Jewel Box Neighborhood Traffic Calming Workshop

Jade Street Community Center

June 27, 2018
Introductions

- City Council members
- Police Chief Terry McManus
- Sergeant Andy Dally
- Steve Jesberg
- Kailash Mozumder

- Bill Wiseman
- Frederik Venter
- Derek Wu
Why Are We Here?

“Now we as the community of the Jewel Box need to come together to add value in creating a traffic calming solutions that best fits all residents..., not by street, not by length of time as homeowners, not even as neighbors.”

-- A Diamond Street Resident
Workshop Agenda

1. What Do We Have?
2. What Have We Said?
3. What Might We Do?
4. Group Discussion
5. Next Steps
What Do We Have?
Looking west towards 41st Avenue on Capitola Road / 45th Avenue
Looking east towards Capitola Village on Capitola Road / 49th Avenue
What Do We Have?

LEGEND
- All-Way Stop Control
- Side Street Stop Control
- Signal Control
- One-way
All-Way Stop Control

Jade Street / 45th Avenue
One-Way Streets

45th Avenue / Crystal Street
What Do We Have?

LEGEND
- ▲ Speed Hump
- ▷ Curb Bulb-outs
- ○ Neighborhood Signs

Jewel Box Neighborhood Traffic Calming Workshop
Speed Humps

49th Avenue
Curb Bulb-out

48th Avenue / Capitola Road
Neighborhood Signs

45th / 47th / 49th Avenue
Thank you for taking time to complete this survey for the Capitola Jewel Box Traffic Survey.

Topaz Street, which runs from 45th Avenue to 49th Avenue experiences a high volume of cut-through, or commute, traffic on a daily basis. Recent traffic counts conducted by the City determined that there are 1,300 cars traveling daily on Topaz Street as opposed to 150 cars on Opal Street, Jewel Street, and other streets in the neighborhood. In looking for ways to curtail the use of these residential roads from cut-through traffic and make the streets safer, many options have been proposed.
Questionnaire Results

Do you believe there is a problem with cut-through traffic in the Jewel Box neighborhood?

- Yes: 70.00%
- No: 30.00%
Questionnaire Results

Reducing the cut-through traffic on residential streets such as Topaz Street or Garnet Street, will most likely result in increased traffic congestion on adjacent roads throughout the greater Jewel Box area. Would this be acceptable to you?
How supportive are you of less significant changes such as increased signage ("local traffic only", "drive like your kids live here", etc.), speed tables/humps, and radar or noise feedback sign before modifying circulation patterns?
Summary of Questionnaire

• Most residents identify speeding and cut-through traffic concerns in the Jewel Box neighborhood.

• Residents have mixed opinions how these traffic concerns should be resolved.

• Residents are generally supportive of “less intrusive” alternatives to control speeding and cut-through traffic.
What Might We Do?

Traffic Calming

- Education
- Enforcement
- Engineering
What Might We Do?

**Education**

- Programs, flyers, workshops to change driver behavior
- Raise awareness and share neighborhood values
- Effectiveness limited from resources and participation
- Cost varies
Education
What Might We Do?

Enforcement

• Flexible implementation
• Temporary/intermittent
• Resource constrained
• Don’t necessarily change traffic volumes
• Cost varies
Enforcement
What Might We Do?

**Neighborhood Signing**

- Increases driver awareness
- Turn restrictions can reduce cut-through traffic
- Signage is informational
- Sign clutter can cause drivers to ignore signs
- Costs ~ $500
Neighborhood Signing

- Reduce Speed
- Speed Limit 25
- No Left Turn 4P.M. to 6P.M.
- Neighborhood Slow Zone
- Slow Down Drive Safe
- Traffic Calming
- Traffic-Calmed Neighbourhood
What Might We Do?

**Speed Table**

- Speed control ~ 25 mph
- Average 20% traffic volume diversion
- Increases pedestrian visibility
- Costs ~ $12K

* Long raised speed humps with flat middle section for raised crosswalk
What Might We Do?

**Corner Extension / Bulb-out**

- Slows turning vehicles
- Loss of parking
- Improve pedestrian visibility and shortens crossing distance
- Costs ~ $25K
Corner Extension/ Bulb-out

48th Avenue, north of Capitola Road
What Might We Do?

Half or Full Street Closure

- Stops cut-through traffic and improves crossing safety
- Diverts traffic to other streets
- Increases emergency vehicle response times
- Costs:
  - Half = ~ $50K
  - Full = ~ $100K
Full Street Closure

40th Avenue / Deanes Lane
Full Street Closure
Half Street Closure

Laurent Street near Mission Street (Santa Cruz)
Improvements Summary

Short-term
- Education
- Enforcement
- Signage $500
- Speed tables $12K
- Bulb-outs $25K

Mid-term
- Turn restrictions $10K
- One-way streets $10K
  - May require additional studies

Long-term
- Street closures $75K
- Traffic signal $300K
  - May require full traffic modeling analysis

5 to 10 Years
Next Steps

1. Workshop input
2. Prepare traffic control plan (TCP) with options
3. Distribute for community review/comment
4. Refine TCP options
5. City Council presentation
6. Identify preferred TCP
7. City Council adoption
Thanks for Participating. Stay Involved!