

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

Kimley»»Horn

- 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



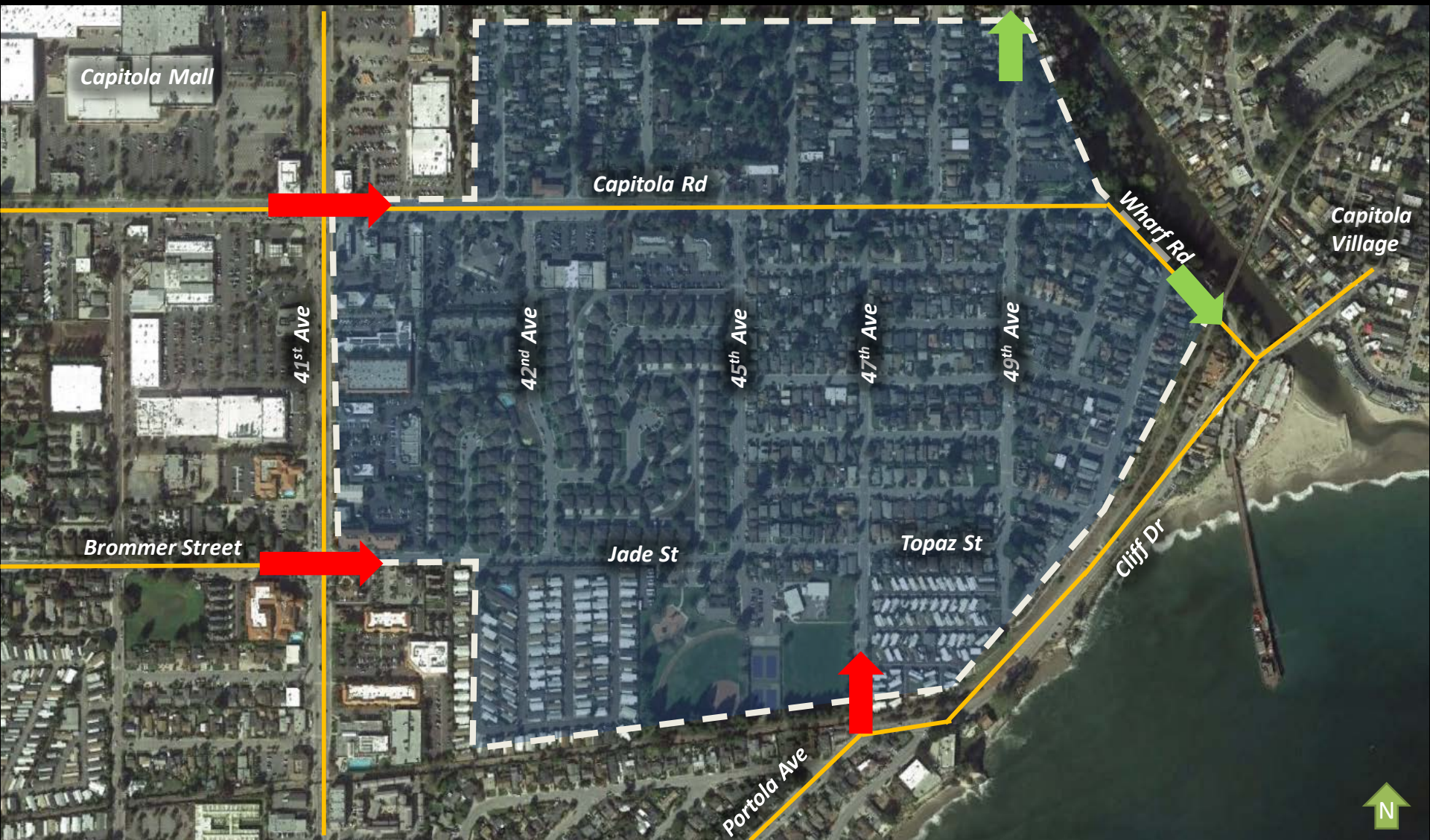
Workshop Agenda

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?



