



# Memorandum Engineering Division

September 20, 2017

**To:** Planning Commission  
**From:** Tom Frank, Transportation Engineering Manager *TF*  
**Subject:** Calle Saluda Striping  
**Copies:** William E. Cameron, Public Works Director / City Engineer  
Thomas Bonigut, Public Works Director / City Engineer

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## ISSUE:

A request to consider forwarding a recommendation to the City Council on restriping plans for Calle Saluda

## BACKGROUND:

Calle Saluda is scheduled to be slurry sealed and restriped by December of 2017. Consistent with the City's General Plan goal to implement complete streets concepts where feasible, staff investigated options for reconfiguring the lane alignments to best balance the street for all users.

The configuration of streets impacts the surrounding community. As such, wide roads promote higher vehicular speeds<sup>1</sup>, and higher speeds may negatively influence the safety and quality of life for the adjacent neighborhood.

Calle Saluda is a collector street with the alignment shown in Attachment A. Calle Saluda has an average daily traffic (ADT) volume of approximately 5,000 vehicles per day and has one lane in each direction with left turn lanes at most intersections. The street has a width ranging from 36 feet to 40 feet, and has no on street parking. Additionally, Calle Saluda is identified as a candidate Class 2 bike lane facility in the San Clemente Bicycle and Pedestrian Master Plan, and is a route to Vista Del Mar Elementary and Middle Schools.

The proposed striping design includes narrowing travel lanes to 10.5', maintaining left turn lanes at intersections, installing 8' bicycle lanes where feasible, and installing bike lane buffers where feasible.

Studies have shown that traffic speed is dependent upon how comfortable the driver feels, and therefore, reducing the travel lane widths would increase the side friction and may lower traffic speeds.<sup>2</sup>

The benefits of implementing the bike lanes include:

**Benefits**

1. Increased potential to help manage collector street traffic speeds due to increased perceived “friction” resulting from the elimination of the striped center median and narrower vehicle travel widths.
2. Improved environment and more room for bicyclists.
3. Improved sight distance at intersections.
4. Maintains existing turn lanes.

This meeting was noticed to over 300 residents within a 300 feet radius of the project area. To date, Engineering has not received any negative comments regarding the proposed changes.

**RECOMMENDATION:**

STAFF RECOMMENDS THAT the Planning Commission forward to the City Council a recommendation to approve restriping Calle Saluda shown in the Attachments and with minor revisions as needed to conform with California Manual of Uniform Traffic Control Devices.

