



Legislation Text

File #: 19-0362, **Version:** 1

TO:

Honorable Mayor and Members of the City Council

THROUGH:

Bruce Moe, City Manager

FROM:

Jeff Gibson, Interim Community Development Director
Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT:

Six-Month Trial Basis Assessment of the West Marine Avenue Neighborhood Traffic Management Plan Calming Measures (Interim Community Development Director Gibson).

RECEIVE AND FILE

RECOMMENDATION:

Staff recommends that the City Council receive and file the staff report regarding the six-month trial basis assessment of the West Marine Avenue Neighborhood Traffic Management Plan calming measures.

FISCAL IMPLICATIONS:

There are no fiscal implications associated with the recommended action.

BACKGROUND:

In June and September 2016, the City received petitions from residents along the 500 and 600 blocks of Marine Avenue asking to address speeding and safety issues on their street segments. Pursuant to the City's Neighborhood Traffic Management Program (NTMP) guidelines, staff initiated a traffic study in the affected area. On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial study area findings made by the City Traffic Engineer.

On September 28, 2017, the PPIC discussed the evaluation of the City Traffic Engineer, reviewed written correspondence, and heard public testimony from 17 residents. The PPIC passed a motion to recommend that the City Council approve eight of the 10 traffic calming measures recommended by staff on a six-month trial basis. In addition, the PPIC recommended the installation of stop signs on Marine Avenue at Manor Drive in the eastbound and westbound directions.

On November 7, 2017, the City Council discussed the PPIC recommendations and heard testimony from 15 residents. The City Council voted to approve nine measures as recommended by the Parking and Public Improvements Commission. The City Council also directed staff to move forward with a six-month trial period for the proposed recommendations and to allow the residents to work on other ways to improve the safety of the neighborhood.

On October 25, 2018, the PPIC discussed the follow up study conducted by the City Traffic Engineer after the initial measures were implemented, reviewed correspondence and heard public testimony from six residents. In addition, the PPIC considered a request for stop signs at the intersection of 27th Street and Flournoy Road. The PPIC passed a motion to recommend that City Council approve continuation of the existing traffic calming measures and to implement four additional measures:

1. Install a “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue;
2. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25th Street;
3. Remove overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27th Street to improve corner sight distance for vehicles and pedestrians; and
4. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27th Street.

On December 18, 2018, the City Council discussed the follow-up study, heard testimony from seven residents, and considered the PPIC recommendations. The City Council voted to approve the continuation of the initial traffic calming measures and implement the following new measures as recommended by the Parking and Public Improvements Commission including two additional measures:

1. Install “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue;
2. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25th Street;
3. Remove overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27th Street to improve corner sight distance for vehicles and pedestrians;
4. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27th Street;
5. **Install a four way stop sign at 27th Street and Flournoy Road; and**
6. **Return at a future meeting with a cost estimate on the installation of a roundabout.**

On September 26, 2019, the PPIC discussed the second follow up study conducted by the City Traffic Engineer after the additional measures were implemented, reviewed correspondence and heard public testimony from one resident. The PPIC passed a motion to recommended continuation of the existing traffic calming measures and targeted police enforcement of speeding and traffic violations.

The full PPIC staff reports with exhibits and meeting minutes for this item are attached.

DISCUSSION:

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park. The boundaries for this study are 20th Place, Highland Avenue, 23rd / 25th Streets, and Valley Drive. There are approximately 280 residential properties within this neighborhood. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were

implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north of Marine Avenue.

The initial approved traffic calming measures were implemented in April through July 2018. In addition, the Police Department has deployed the mobile speed awareness trailer on Marine Avenue and will continue to deploy it on a periodic basis to reinforce driver behavior. Follow-up traffic calming measures were implemented between January 2019 and the present.

Follow-up volume and speed studies were conducted in October 2018, during typical school days. A third set of follow-up volume and speed studies were conducted in September 2019 on typical school days. Both follow-up counts were compared against counts taken in May 2017 to determine if any significant changes occurred after installation of the traffic calming measures. A comparison of the volume and speed results are summarized in the attached PPIC report.

A significant decrease in traffic volume of between 14 and 25 percent was found when comparing the before-and-after counts. The before-and-after average speed on Marine Avenue is virtually unchanged, and still below the speed limit. Approximately 15% to 17% of the drivers exceed the speed limit, which is typical for similar residential streets. However, the City Traffic Engineer found that while the number of vehicles that exceed 30 mph is very low, there are a few careless drivers that willfully exceed the speed limit. An electronic speed awareness sign would not be a cost-effective measure because most motorists already drive below the speed limit, and would not activate the sign display. However, the street should still be targeted to catch excessive speeders. No collisions have been reported during the entire study period.

In field observations, the City Traffic Engineer noted that the initially approved measures, including the white edge lines, painted crosswalks, pedestrian warning signs, stop signs at Marine Avenue and Manor Drive, and bike “sharrows” continue to function as intended. Driver compliance with the new stop signs at Flournoy Road and 27th Street is good, and drivers are more cautious when proceeding through the intersection. Truck activity on Marine Avenue appears to be slightly lower, possibly due to the City’s enforcement of its construction rules that prohibit contractors from using Marine Avenue as a truck route, unless the construction site is in the immediate neighborhood. Four new truck prohibition signs on Highland Avenue at Marine Avenue are expected to further reduce truck trips on Marine Avenue.

The realigned approach at the intersection of Marine Avenue and 25th Street has had a calming effect on overall speed through that intersection. The permanent curb and gutter to be constructed will accommodate larger turning radii, so drivers do not drive over the curbs.

Staff is continuing to address overgrown private landscaping at the corners of Marine Avenue/Flournoy Road and Flournoy Road/27th Street, giving property owners the opportunity to trim it back for better corner sight distance.

The City Council requested staff evaluate the feasibility of a mini traffic circle in lieu of stop signs at residential intersections such as Flournoy Road and 27th Street. The City Traffic Engineer overlaid a typical mini traffic circle template onto Exhibit 3 of the attached aerial photo of the intersection. He found that a small amount of new public right-of-way would be required at each corner property to

construct a residential traffic circle with a 50-foot minimum outside turning radius. The estimated cost of traffic circles can range from \$35,000 to \$220,000, depending on the extent of design, construction and right-of-way acquisition. At Flourney Road and 27th Street, the preliminary cost estimate would be \$220,000, due to the need to acquire right-of-way, and to construct corner curb radii, sidewalks and curb ramps in addition to the center traffic circle.

PUBLIC OUTREACH:

By way of mailed notices, the residents and affected parties within and surrounding the study area were invited to submit comments or attend the PPIC meeting on September 26, 2019, to express their opinion about the second follow up study. Public notices for both the PPIC meetings and City Council meetings were posted in three public locations and posted online on the City's website, www.citymb.info.

ENVIRONMENTAL REVIEW

The City has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines the activity is not subject to CEQA.

LEGAL REVIEW

The City Attorney has reviewed this report and determined that no additional legal analysis is necessary.

ATTACHMENTS:

1. September 26, 2019 - PPIC Report and Attachments
2. September 26, 2019 - PPIC Minutes (Draft Excerpt)