



CITY OF SALINAS

TRAFFIC AND TRANSPORTATION COMMISSION

STAFF REPORT

DATE: SEPTEMBER 12, 2019

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: VICTOR GUTIERREZ, ASSISTANT ENGINEER
KATHERINE BONILLA, ENGINEERING AIDE I

TITLE: LITTLE RIVER DRIVE AND MANCHESTER DRIVE
NEIGHBORHOOD TRAFFIC CALMING AFTER STUDY

RECOMMENDED MOTION:

There is no recommended motion. Traffic and Transportation Commission is recommended to receive an informational report on Neighborhood Traffic Calming after Study for Little River Drive and Manchester Drive.

BACKGROUND:

In October 2009, City Council adopted the City's Traffic Calming Policy in order to address neighborhood traffic concerns. The policy contains a toolbox of traffic calming measures that are used to address neighborhood problems associated with motor vehicle speeds and volumes on residential streets. The policy also provides the process for consideration of projects under the Traffic Calming Program, which is important for securing support from residents of a neighborhood who would be affected by the traffic calming improvements.

Traffic calming requests generally come in two categories: 1) speeding concerns; and/or 2) traffic volume concerns. The Little River Drive and Manchester Drive Neighborhood Traffic Calming Plan was developed to address speeding in this neighborhood. With support from residents, the traffic calming plan was implemented in this neighborhood, the plan included speed cushions (rubberized speed humps) and center line striping along sections of Little River Drive; both of these tools work systemically to reduce speeds on residential streets.

The total construction cost of the Neighborhood Traffic Calming Plan for Little River Drive and Manchester Drive was \$60,000. Final installation of the traffic calming plan was completed on June 13, 2017.

After Study

Staff collected speed and volume data before and after the implementation of traffic calming measures on Little River Drive and Manchester Drive (see Attachment 1). The original traffic study used to initiate the traffic calming project collected data in February, 2015 and the after study

collected traffic data in May, 2018. Although seasonal fluctuations can affect traffic volumes, the assumed difference may be negligible since both counts were collected during the school season. Annual growth was not determined and or factored out in the study. Table 1 - Speeds and Table 2 - Volumes show the measured 85th percentile speeds and bidirectional average daily traffic (ADT) in 2015 and 2018. The 85th percentile speed is the traffic engineering industry standard measuring speeds for a street facility. It is the speed at or below which 85 percent of all vehicles are observed to travel under past a monitored point. Pneumatic tubes were used to collect the traffic data which at specific locations. At one study site on Manchester Drive measure bidirectional 85th percentile speeds had a reduction of seventeen percent and a reduction of twenty-eight percent of ADT. Similarly, significant reductions in volume and speeds are observed.

Table 1 – Speeds (in mph)-Please see Attachment 2 for study locations.

	Manchester Dr.	Little River Dr. (site 1)	Little River Dr. (site 2)
2015 85 th Percentile Speed	30	25	35
2018 85 th Percentile Speed	25	27	27
Measured Reduction	17%	-8%*	23%

*Negative Value indicates a net increase in measured speeds

Table 2- Volumes (ADT)-Please see Attachment 2 for study locations.

	Manchester Dr.	Little River Dr. (site 1)	Little River Dr. (site 2)
2015 ADT	1070	751	1118
2018 ADT	774	463	930
Measured Effectiveness	28%	38%	17%

The measured reduction in speeds of speed cushions in reduction of 85th percentile speeds and volume exceeded the expectations outlined in Chapter 3 of the Salinas Neighborhood Traffic Management Program for speed cushions. Data used in the City's policy estimate 85th percentile speed reductions from speed cushions is estimated to be 14%, and volume reduction is estimated to be decrease by 18%. The measured data suggests that each project and neighborhood is different and the benefits of traffic calming devices is context sensitive. For this specific neighborhood the traffic calming devices were particularly effective in reducing traffic volume. The configuration of the residential streets may have provided a cut-through route for outside traffic, and speed cushions may have become an effective deterrent. Additionally one study site measured a net increase in measured speeds. This may be an indication that speeds have increased between two speed cushions, however the measured 85th percentile remains relatively low. The after study show that the Little River Drive traffic calming plan has been effective in reducing traffic speeds and particularly effective in reducing traffic volumes on Manchester Drive and Little River Drive.

The resident supported plan included a speed cushion on the Lexington Drive Bridge that crosses Gabilan Creek. Unfortunately, during installation staff discovered that the speed cushion installation on the bridge would impact the structural integrity of the bridge thus this speed cushion could not be installed. The bridge segment is under 200 feet within STOP controls for Lexington Drive. An all-way stop also controls the Lexington Drive and Independence intersection. Staff attest that the speed cushion at this location cannot be provided due to the structural integrity concerns at the Lexington bridge. Optical speed bars, a series of pavement markings, have been installed on Lexington Bridge. Optical speed bars, a non-physical traffic calming measure, increases drivers' perception of speed and causes them to reduce speed.

STRATEGIC PLAN INITIATIVE:

Traffic Calming Program is designed to improve quality of life and increase safety for pedestrians and bicyclists by reducing motor vehicle speeds and/or volumes, thus the program aligns with Council goal of a safe, livable community.

DEPARTMENTAL COORDINATION:

Public Works Staff coordinate with the Salinas Fire Department on the recommendation of the Traffic Calming Plan. Staff also coordinates with the Salinas Police Department if traffic enforcement assistance is necessary.

ATTACHMENTS:

Attachment 1: Little River Drive and Manchester Drive Traffic Calming Plan

Attachment 2: Little River Drive Neighborhood After Study

Attachment 3: Lexington Bridge