All-Way Stop Control



Jade Street / 45th Avenue



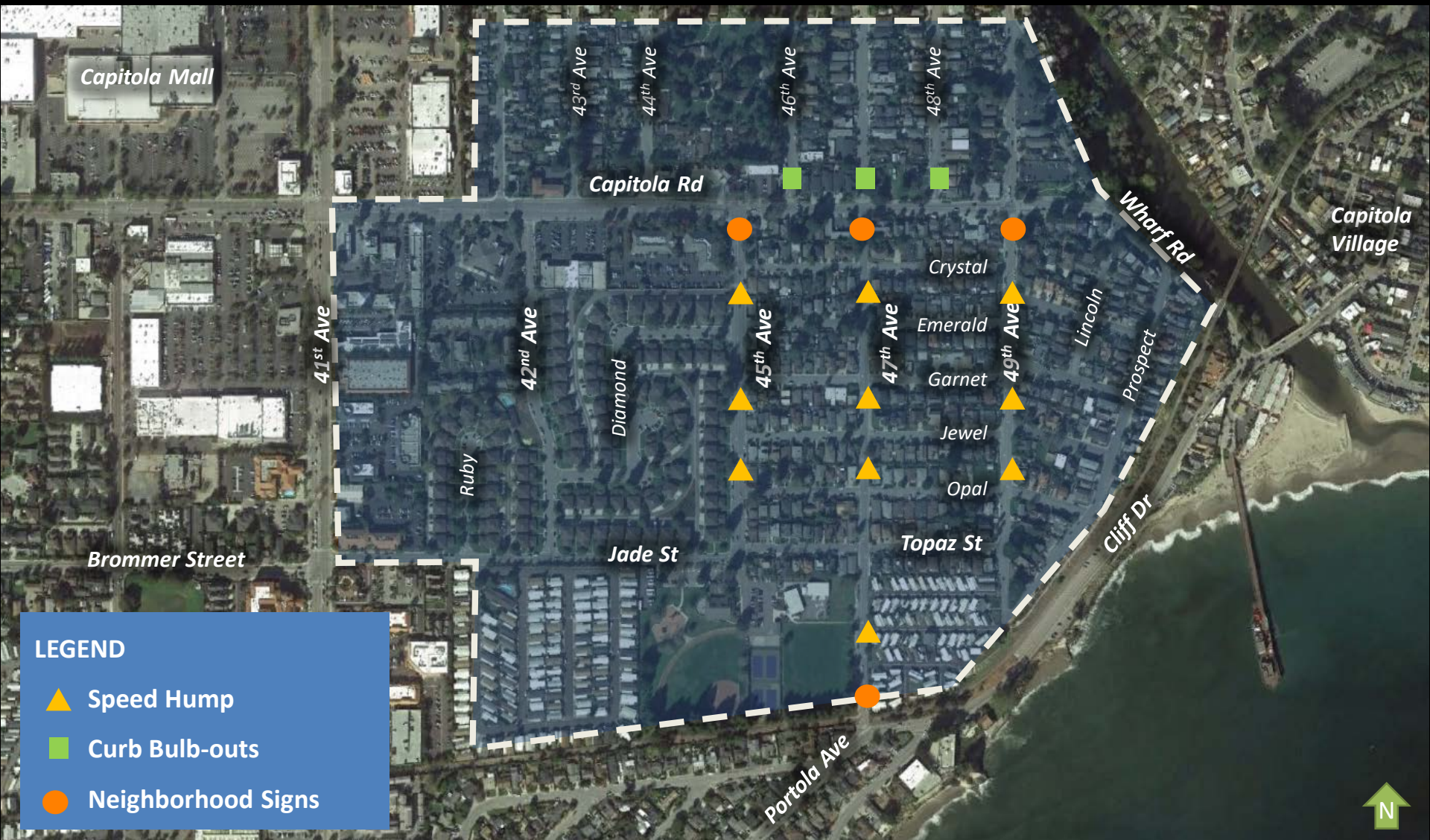
➔ One-Way Streets



45th Avenue / Crystal Street



What Do We Have?





Speed Humps



49th Avenue



Curb Bulb-out



48th Avenue / Capitola Road



Neighborhood Signs



45th / 47th / 49th Avenue



What Have We Said?



