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7/12/2022	1	Council and Authorities Concurrent Meeting		

REPORT TO COUNCIL

SUBJECT

Action on Consideration of Installation of Centerline Pavement Striping on Bray Avenue

COUNCIL PILLAR

Enhance Community Engagement and Transparency and Deliver and Enhance High Quality Efficient Services and Infrastructure

BACKGROUND

On August 25, 2020, the Department of Public Works, Traffic Engineering Division, received a request from Council, on behalf of community residents, to perform a traffic calming study for Bray Avenue between Scott Boulevard and Los Padres Boulevard related to resident concerns about vehicles traveling at high rates of speed. Staff communicated that due to COVID-19 implications traffic might be a little lighter than usual, but based on the continued interest in the study staff moved forward with it.

Bray Avenue is an east-west 34-foot wide, two-way, two-lane local residential street with a posted speed limit of 25 mph. This section of Bray Avenue is stop controlled on both ends where it intersects Scott Boulevard and Los Padres Boulevard. The street also intersects five residential streets between Scott Boulevard and Los Padres Boulevard. (Attachment 1, Location Map).

The surrounding area consists of single-family residential to the north of Bray Avenue and commercial to the south. The adjacent properties along Bray Avenue are approximately 70 percent residential in nature. There is a slight S-curvature to the roadway on the west end towards Los Padres Boulevard and there are also various time restricted parking areas along Bray Avenue adjacent to commercial properties and some residential properties.

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) possible alternatives 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) and guidelines. The NTCP was established to address and resolve local neighborhood traffic concerns in a systematic manner. The NTCP guidelines 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.

It is important to note that based on the NTCP, Level 2 or Level 3 traffic calming measures require traffic volumes to be greater than 1,000 and less than 3,500 vehicles per day. Since the NTCP is a Council approved document, any deviation from it requires Council consideration.

Data Collection/Results: To complete the traffic calming study, staff collected speed and volume data along Bray Avenue from September 15, 2020 to September 22, 2020. A summary of the data results for the study area (Attachment 2) are shown in Table 1.

Table 1: Bray Avenue Data Collection Results (09/15/20 to 09/22/20)

Location	Direction of Travel	Average Daily Traffic Volume (# of Vehicles)	85 th Percentile Speed (MPH)
Bray Avenue (Los Padres Boulevard to Scott Boulevard)	Combined (Eastbound & Westbound)	621	28.6
	EB only	347	27.4
	WB only	274	30.1

Based on the results of the study and the data collected, Bray Avenue had a relatively low volume of traffic and did not exhibit issues with vehicle speeds. However, despite this, staff still looked at opportunities to improve the section of Bray Avenue with Level 1 Traffic Calming Measures. It should also be noted that per the Council-approved NTCP, Bray Avenue does not meet the requirements for

Level 2 or 3 traffic calming measures as the Average Daily Traffic Volume of 621 vehicles per day is not greater than 1,000 vehicles per day and the 85th percentile speed of 28.6 mph does not exceed 33 mph.

Related to the Level 1 traffic calming measures, staff looked at options pertaining to striping, roadway markings and signage. Staff studied the possible installation of centerline striping along the subject portion of Bray Avenue. Centerline stripes are used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and may be installed as two yellow stripes. The California Manual on Uniform Traffic Control Devices (CAMUTCD) provides regulations and criteria related to installation of centerline stripes. Staff did not recommend the Level 1 traffic calming measure of a centerline stripe on the entire length of Bray Avenue from Scott Boulevard to Los Padres Boulevard as the Average Daily Traffic Volume recorded on Bray Avenue of 621 vehicles per day is not greater than the CAMUTCD guidance of a minimum of 3,000 vehicles per day and the 85th Percentile speed of 28.6 mph on Bray Avenue was found to be within 5 mph of the speed limit. There was also some concern that installing a centerline stripe the entire length of Bray could lead to increased speeds.

However, staff did analyze the potential for a centerline stripe on a curved portion of Bray Avenue and recommended that a centerline stripe be installed in that area. The area is along the “S” curve section of Bray Avenue on the west end towards Los Padres Boulevard and the striping was added to help delineate the lanes due to the curvilinear nature of that portion of Bray Avenue. Staff also recommended speed limit pavement markings to remind drivers of the speed limit along Bray Avenue.

In December 2020, the City completed the installation of centerline striping on the “S” curve portion of Bray Avenue and also installed “25” speed markings on Bray Avenue to remind drivers of the speed limit (Attachment 3).

DISCUSSION

Since installation of the “S” curve centerline stripe, the Department continues to get requests to reconsider the installation of a centerline stripe along Bray Avenue from Scott Boulevard to Los Padres Boulevard. As summarized in the background section, this requested striping does not meet CAMUTCD guidelines or the NTCP. However, with Council authorization staff can complete the centerline stripe as a Level 1 traffic calming measure.

Possible Alternatives for City Council discussion and consideration: At the request of Council, staff is providing this report for the Council to discuss the possible installation of a centerline stripe along Bray Avenue from Scott Boulevard to Los Padres Boulevard. It is important to note that although the traffic calming study completed in fall 2020 did not warrant the installation of Level 1, 2, or 3 traffic calming measures, traffic patterns and volumes may have changed since late 2020 due to the lifting of past COVID-19 restrictions, although it may be unlikely that the numbers would have increased enough to change the outcome of the study. Staff has not received any requests to redo the study and recent data related to Bray Avenue has not been collected. Below are possible alternatives for Council to consider related to the situation on Bray Avenue.

- Direct staff to install centerline striping on Bray Avenue between Scott Boulevard and Los Padres Avenue. Staff estimates the work could be completed by September 2022.
- Direct staff to complete an updated traffic calming study for Bray Avenue between Scott Boulevard and Los Padres Avenue based on updated traffic data information. The study would be initiated when school is back in session and it is estimated it could be completed by fall

2022.

- Take no action.

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

If Council directs staff to install centerline striping on Bray Avenue from Scott Boulevard to Los Padres Boulevard or complete an updated traffic calming study for Bray Avenue, the cost would be covered under existing budgets.

COORDINATION

This report has been coordinated with the Police Department.

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>> or at the public information desk at any City of Santa Clara public library.

ALTERNATIVES

1. Direct staff to install centerline striping on Bray Avenue between Scott Boulevard and Los Padres Avenue.
2. Direct staff to complete an updated traffic calming study for Bray Avenue between Scott Boulevard and Los Padres Avenue based on updated traffic data information
3. Take no action.

RECOMMENDATION

Staff makes no recommendation.

Reviewed by: Craig Mobeck, Director of Public Works

Approved by: Rajeev Batra, City Manager

ATTACHMENTS

1. Bray Avenue Location Map
2. Bray Avenue Study Area
3. "S" Curve Centerline Striping Installation in December 2020