**Attachments:**

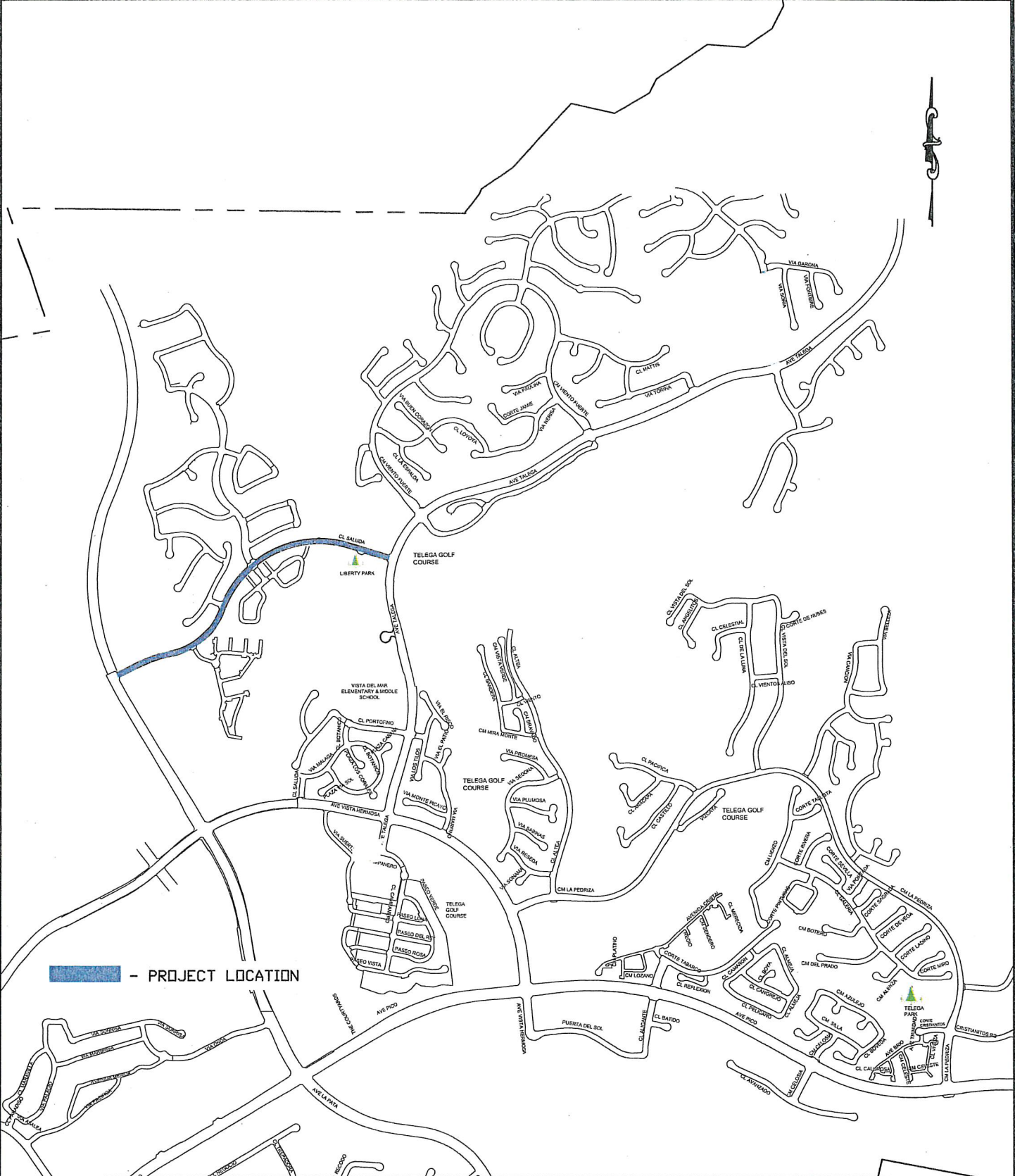
1. Location Map
2. Proposed Striping Plan including bike lanes

**Footnotes:**

1. Fitzpatrick, Kay et al, “Design Factors That Affect Driver Speed on Suburban Arterials,” Research Report 1769-3, Texas Transportation Institute, June 2000.
2. Relationship Between Lane Width and Speed, Review of Relevant Literature, by the Parsons Transportation Group, September 2003,  
[https://nacto.org/docs/usdg/review\\_lane\\_width\\_and\\_speed\\_parsons.pdf](https://nacto.org/docs/usdg/review_lane_width_and_speed_parsons.pdf)