City of Capitola Jewel Box Traffic Community Survey - Printed Version

General Questions

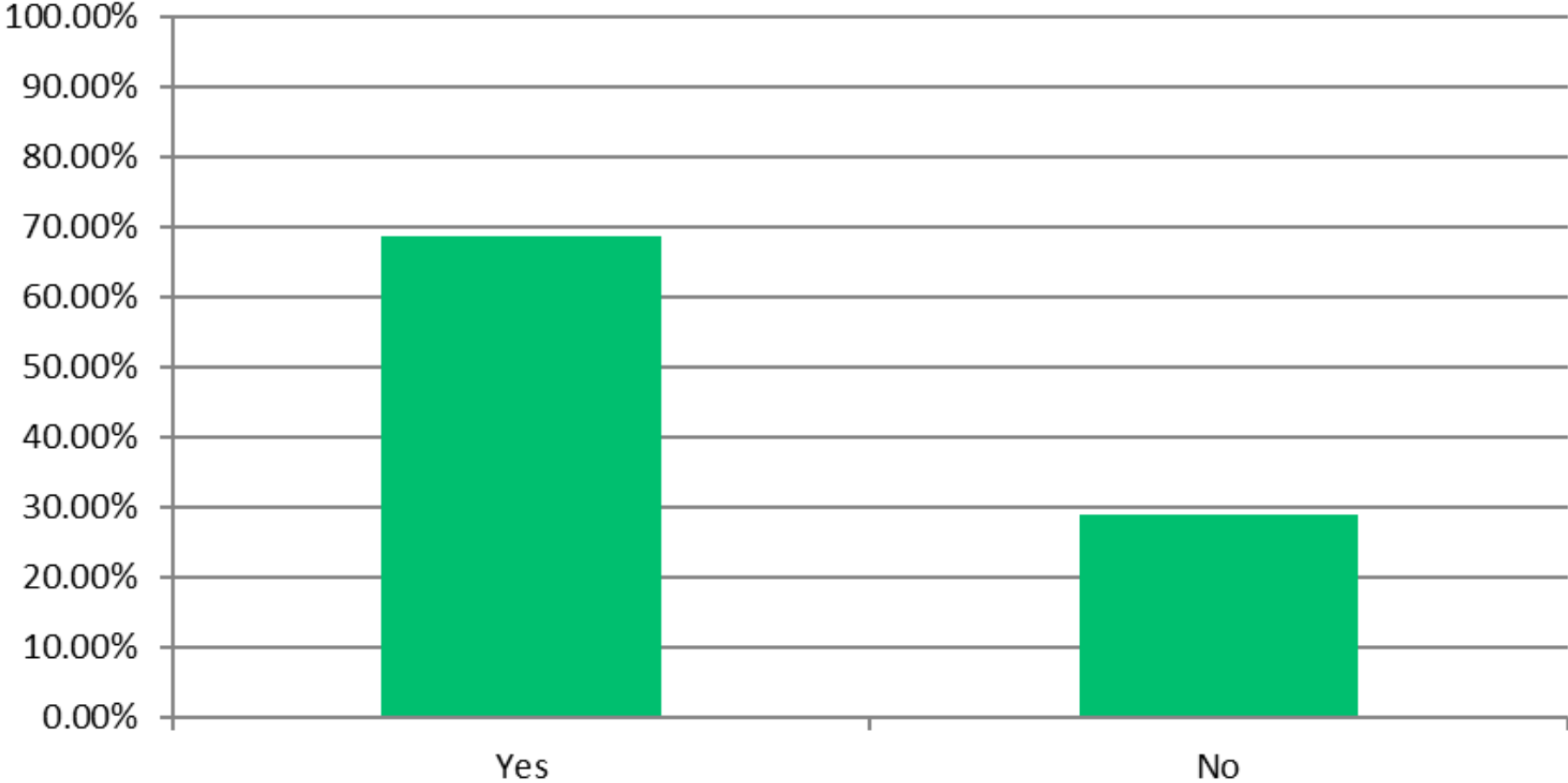
Thank you for taking time to complete this survey for the Capitola Jewel Box Traffic Survey.

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.



