

## Briarwood Drive Traffic Calming - Question Report

Webinar ID: 915 0343 4246

Actual Start Time: 6/3/2020, 17:46:00

Actual Duration (minutes): 124

No. of Questions: 48

1. *Is the location of level 2 or level 3 device decided up front before a city council meeting?*

Per the City's Neighborhood Traffic Calming policy, prior to discussing the level of recommended traffic calming features with the City Council, staff will complete a traffic engineering study focused on traffic calming and will discuss the results with the community. City Council ultimately decides what level of traffic calming measures are installed.

2. *Can you please tell us the highest speeds recorded and how many vehicles were travelling at speeds above 35 mph?*

The data collected indicates that the highest speed recorded was for one vehicle at 80.9 mph between St. Lawrence and Warburton between 2:00 pm to 3:00 pm. From February 11, 2020 to February 13, 2020, 275 out of 3640 vehicles were traveling over 35 mph between St. Lawrence and Warburton and 299 out of 5610 between St. Lawrence and Cabrillo.

3. *Can you clarify the dates when the data was collected? I know the speed hoses were out on 3-Feb in front of our house.*

Equipment was deployed from February 3, 2020 to February 19, 2020; however, data from February 3, 2020 to February 10, 2020 was not reliable due to in-roadway equipment being dislodged. Therefore, traffic data was collected from February 11, 2020 to February 18, 2020.

4. *Do we know if the speed limit and volume are higher during morning school hours? Or is it mostly uniform during the day?*

Speeds vary throughout the day and volumes tend to increase during the morning and evening commutes.

5. *Was there an effort to get written support from the community? We are new Briarwood Dr. residents and would provide such support.*

No, written support was not completed as this request for traffic calming has not reached that stage within the City's prescribed process. Per the process, written support is required after the initial concern is received, data is collected, community meeting(s) is held, and a final improvement design is considered. It is our understanding that as a result of the June 3, 2020 virtual community meeting that one of the residents is looking to obtain written support.

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6. *Because of the 70% petition signature requirement, can we collect signatures a second time and resubmit the next Council meeting?*

Yes, as discussed at the June 3, 2020 virtual community meeting, it is possible for the neighborhood to submit additional information to the City Council. It is our understanding that as a result of the June 3, 2020 virtual community meeting that one of the residents is looking to obtain written support from the community.

7. *Could you explain what the 85th percentile means?*

The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road unaffected by slower traffic or poor weather.

8. *Were there speed sign boards added when data was collected?*

The Police Department's mobile radar speed sign trailer was not deployed during the traffic data collection period.

9. *Given the City criteria and the data you've gathered, what will you recommend to the Council be done to calm the traffic?*

City staff will present the findings of the Briarwood Drive traffic calming study to the City Council at an upcoming City Council meeting. A recommendation by City staff is underdetermined at this time as discussed at the June 3, 2020 virtual community meeting.

10. *Will you publish the entire data?*

Yes, traffic data collected between February 11, 2020 to February 18, 2020 for Briarwood Drive will be published.

11. *Is there a proposal for where to place the speed bumps so we can get the 100% support from the relevant residents?*

Yes, as discussed at the June 3, 2020 virtual community meeting, staff has created a draft plan if traffic calming measures (in the form of speed humps) are approved for Briarwood Drive between Cabrillo Avenue to Warburton Avenue. These draft plans were presented at the June 3, 2020 virtual community meeting and are included as the last two slides within the presentation. The presentation is included as a link on the City's webpage regarding Briarwood Drive Traffic Calming.

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12. *February 17th is a holiday (Presidents' Day), the holiday will potentially skew the results. Should we consider the possible seasonality here?*

While data was collected for February 17, 2020, the information collected for this date was not utilized to determine traffic volumes or the 85th percentile speed. The traffic engineering study utilized data for February 11th, 12th, and 13th only.