7.11.2017

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 - PROJECT LOCATION

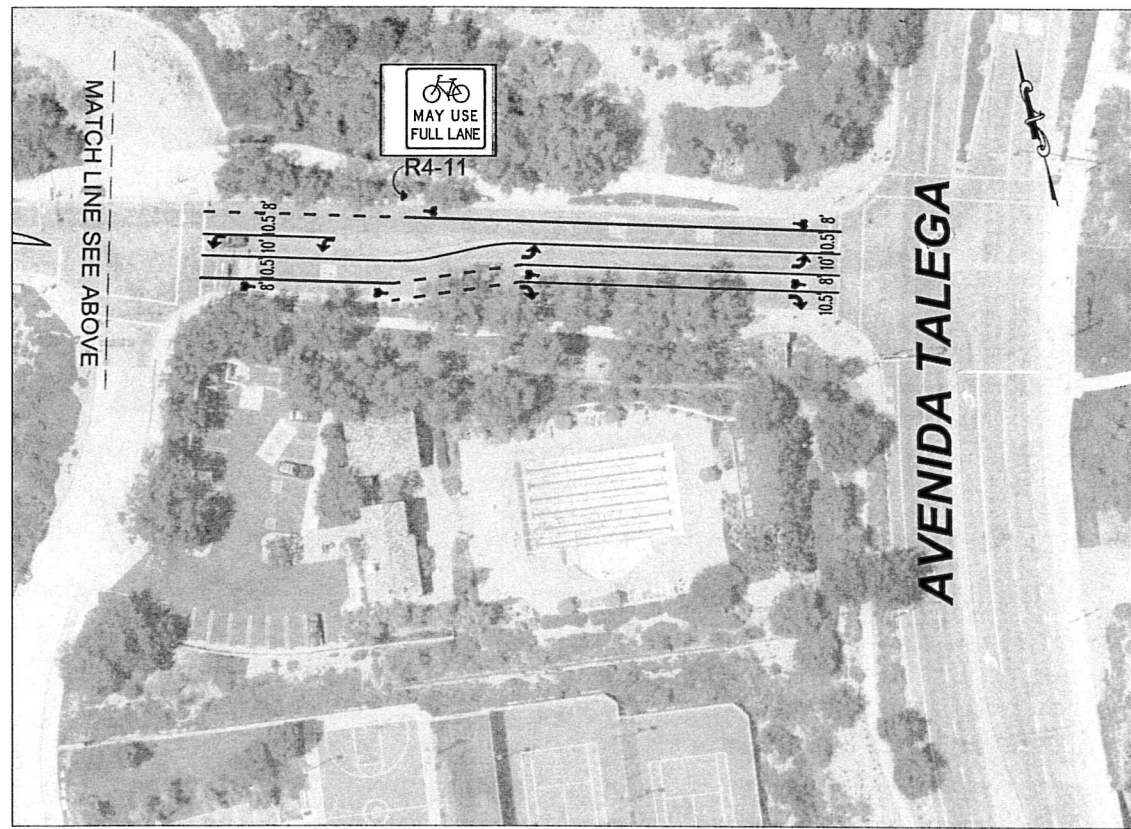
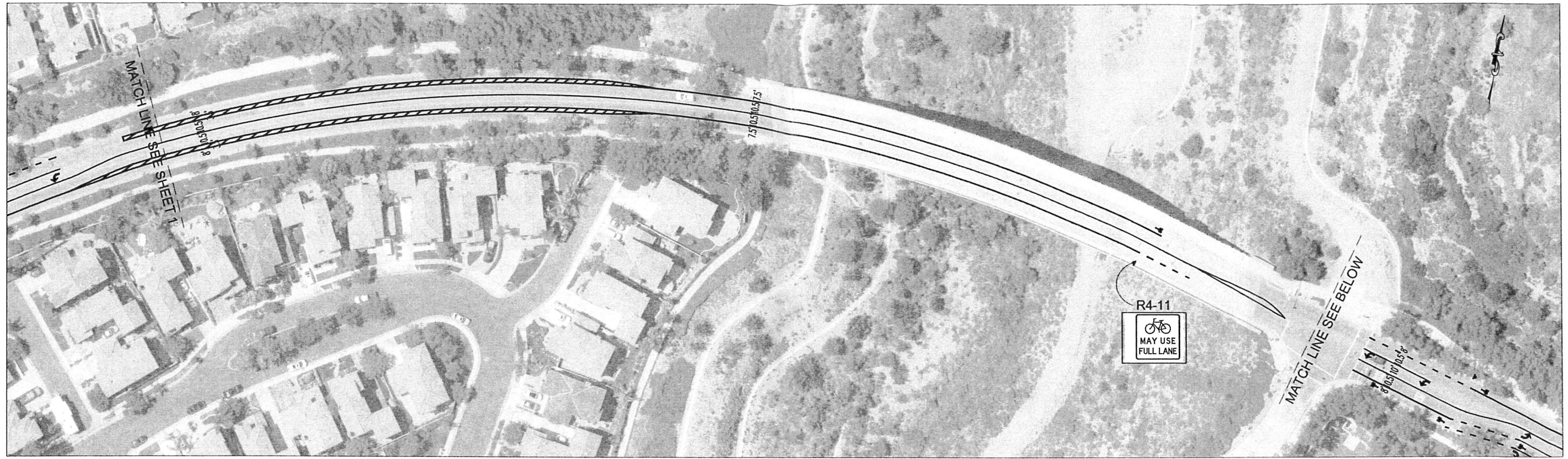


