



Memorandum Engineering Division

December 21, 2022

To: Planning Commission
From: Zak Ponsen, Assistant City Engineer
Subject: **Update Regarding Consideration of Speed Cushions/Traffic Calming on Camino Faro**
Copies: Kiel Koger, Public Works Director/City Engineer
Ryan Kim, Senior Civil Engineer- Traffic

ISSUE:

Traffic Calming Update Regarding Camino Faro

BACKGROUND:

During the Planning Commission hearing on October 19, 2022, Public Works staff presented recommendations regarding a traffic calming/speed cushion petition from residents of the New Providence Home Owners Association (HOA) around Camino Faro. Staff's report concluded that Camino Faro did not meet the standards for traffic calming as defined in the City's Traffic Calming Policy and Resource Manual. Staff's report also discussed why speed cushions would not be recommended for the street even if the street met the eligibility criteria. The Planning Commission voted to not forward recommendations for traffic calming to the City Council, but did direct staff to meet with the HOA and discuss potential other measures that could be taken. Staff was also directed to report back to the Planning Commission to provide an update on those meetings with the HOA.

On November 4, 2022, Mike Watson (HOA President) contacted City staff to review options for Camino Faro. Mr. Watson requested that a field meeting together with another HOA Board Member, Martin Eichmann, would be preferred over a formal HOA Meeting.

On November 10, 2022, Public Works staff met with the two members of the HOA Board and discussed the petition, the results of the original study, options discussed at the Planning Commission hearing, and other options available for the street.

Some of the main discussion points and other potential improvements discussed at the meeting include:

- The HOA Board members acknowledged the potential for line of sight improvements, and staff informed them that the analysis of each intersection would take a couple of months and need both Planning Commission and City

Council hearings. There was some discussion about the resulting loss of available parking on Camino Faro and how it may affect overnight parking. No overnight street parking is allowed in the HOA so Camino Faro serves many of the residents of the area.

- Speed cushions would not be recommended by staff due to the street's slope and curve. Staff did additional review for the potential of adding a single cushion on the lower end of the street since this was brought up by a member of the Planning Commission. Typically, speed cushions are installed with at least two sets of cushions when the street exceeds 800 feet. Creating a single speed cushion at one end of the street would likely not reduce vehicle travel speeds along the remaining portion of the street. Additionally, the distance to the intersection to the area of Camino Faro where the slope starts to exceed 5% is approximately 300 feet. This distance would result in a short transition zone between the required 25-MPH signage and the cautionary Speed Cushion signage. Additionally, the location for downhill drivers would be near an upcoming stop sign; therefore, vehicles should not be speeding at this point.
- The HOA Members asked if the City could install electronic speed feedback signs. Since the street did not qualify for traffic calming, staff explained that we would not recommend City funding for such improvements. Per the City's Policy, staff did explain that if the HOA wanted to fund it themselves, the City would allow the HOA to install them on the City street light poles via an Encroachment Permit.
- Staff explained the process of street abandonment if the HOA wishes to take ownership of the street and install traffic calming/speed cushions that do not meet City Standards. The HOA Members did not indicate interest in taking ownership due to cost associated with maintaining the street.
- The idea of creating a one-way street was mentioned during the hearing and briefly discussed at the field meeting. A one-way street would result in a much wider lane and likely increase traffic speed. Edge line striping could try to narrow the lane, but the street would still feel much wider than it is currently. Therefore, speeding would likely increase. Creating a one-way street also would involve very expensive improvements to the roadway and traffic signals at AVH or Frontera.
- The idea of making the street a cul-de-sac or dead-end was also brought up at the hearing and briefly at the field meeting. A cul-de-sac or dead-end would require proper turn-around maneuvering which would likely require additional right of way and potentially taking of property. This is something staff would be very hesitant to recommend even if the street qualified for meeting the traffic calming criteria. Minimizing cost by using only bollards or delineators could be a safety and liability issue.
- During the field meeting, it was mentioned about the possibility of adding additional traffic warning or 'Slow Down' signs. Although the street did not meet the criteria for implementing traffic calming, staff would be amenable with installing yellow advisory 'Curve' and '15-MPH' signs for both directions. Although the legal speed limit would remain 25 MPH, the advisory signage may help improve the situation.

Unless directed otherwise, staff will move forward and install the new signage utilizing the City's existing budget for signage. If the Planning Commission desires to recommend another direction, an additional hearing may be required for proper analysis and noticing.