



# Los Olivos Drive Traffic Calming (Homestead to Forbes)

Community Meeting #1

October 10, 2024

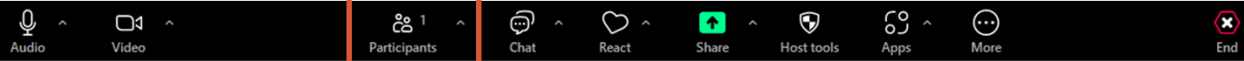


## Welcome

- Thank you for joining us!
- This meeting is being recorded
- Can't stay the whole time? Connect with us via:
  - Email: [engineering@santacalaraca.gov](mailto:engineering@santacalaraca.gov)

# How to Use Zoom

When participating, **rename yourself** on the “participants tab.”  
*(First name with last initial is okay)*

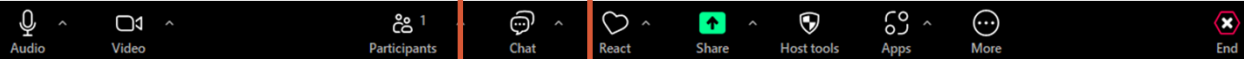


**Participants** window allows  
you to change your name

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# How to Use Zoom



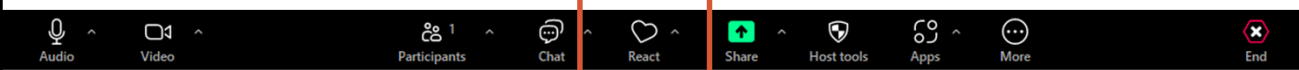
**Question and Answer** Open panel to ask question. Hosts will answer verbally or in the panel at the end of the presentation.

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# How to Use Zoom

**Raise your hand** if you would like to speak during the Q&A session.  
This will appear only during the Q&A session.



**Raise Hand** in the webinar if you want to  
make a comment or ask a question.



## Los Olivos Drive Traffic Calming (Homestead to Forbes)

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## Agenda

- Introductions
- Neighborhood Traffic Calming Program (NTCP)
- Background & Existing Conditions
- Data Collection & Analysis
- Program Compliance
- Next Steps
- Open Discussion and Questions

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## Introductions

- City of Santa Clara – Department of Public Works, Traffic Division
  - Steve Chan, Transportation Manager
  - Ajmal Puyehgar, Senior Engineer
  - Chase Levasseur, Associate Engineer

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## **Neighborhood Traffic Calming Program**

- City Council approved in 1999
- Address local neighborhood traffic concerns
- Establish guidelines and procedures
- Community involvement and buy-in
- Three (3) levels of Traffic Calming measures

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## **Neighborhood Traffic Calming Program**

- Level 1: Education, enforcement, signing, striping, parking controls, SCPD speed radar trailer
- Level 2: Street alterations (chokers, chicanes, gateways, rumble strips, etc.)
- Level 3: Street alterations that may affect overall access and requires emergency response coordination (speed humps, traffic circles, diverters, etc.)

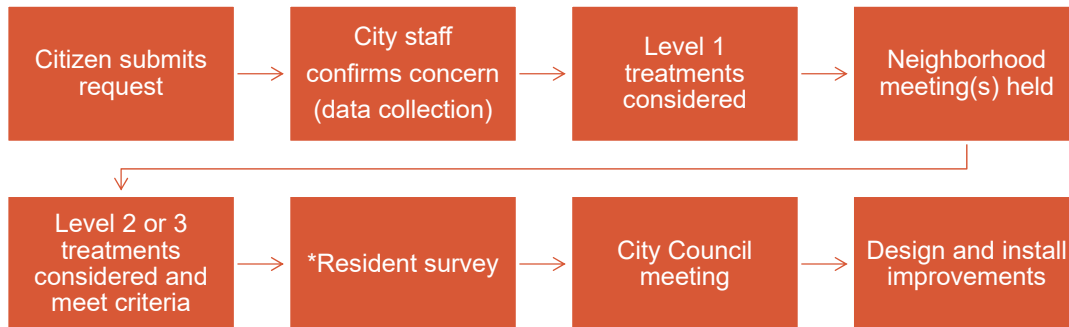
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## Neighborhood Traffic Calming Program

### NTCP Procedure



\* Survey must gain approval from 70 percent of owners with properties fronting subject roadway. There must also be 100 percent concurrence from residents within 100 feet of the proposed Level 2 or Level 3 device.