**CITY OF SAN CLEMENTE**  
 910 CL. Negocio, Suite 100  
 San CLEMENTE, CA 92673  
 Tel (949) 361-6100  
 Fax (949) 361-8316

### LOCATION MAP

FY 2018 STREET SLURRY SEAL PROGRAM  
 PROJECT No. 28302

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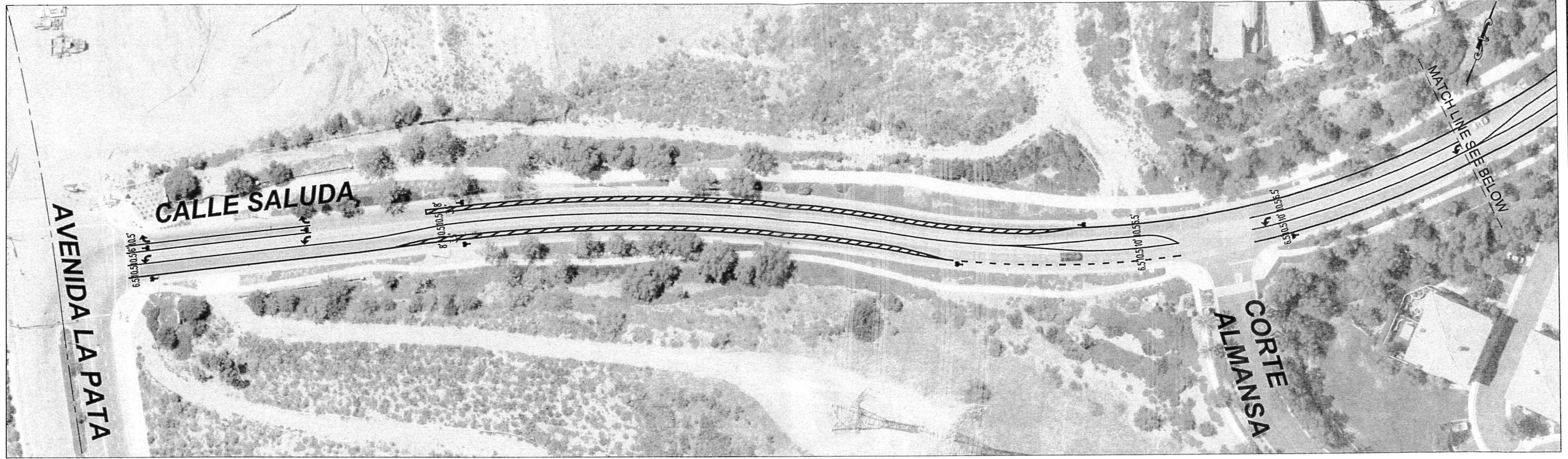
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REVISIONS				
REFERENCES				
APPROVALS				

ENGINEERING SCALE : 1"=40'	DATE:
DRAWN BY : MH	DESIGNED BY : MH
CHECKED BY : TF	06/2017
APPROVED :	DATE
THOMAS A. BONIGUT RCE 53961 DEPUTY PUBLIC WORKS DIRECTOR	



**STRIPING AND SIGNING PLAN**  
 FY2018 SLURRY SEAL - CALLE SALUDA  
 Project No. 28302  
**CITY OF SAN CLEMENTE**

DRAWING NO:	
SHEET	2
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**STRIPING AND SIGNING PLAN**  
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DRAWING NO:	
SHEET	1
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