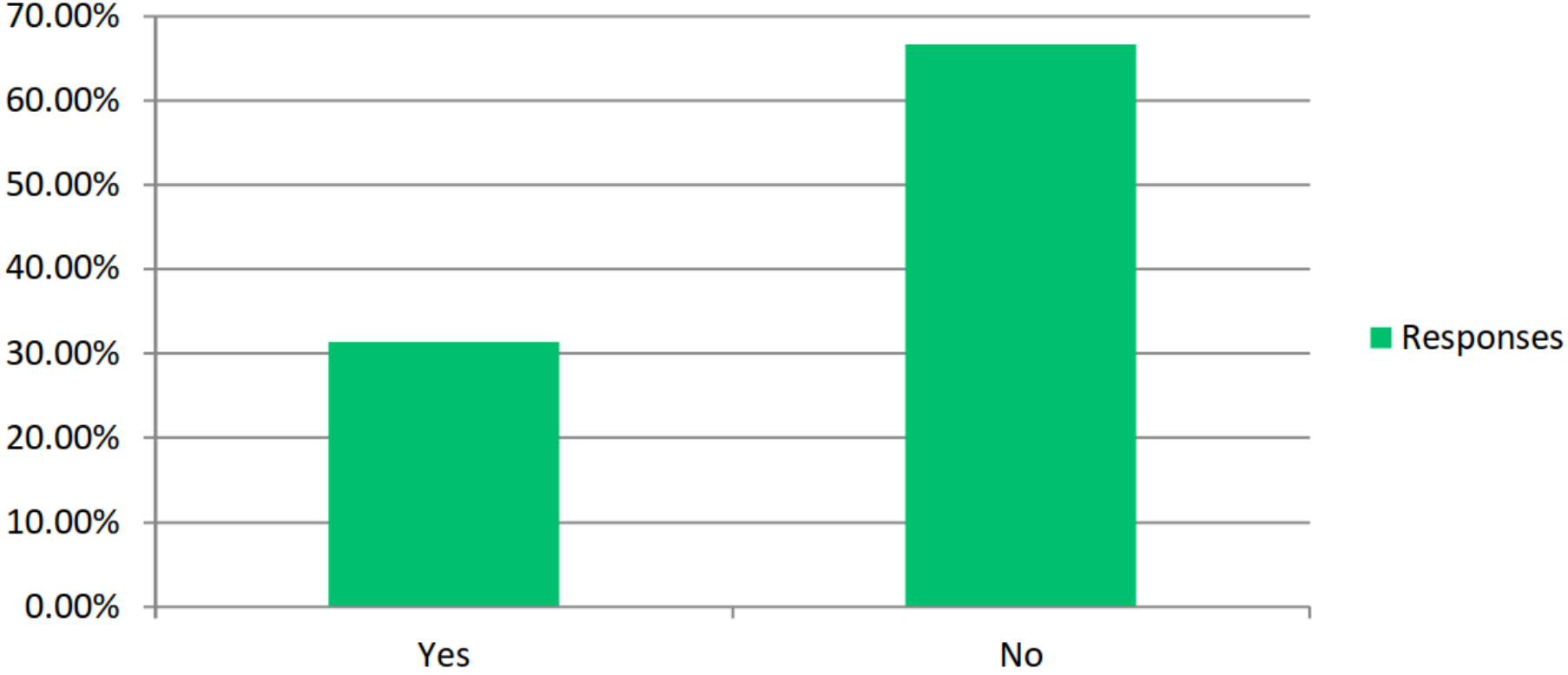
Questionnaire Results

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



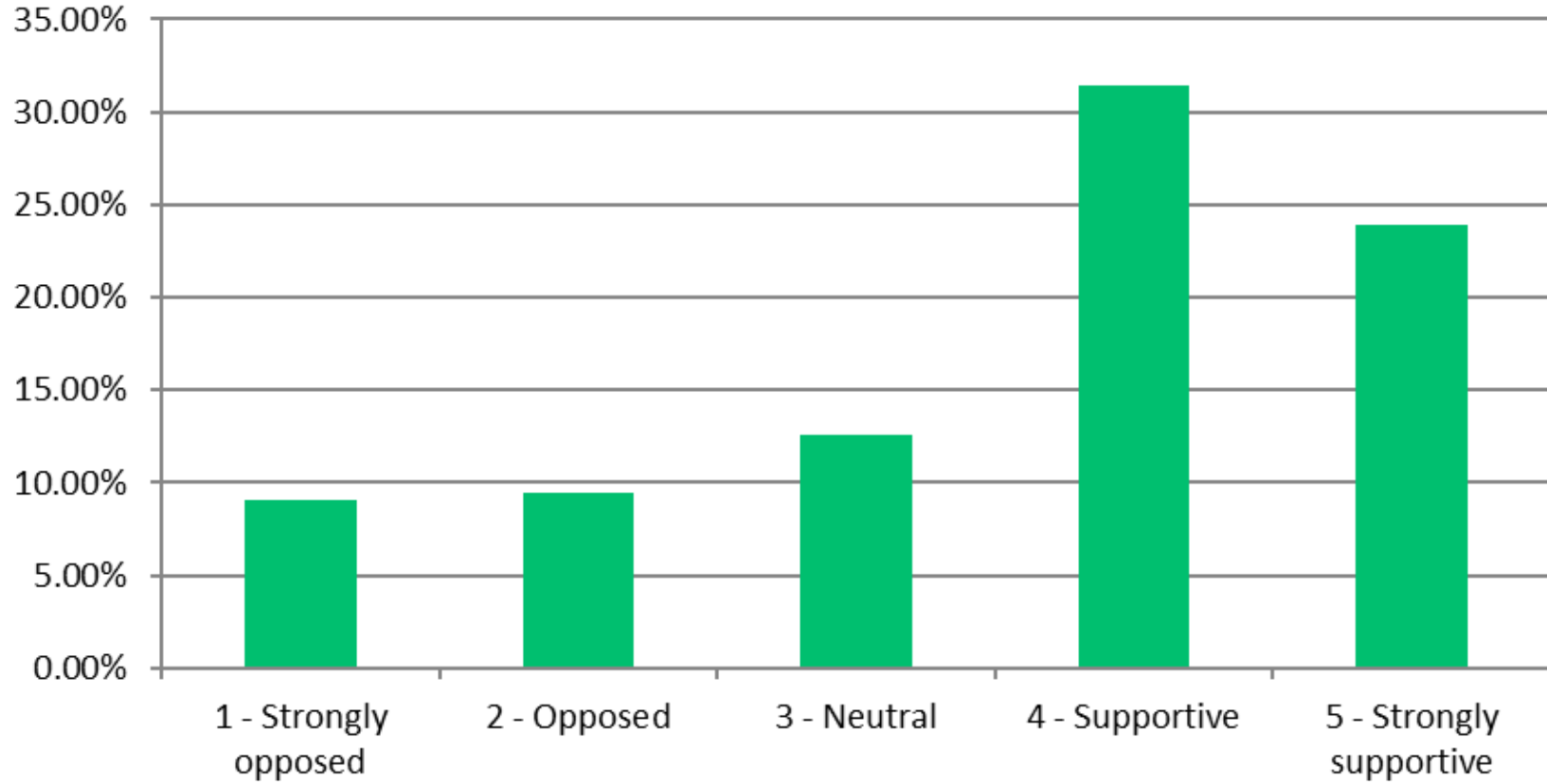
Questionnaire Results

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?



Questionnaire Results

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?



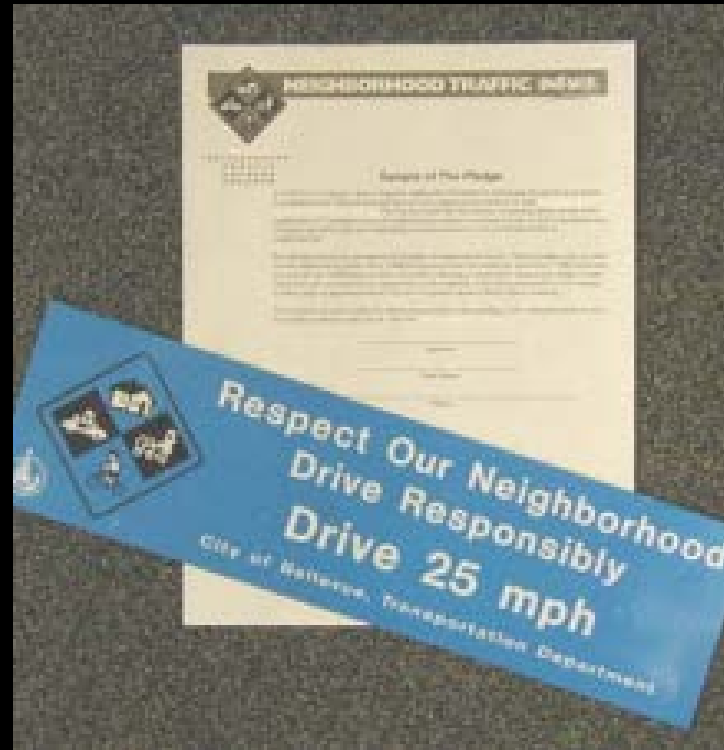
What Might We Do?

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



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



Speed Table



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

Jewel Box Neighborhood Traffic Calming Workshop

Kimley»Horn





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

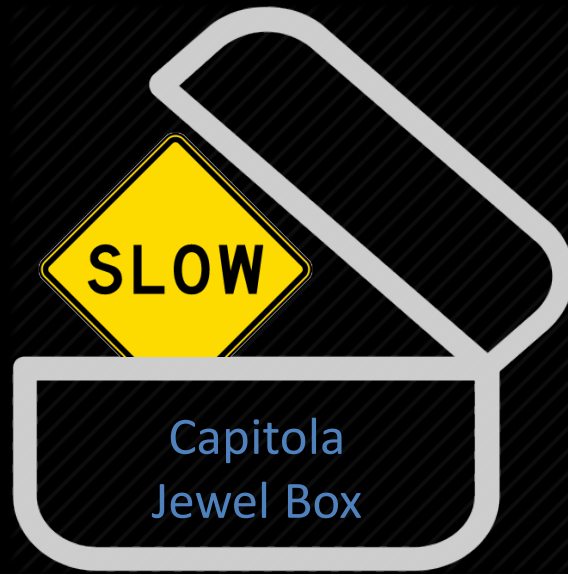
5 to 10 Years



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!