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## Neighborhood Traffic Calming Program

### Criteria for Level 2 and 3 treatments

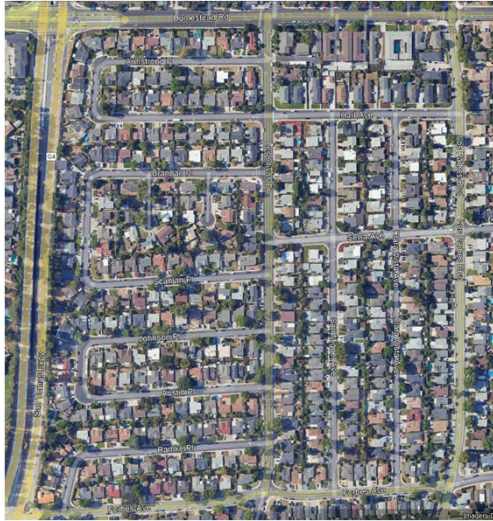
- Two lane local residential street (at least 75% residential)
- Posted speed limit is 25 mph
- Daily traffic volume between 1,000 and 3,500 vehicles
- 85 percent of vehicles measured during data gathering traveling greater than 33 mph
- Not a primary emergency response or transit route
- Will not divert vehicles onto adjacent residential streets

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## Background & Existing Conditions

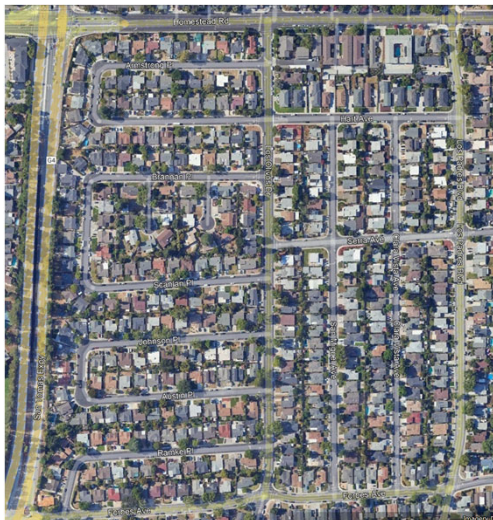


- Prior to 2000, treatments installed:
  - 25 MPH signs
  - Center line
  - “25” pavement messages
  - Edge lines
- 2014
  - City received petition from four (4) residents for traffic calming and intersection study at Los Olivos & Serra
  - Traffic completed study and Los Olivos qualified for NTCP
    - “25 MPH Drive with Care” floppy signs installed

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## Background & Existing Conditions



- 2019
  - City received request for traffic calming
  - Traffic completed study and Los Olivos did not qualify for NTCP
- 2024
  - City received petition for installation of Level 2 or 3 treatments
  - Traffic collected speed and volume data (next slides)

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## Data Collection & Analysis

Location	Direction of Travel	Daily Volume (No. of Vehicles)	85 <sup>th</sup> Percentile Speed (MPH)
Los Olivos Drive (corridor)	Combined (NB & SB)	1,360	33.0
	NB only	546	33.5
	SB only	814	32.7
Los Olivos Drive & Serra Drive (intersection)	NB	448	
	SB	753	
	WB	197	

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## Program Compliance

- Los Olivos Drive meets criteria for Neighborhood Traffic Calming Program
  - Identified by SCFD as an emergency response route (not eligible for Level 3 measures)
- **Los Olivos Drive qualifies for Level 1 and Level 2 treatments**

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### Speed Radar Trailer

Level 1

**Description:** The trailer is primarily used as an educational tool. A speed radar trailer reminds motorists of the prevailing speed limit. They are also capable of measuring vehicle speeds and graphically displaying the speeds of passing vehicles. They are intended to alert motorists to the fact that they may be exceeding the speed limit.

**Positive Aspects:**

- Vehicle speeds may be reduced at radar trailer location.
- An effective educational tool.
- Can be deployed quickly to trouble spot.
- Information reflected in the displayed speeds can demonstrate to residents that speeds may not be as high as perceived.

**Negative Aspects:**

- Not an enforcement tool.
- May require temporary parking lane closure – temporarily reduces number of parking spaces



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### Turn Restriction Signs

Level 1

**Description:** Signs prohibiting certain turning movements to help mitigate cut-through traffic on neighborhood streets. Convenient and logical route alternatives to the prohibited movement must be provided to ensure the effectiveness of the signs: City Council can establish turn prohibitions during certain times of the day, preferably during commute work hours when excessive cut-through traffic are likely to occur in neighborhood streets. This arrangement allows residents full accessibility during the other periods of the day.

**Positive Aspects:**

- Reduces vehicle volume.
- Can divert traffic to adjacent arterial streets.
- No loss of on-street parking.
- Can reduce noise pollution.
- No increase in street maintenance.
- Low cost to implement.

