



## Legislation Details (With Text)

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<b>Title:</b>	Follow-Up Information and Possible Council Action on the Written Petition for Traffic Calming Measures along Briarwood Drive [Council Pillar: Enhance Community Engagement and Transparency and Deliver and Enhance High Quality Efficient Services and Infrastructure]				
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Date	Ver.	Action By	Action	Result
7/7/2020	1	Council and Authorities Concurrent Meeting	Approved	Pass

## REPORT TO COUNCIL

### SUBJECT

Follow-Up Information and Possible Council Action on the Written Petition for Traffic Calming Measures along Briarwood Drive [Council Pillar: Enhance Community Engagement and Transparency and Deliver and Enhance High Quality Efficient Services and Infrastructure]

### EXECUTIVE SUMMARY

Residents living on a portion of Briarwood Drive between Cabrillo Avenue and Warburton Avenue submitted a written petition to the City to consider a Council item for a future agenda regarding traffic calming and speed concerns. The item was discussed by Council at the February 11, 2020 meeting and many residents along this portion of Briarwood requested that the City install speed humps to reduce the volume and speeds of vehicles in the neighborhood. City Council ultimately directed staff to return on March 31, 2020 with a report on the situation. Staff conducted data collection in February 2020 and analyzed speeds along Briarwood Drive. Although traffic volume levels were in the range allowing the installation of some level of traffic calming, the speeds that were measured do not meet the Council approved Neighborhood Traffic Calming Program requirements to install Level 2 and Level 3 traffic calming measures (which include speed humps). However, due to some of the resident concerns, Council may consider making an exception to the City's Neighborhood Traffic Calming Program allowing the installation of these types of traffic calming measure in this area of Briarwood Drive.

### BACKGROUND

On January 7, 2020, the City Clerk's Office received a Written Petition from Alan Todd Bevis (Attachment 1) signed by 62 residents requesting an item on traffic calming measures and

noise/sideshow activity along Briarwood Drive between Cabrillo Avenue and Warburton Avenue be placed on a future City Council agenda. Briarwood Drive is a 25 miles per hour north-south residential street that is approximately 800 feet east of Lawrence Expressway, as shown on the attached location map (Attachment 2). The subject portion of Briarwood Drive is approximately 2,100 feet in length and is predominately straight in alignment except for a slight curvature near the southern portion of the street. Additionally, there are two east-west streets (Santa Barbara Avenue and St. Lawrence Drive) that intersect with Briarwood Drive. Both sides of Briarwood Drive contain single family residences with detached sidewalks, street trees, and parking on both sides of the street. The intersection of Briarwood Drive and St. Lawrence Drive is a four-way stop and Briarwood Drive has stop controls at both Cabrillo Avenue and Warburton Avenue.

On February 11, 2020, City Council discussed the written petition as item 6 on the agenda. Mr. Bevis and several Briarwood Drive residents voiced their concerns regarding excessive speeds by drivers travelling on Briarwood Drive. Additionally, residents expressed concerns regarding damage to parked cars, accidents, noise from speeding vehicles, cars spinning donuts at the intersection of Briarwood Drive and St. Lawrence Drive, high volume of Santa Clara Unified School District buses that utilize Briarwood Drive, safety for school children of nearby schools, and overall pedestrian safety and comfort. In conformance with Council Policy and Procedure 30 - *Adding an Item on the Agenda*, City Council did not approve the request for traffic calming measures, however, a motion was made by Councilmember Davis, seconded by Councilmember Watanabe, to agendize and place this item on the March 31, 2020 Council meeting agenda for further discussion. This item was subsequently deferred to the April 28, 2020 Council meeting agenda due to COVID-19 considerations.

This report provides an update on staff's analysis of the situation and is divided into sections to provide the City Council with the following: 1) background information about the City's Neighborhood Traffic Calming Program, 2) staff analysis of the situation based on recently obtained field data, and 3) recommendations for City Council discussion and consideration.