13. *You showed us the traffic volume on our street. What is an average volume on an average residential street? How does that compare with the volume on Briarwood Dr.?*

The traffic volume on a residential street varies depending on the characteristics of the street as well as the surrounding land use but is generally between 1,000 and 3,500 vehicles per day. As discussed at the June 3, 2020 virtual community meeting, daily vehicle volumes for Briarwood Drive between Cabrillo Avenue and Warburton Avenue is between 1,213 and 1,870.

14. *What's the error range of data?*

As provided by manufacturer of the data collection equipment used for this traffic engineering study, the accuracy of the speeds collected vary with the speed of the vehicle.

Vehicle Speed = +/- error

20 mph = +/- 0.01 mph

30 mph = +/- 0.02 mph

40 mph = +/- 0.03 mph

50 mph = +/- 0.04 mph

60 mph = +/- 0.06 mph

70 mph = +/- 0.09 mph

For example, if a vehicle is traveling 20 mph, the actual speed may be 19.99 or 20.01 mph.

15. *There were tubes also installed at Flora Vista north of Warburton and south of Warburton. Is that data germane to "Briarwood only"?*

The traffic data collection tubes at Warburton Avenue and Flora Vista Avenue were used for an unrelated traffic engineering study regarding a request for a new stop sign.

16. *Even though there is no volume of traffic now - people are speeding on our street,*

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Thank you for this information.

*17. What was the response from Santa Clara Unified School District regarding bus traffic on Briarwood Dr. when resident concerns were raised?*

The City has not received a formal written response but is working with the school district on the comments made by the community regarding school buses.

*18. It looks like there is a substantial amount of additional traffic on the area of Briarwood between Cabrillo and St. Lawrence. Would the city consider putting traffic calming measures only on that side of Briarwood?*

Yes, this can be considered within the given framework of the City's Neighborhood Traffic Calming guidelines (i.e. eligibility criteria, written support).

*19. As employment rates are sadly dropping and many employers are mandating work from home practices. Should we just pause this exercise until traffic rates pick up again? Instead of spending time and money.*

The City is open to the suggestion; however, neighborhood consensus is necessary.

*20. How about the accidents that happened on our street?*

The City reviews all reported crashes pertinent to the concern at hand. This information is used to help determine what improvement, if any, would be most appropriate.

*21. What is the typical timeline from the time the traffic calming measures are approved to when they would be installed? You mentioned budget approval...*

The timeline is dependent on what level of traffic calming measure, if any, is approved by the City Council. If approved, City staff will implement as soon as possible.

*22. What does it take for a street to be signed as part of a school zone?*

For a City street to be signed as part of a school zone, the City would need to complete an engineering evaluation as well as coordinate with the appropriate school district personnel.

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23. *Can cameras be installed to see the speeders between Cabrillo and St. Lawrence?*

Cameras for monitoring speed limits are not considered on City streets due to privacy concerns.

24. *32.6 is very close to 33 which is the policy limit - so 0.4 could be potentially attributed to sample or measurement error as well - could that help our case?*

Sample or measurement errors (whether a plus or minus) are not considered when determining whether the 85<sup>th</sup> percentile speed exceeds 33 mph. See Question 14 of this Q&A for additional information about this question.

25. *Do we have a say in the City Council's decision of what type of traffic calming measures would be put in place?*

While the City Council has the final say in what level of traffic calming is approved for a particular street in Santa Clara, residents are free to bring forward their concerns or recommendations to the City Council for consideration.

26. *Most of the accidents that happened on our street are due to speeding. I feel the study is focused on traffic volume and speed, should number of accidents be part of the study?*

Inclusion of crash data is not a part of the eligibility criteria established within the City's Neighborhood Traffic Calming Program.

27. *It's impossible to get a 40 ft. school bus up to 30+ MPH on Briarwood or Warburton. Because a bus makes a lot of noise as the engine rpms go up, does not mean they are speeding and encourage SCPD or Highway Patrol to do a speed trap anytime.*

Thank you for this information.

28. *Two weeks after our last meeting a car lost control and crashed into a tree and the driver was taken away by an ambulance. This shows how fast some of these cars are driving. Average speed may not be the right measure.*

The City utilizes the 85th percentile speed on the roadway within traffic engineering studies as opposed to the average speed.

