffic calming requests in the City it is reasonably foreseeable that these neighborhoods will not be

prioritized for traffic calming in the foreseeable future. Therefore, staff recommends that requests for traffic calming projects be closed and the petitioners notified.

In summary, staff is providing the Commission the list of Traffic calming requests received for which a traffic evaluation was already completed. Staff is recommending that the three highest scoring traffic calming requests be recommended to the City Council for consideration for the City's FY 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.

STRATEGIC PLAN INITIATIVE:

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

ATTACHMENTS:

Attachment 1: Neighborhood Traffic Calming Scoring Worksheets

Attachment 2: Neighborhood Traffic Studies

Attachment 3: Neighborhood Traffic Management Program Manual