**Neighborhood Traffic Calming Program Overview:** On April 27, 1999, City Council approved the City's Neighborhood Traffic Calming Program (NTCP). The NTCP was established to address and resolve local neighborhood traffic concerns in a systematic manner. The NTCP guidelines (Attachment 3) are utilized by staff when analyzing traffic calming requests submitted by residents. Traffic calming requests and concerns can vary significantly and the NTCP offers three levels of traffic calming measures (i.e. improvements), which are dependent on the results of studies, data collection and analysis.

- *Level 1:* Education, public involvement, enforcement efforts, signing, striping, parking controls, and use of the City's speed radar trailer.
- *Level 2:* Alterations of the neighborhood street which can include chokers, chicanes, gateways and rumble strips to deter or prohibit a specific action.
- *Level 3:* Measures similar to Level 2 that may alter neighborhood streets, but these measures may also affect overall neighborhood access and require coordination for emergency response. Examples of Level 3 measures include speed humps, traffic circles, median barriers, forced turn channelization, and diagonal diverters.

**NTCP Procedures:** The NTCP provides specific procedures by which traffic calming requests should be addressed by staff. These steps are designed to ensure that staff is able to coordinate with residents to fully understand the issues prior to bringing recommendations forth for Council action. Additionally, the process requires that community support is obtained for any proposed traffic calming

measures so residents have the opportunity to voice any concerns they might have. The required steps for the NTCP are provided as Attachment 4 and below is a high-level summary:

- Citizens submit a written request to staff for traffic calming in Santa Clara.
- Staff and residents consider the implementation of Level 1 treatments.
- If unsatisfactory in resolving concerns, Level 2 and Level 3 treatments may be considered if certain criteria are met.
- Neighborhood meetings will be scheduled and a neighborhood representative will be selected.
- Level 2 or 3 measures require all residents of the affected neighborhood to be contacted and a petition **must** contain the signatures of property owners representing at least 70 percent of the properties that directly face the block under consideration. There must also be 100 percent concurrence from residents within 100 feet of the proposed Level 2 or Level 3 device.
- If neighborhood concurrence cannot be obtained, Level 2 and Level 3 devices will not be used, and staff will continue to investigate the use of Level 1 treatments in mitigating the traffic concern.
- If the street is eligible for a Level 2 or Level 3 device, the topic will be scheduled for an upcoming City Council meeting. All residents will be notified of the proposal and will be given the opportunity to address Council. If the recommendation is denied, the Level 2 or Level 3 device will not be used, and the City will continue to investigate the use of Level 1 treatments in mitigating the traffic concern. If the recommendation is approved, the Level 2 or Level 3 device will be scheduled for installation.
- If it is determined that the street is not eligible for the requested Level 2 or Level 3 device, the representative will be notified in writing the reason why the street is not eligible. The designated neighborhood representative will be given 15 days to appeal the decision in writing to the City. Only then will the appeal be scheduled to be heard before the City Council.
- If the appeal is denied, the Level 2 or Level 3 device will not be used, and the City will continue to investigate the use of Level 1 treatments in mitigating the traffic concern. If the appeal is approved, the device will be scheduled for installation.

**NTCP Level 2/Level 3 Criteria:** In addition to NTCP procedures, there are other specific criteria for installation of Level 2 and 3 measures or devices. The full list is provided as Attachment 5 and below is a summary of key criteria:

- The street shall be a two-lane local residential street where the primary function is to provide access to abutting residences. At least 75 percent of street section must be developed residentially, where schools and parks qualify as residential units.
- The speed limit shall be 25 miles per hour or less.
- Traffic volumes shall be greater than 1,000 and less than 3,500 vehicles per day.
- 85 percent of vehicles measured during the data gathering period are traveling greater than 33 miles per hour.
- Installation on a primary emergency response route and/or transit route will NOT be permitted.
- Installation will NOT be permitted where substantial diversions of traffic to other local streets may occur, i.e. move the displaced traffic onto adjacent residential streets.

**NTCP Speed Hump Additional Criteria:** Additionally, there are further criteria regarding the installation of speed humps. These are included as Attachment 6 and key criteria are listed below:

- The effected street segment should be at least 600 feet in length minimum.
- Speed humps should be located approximately 200 feet from an intersection or a stop sign.
- Speed humps should be located near streetlights when possible in order to illuminate them for

safer bicycle and pedestrian passageway at night.