29. *Is 33-mph the avg speed or median speed?*

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33-mph is neither the average nor the median. The 33-mph reference is regarding the 85<sup>th</sup> percentile speed. Please see Question 7 of this Q&A for additional information.

*30. Is the reckless driving taken into consideration for the calming criteria?*

The City's Neighborhood Traffic Calming policy does not include provisions to account for reckless driving.

*31. There are also other bus companies such as STN and Safetrans that do drive buses in this area. It should be mention that it is possible that it is not Santa Clara Unified buses that may be creating issues.*

Thank you for this information.

*32. Is community buy-in collected per traffic calming measure or by level of measures?*

Both, depending on what the measure is.

*33. Does the city have strategies to combat sideshows? Do incidents we have witnessed factor into traffic calming data that was presented for calming criteria?*

At the April 28, 2020 City Council meeting, the City Council adopted an ordinance that's aimed at reducing illegal street racing and sideshow activity in Santa Clara. More information is available on the City's website.

*34. In this case, the average can be significantly influenced by the few values, making it not very representative of the majority of the values in the data set. Under these circumstances, median might give a better representation of central tendency than average.*

The 85th percentile speed, which is neither the average nor the median, is the threshold for traffic calming measures to be considered per the City's Neighborhood Traffic Calming policy.

*35. Thank you, Michael (and Maria and Chase and Cam). Very informative!*

Thank you.

*36. Will you post all the specific speed data (highest) on the website?*

This information will be included in the traffic data published.

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*37. Can we also see what percentage of people going over 25 mph?*

This information will be included in the traffic data published.

*38. Can you include the proposed speed hump locations on the website?*

This is included as the last two slides of the presentation (posted on the City's website) for the June 3, 2020 virtual community meeting.

*39. That is a very small sample of time frame for your speed data collection.*

The City, following industry standards, collects one week of vehicular speed and volume data and utilizes the Tuesday through Thursday information as the dates for inclusion within the analysis.

*40. Did the Police Dept. speed monitor record any speed data?*

Public Works is coordinating with the Police Department on this request for information.

*41. Request you to please get the median on the data set as well, it will be very helpful to us. We really appreciate all your help!*

The traffic data collection software does not calculate the median speed; however, the data collected is available as discussed in Question 10 of this Q&A.

*42. You mentioned there was device defect, did it lead to less data for analysis?*

No, this did not lead to less data. The traffic data equipment used was not defective, rather the pneumatic tubes were dislodged from the roadway which required City staff to restart the study. The City then gathered seven consecutive days of data which is in line with City and industry standards and utilized the Tuesday through Thursday information for purposes of the traffic engineering study conclusions. Please see Question 3 for additional information.

*43. I don't think Tue through Thurs is enough, the weekends should be included in your data*

Thank you for this comment. Currently industry standards are to analyze traffic data for the typical weekday which is Tuesday through Thursday.

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*44. Thank you for your time and efforts tonight. Please know that we need your support to solve this critical issue.*

Thank you for this comment.

*45. We had the testing devices (the tubes) right by our home, would things like us slowing down and pulling into our driveway skew the data?*

If a vehicle is traveling below 10 mph, the traffic data collection software will only tally that vehicle towards the roadway's volume. The software will record the speed, but it will not use that speed for analysis.

*46. Can you also publish the data for weekend?*

Yes, this information will be included in the traffic data published.

*47. St Lawrence church is at the corner and there is a lot traffic going there no the weekend, I would be interested to see how fast and how many cars on briarwood before mass*

Traffic data has been published and this may provide you with the answer to your question on volume of traffic; however, the data will not provide information about a specific destination.

*48. I know that you collected speed data from 11 to 13. Can we have another study from 12 to 14 to see the difference? I notice that people drive fast on Friday which is on the 14th.*

Industry standards are to analyze traffic data between Tuesday and Thursday (3 days) which bests represents most of the week. Traffic conditions on Monday, Friday, Saturday, and Sunday are each uniquely different and do not represent most of the week's traffic conditions, therefore not typically considered in analysis.