**Negative Aspects:**

- Success depends on motorist acceptance and on level of enforcement.
- Without considering overall traffic circulation in area, this measure may divert traffic to adjacent neighborhood streets.
- Limits neighborhood traffic movement.



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### Chicanes

Level 2

**Description:** Chicanes are artificial blockages on opposite sides of the street to create an S-curve on a naturally straight street. Chicanes require vehicles to meander through the roadway alignment.

**Positive Aspects:**

- May slow down vehicles.
- Can be very effective in changing the initial impression of the street.
- Creates space for landscaping.

**Negative Aspects:**

- Impedes emergency vehicle, truck and services such as garbage trucks.
- Bicyclists may feel "squeezed in" due to narrower roadway.
- May require modification or reconstruction of drainage features and other utilities.
- May become obstacles for motorists to drive into.
- May require part or all of on-street parking removal.
- High installation cost.
- Increased maintenance.



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### Chokers

Level 2

**Description:** Chokers physically narrow a street either at the intersection, at mid-block or a segment of a street by using curb extensions.

**Positive Aspects:**

- May reduce speeds by giving motorists the sense of limited space.
- Improves motorist-pedestrian visibility of each other.
- Intersection crossing distance for pedestrians is reduced.
- Allows signs to be located favorably within motorists line of sight.
- Creates space for landscaping.

**Negative Aspects:**

- Impedes emergency vehicle, truck and other service vehicle access.
- Bicyclists may feel "squeezed in" due to narrower roadway.
- May require modification or reconstruction of drainage features and other utilities.
- May become obstacles for motorists to crash into.
- May require part or all of on-street parking removal.
- High installation cost.
- Increased maintenance.



\*material would be plastic delineators and not concrete

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### Gateways Level 2

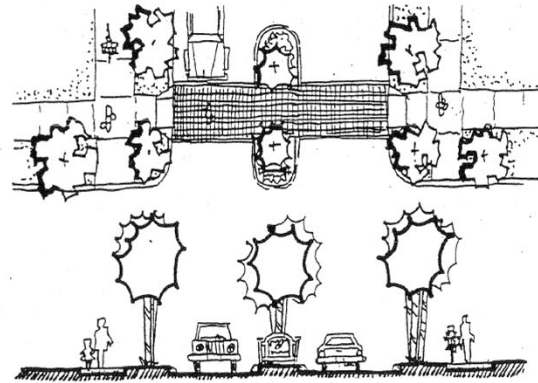
**Description:** A gateway is a special entrance that reduces width of travel way, often implementing the use of islands. Gateways are not gates. The exact physical design of the gateway treatment will depend on existing conditions.

**Positive Aspects:**

- May eliminate cut-through traffic.
- Reduces speeds in the immediate vicinity.
- Reduces pedestrian crossing distance.
- Allows signs to be located favorably within motorists line of sight.
- May create space for landscaping.
- May create neighborhood identity.

**Negative Aspects:**

- Impedes emergency vehicle, truck and other service vehicle access.
- May divert traffic to adjacent neighborhood streets.
- May become obstacles for motorists to drive into.
- Low speed of turning vehicles may restrict traffic flow on arterial roadway.
- May require part or all of on-street parking removal.
- High installation cost.
- Increased maintenance.



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### Rumble Strips Level 2

**Description:** Rumble strips consist of raised markers (dots, bars or grooves) installed within the travel lanes at regular intervals to create noise and vibrations in a vehicle crossing them. Rumble strips are generally not used in residential areas due to the excessive level of noise they produce.

**Positive Aspects:**

- Reduces vehicle speeds in first time or minimal users of the street.
- The “rumble” heightens safety by alerting drivers to unexpected conditions or notifying drivers to intended action.
- Relatively inexpensive to install, remove or modify.
- No loss of on-street parking.

**Negative Aspects:**

- Produces high level of noise
- Requires high maintenance.
- May not slow down repeat users of the street.
- May be objectionable to bicyclists.



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## Next Steps

- Level 1 treatment options can be implemented at the staff level.
  - Deploy radar speed trailer again and consider permanent installation.
- Discuss and select Level 2 treatment options for consideration.
- Mail survey to properties along Los Olivos Dr for a vote.
  - Selected level 2 measure must gain approval from 70 percent of owners with properties fronting subject roadway. There must also be 100 percent concurrence from residents within 100 feet of the proposed Level 2 device.
  - SCFD approval required.
- Schedule item on City Council agenda for approval consideration of Level 2 treatments as required by the NTCP.

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**OPEN DISCUSSION  
AND  
QUESTIONS**

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