- Spacing between speed humps should be as even as possible in order to produce a relatively uniform speed along the entire street. Speed humps within a series should be placed from 200 to 600 feet apart. Spacing should allow at least one speed hump on each block.
- Emergency response routes, for the most part, are not eligible for installation of speed humps.

## DISCUSSION

**Data Collection/Results:** Upon receipt of the written petition, staff initiated a traffic engineering study of Briarwood Drive and began data collection in mid-February to determine the number and speed of the vehicles using Briarwood Drive between Cabrillo Avenue and Warburton Avenue. Data collection was completed by February 19, 2020 and staff analyzed the data in accordance with the NTCP. A summary of the data results is shown in Table 1.

**Table 1: Briarwood Drive Data Collection Results (02/11/20 - 02/13/20)**

Location	Direction of Travel	Daily Volume (# of Vehicles)	85 <sup>th</sup> Percentile Speed (MPH)
Briarwood Drive (Cabrillo to St. Lawrence)	Combined (NB & SB)	1870	32.1
	NB only	623	32.8
	SB only	1247	31.8
Briarwood Drive (St. Lawrence to Warburton)	Combined (NB & SB)	1213	32.4
	NB only	363	32.3
	SB only	850	32.5

**Compliance with NTCP:** Staff analyzed the characteristics of the subject portion of Briarwood Drive in accordance with the NTCP to determine if Level 2 or 3 traffic calming measures are warranted. While the street meets some of the criteria for Level 2 or 3 traffic calming measures (i.e. primarily a residential street, is a two-lane roadway, not an emergency response route, daily volumes are greater than 1,000 and less than 3,500 vehicles), the 85<sup>th</sup> percentile speed did not exceed 33 miles per hour. This means that during the analysis period, 85 percent of the vehicles travelling down Briarwood Drive were traveling less than 33 miles per hour.

Based on the Council-approved NTCP, Briarwood Drive does not meet the requirements for Level 2 or 3 traffic calming measure; however, Council could approve a recommendation to waive the criteria in this specific case so that Level 2 or 3 traffic calming measures can be considered.

Additionally, while a written petition was submitted to put this item on an agenda with 62 signatures, this does not result in compliance with the requirement that “At least 70% of the impacted residents and 100% of residents within 100 feet of the proposed device location shall support the installation.” It is estimated that it would take approximately six weeks to conduct the survey which includes preparation, distribution, two-week response period, and staff time to evaluate and summarize the surveys. Council could also approve a recommendation to waive this criteria and direct staff to install speed humps at this location.

**Additional Follow Up:** In addition to collecting volume and speed data for Briarwood Avenue, staff also completed the following:

- The Santa Clara Police Department deployed the City's Speed Radar Feedback Trailer to the area (after data collection was complete).
- Staff contacted the Santa Clara Unified School District regarding the resident's complaints about the high volume of school buses driving at excessive speeds.

**Community Meeting:** Staff planned a community meeting with residents from Briarwood Drive on March 26, 2020 to discuss the written petition and the preliminary results of the traffic engineering study. However, based on the COVID-19 considerations at the time, the meeting was cancelled. On June 3, 2020 staff held a virtual (i.e. Zoom) community meeting regarding the preliminary results of the traffic engineering study for Briarwood Drive. The meeting was advertised in coordination with Mr. Bevis and included use of Nextdoor and the distribution of paper notices to residents along Briarwood Drive. Staff provided a presentation that included the information discussed above, such as the data collection/results and lack of current NTCP compliance (70 percent and 100 percent compliance criteria). 25 residents attended and there was a question and answer period following the presentation. Staff committed to creating a project webpage (<https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic-engineering/briarwood-drive-traffic-calming>) on the City's website to provide a copy of the original petition, online website links to the February 11, 2020 City Council meeting, a copy of the June 3, 2020 presentation, question/answers, the 1999 NTCP guidelines, and the traffic data collected.

