



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: JULY 9, 2020

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

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TITLE: LAUREL HEIGHTS 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 the Laurel Heights neighborhood.

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 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 Laurel Heights 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 and center line striping along sections of N. Madeira Avenue. Both tools work systemically to reduce speeds on residential streets.

After Study

Staff collected speed and volume data before and after the implementation of traffic calming measures (see Attachment 1). The original traffic study in October 2016 showed conditions before traffic calming measures were implemented. The after-study data was collected in March 2020 with the approved traffic calming devices in place. 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 2016 and 2020. The 85th percentile speed is the traffic engineering standard

measuring speeds for a street. The 85th percentile is defined as the speed at or below which 85 percent of all vehicles are observed to travel at monitored location. Pneumatic tubes were used to collect the traffic data which at specific locations.

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

	St Edwards Dr (Location 1)	St Edwards Dr (Location 2)	N. Madeira Ave	Circle Drive
2016 85 th Percentile Speed	35	30	32	38
2020 85 th Percentile Speed	30	23	29	34
Measured Reduction	14%	23%	9%	11%

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

	St Edwards Dr (site 1)	St Edwards Dr (site 2)	N. Madeira Ave	Circle Drive
2016 ADT	2,618	2,124	1,492	3,353
2020 ADT	2,245	1,623	1,171	3,136
Measured Effectiveness	14%	24%	22%	6%

According to the Traffic Calming Policy the estimated 85th percentile speed reductions from speed cushions is estimated to be 14%, and volume reduction is estimated to decrease by 18%. The average measured speed reduction at the four locations was 14.25% and the average measured volume reduction was 16.5%. Comparing the measured reduction from both traffic studies from 2016 and 2020, staff concludes that the installed traffic calming devices have been effective in reducing traffic speeds and volumes in this neighborhood.

CEQA CONSIDERATION:

The after study is not a project.

STRATEGIC PLAN INITIATIVE:

The Traffic Calming Policy supports Council goals supports Council goal of Public Safety.

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 calming enforcement assistance is necessary.

FISCAL AND SUSTAINABILITY IMPACT:

The Laurel Heights Traffic Calming Plan was completed within the City's traffic calming program budget, including this after study. The Traffic Calming Program is not funded for Fiscal Year 2020-21 and therefore no new projects are proposed. Maintenance of traffic calming devices will be an additional cost to the City's road maintenance budget. Street maintenance funding comes from Gas Tax, Measure X or other transportation funding.

ATTACHMENTS:

Attachment 1: Laurel Heights Traffic Calming Plan

Attachment 2: Laurel Heights Before and After Study