On June 24, 2020, Mr. Bevis submitted an updated petition with additional names and addresses (Attachment 7). Staff has counted the names and addresses on the January 7, 2020 original petition and added the additional names and addresses from the June 24, 2020 updated petition and per the attached map (Attachment 8), both petitions add up to 70.14 percent (47 of 67 properties signed the petition) of the residents on Briarwood Drive between Cabrillo Avenue and Warburton Avenue supporting traffic calming measures such as speed humps/bumps. Based on the NTCP, data collection, and the neighborhood request, staff is presenting alternatives for Council to consider for implementing Level 1, 2, or 3 traffic calming measures along Briarwood Drive between Cabrillo Avenue and Warburton Avenue.

## **ENVIRONMENTAL REVIEW**

The Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Section 15301(c) Existing Facilities, as the activity consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

## **FISCAL IMPACT**

The total cost of the project is undetermined at this time as a conceptual design has not been agreed to and finalized, which will depend on the selected alternative. Currently, there is available budget of \$490,276 within Capital Improvement Program Project No. 1211 Neighborhood Traffic Calming in the Streets and Highway Capital Fund included in the FY 2019/20 Adopted Capital Improvement Program Budget. Additionally, there will be a cost to maintain traffic calming features once installed. This cost is also undetermined at this time. If there will be any significant cost required to maintain the selected alternative, a budget amendment will be submitted at a later date.

## **COORDINATION**

This report has been coordinated with the Santa Clara Police Department, Santa Clara Fire Department, Finance Department and City Attorney's Office.

## **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email [clerk@santaclaraca.gov](mailto:clerk@santaclaraca.gov) <<mailto:clerk@santaclaraca.gov>>.

## **ALTERNATIVES**

1. Do not approve the installation of Level 2 or 3 traffic calming measures (including speed humps) as the 85<sup>th</sup> percentile speed does not exceed 33 mph as required by the NTCP and direct staff to proceed per the NTCP with the installation of Level 1 traffic calming measures.
2. Waive the requirements of the NTCP, allow the installation of Level 2 or 3 traffic calming measures (including speed humps) due to the 85<sup>th</sup> percentile speed being close to exceeding 33 mph, and direct staff to work with the community to obtain the necessary written petition approvals from the residents to comply with the NTCP.
3. Waive the requirements of the NTCP, allow the installation of speed humps along Briarwood due to the 85<sup>th</sup> percentile speed being close to exceeding 33 mph, direct staff to finalize speed hump locations, and waive both the 70% and 100% approval requirements for written petition approvals from the residents.
4. Any other action as directed by Council.

## **RECOMMENDATION**

Staff makes no recommendation: however, the City Council may select from any of the policy alternatives below:

1. Do not approve the installation of Level 2 or 3 traffic calming measures (including speed humps) as the 85<sup>th</sup> percentile speed does not exceed 33 mph as required by the NTCP and direct staff to proceed per the NTCP with the installation of Level 1 traffic calming measures.
2. Waive the requirements of the NTCP, allow the installation of Level 2 or 3 traffic calming measures (including speed humps) due to the 85<sup>th</sup> percentile speed being close to exceeding 33 mph, and direct staff to work with the community to obtain the necessary written petition approvals from the residents to comply with the NTCP.
3. Waive the requirements of the NTCP, allow the installation of speed humps along Briarwood due to the 85<sup>th</sup> percentile speed being close to exceeding 33 mph, direct staff to finalize speed hump locations, and waive both the 70% and 100% approval requirements for written petition approvals from the residents.
4. Any other action as directed by Council.

Reviewed by: Craig Mobeck, Director of Public Works

Approved by: Deanna J. Santana, City Manager

## **ATTACHMENTS**

1. Written Petition

2. Location Map
3. Neighborhood Traffic Calming Program Guidelines
4. Procedure for the Evaluation of Requests
5. Criteria for Installation of Level 2 and 3 Devices
6. Additional Criteria - Installation of Speed Humps
7. Updated Written Petition - Additional Names/Addresses
8. Written Petition Map