

Salinas Avenue Improvements – Public Forum Q&A

September 2, 2020

Q-Question *A-Answer*

1. **Q:** Will the project extend east past the Sea Haven Development fence line?
A: Yes, new right way width is 60', about 30' east of the existing fence line.

2. **Q:** If so, has there been a tree survey re: removals?
A: None at this time. The City will have a tree survey done in very near future and identify trees to be removed for permitting and mitigation measures.

3. **Q:** If so, when will tree removal permits be requested & expected by Planning Commission for review?
A: No date at this time. Dates for meetings and permitting update will be posted at the City project website.

4. **Q:** Meet with the adjoining property owners at the intersection with Salinas Avenue/Reservation Avenue intersection such as the Storage buildings when considering the Roundabout Design?
A: Yes, the property owners with driveways near or adjacent to the intersection will be contacted during the design for the roundabout for their input and consideration.

5. **Q:** Confirm that the municipal code section regarding Tree Removal and Permitting will apply to this project?
A: Yes, the Municipal Code Section will apply to this project.

6. **Q:** What part of the process are you in designing the project?
A: The City is still in the preliminary phase, we are engaging the residents on Salinas Avenue to make sure those who live on Salinas Avenue can ask questions and provide comments on the Preliminary Design.

7. **Q:** Please speak to the feasibility of making Salinas Avenue one-way southbound? This approach will mitigate the effects of Seahaven, would cost a fraction of the proposal of a collector road, would impact residents on Salinas Avenue (and on Lavell Ct. like us) far less with minimal disruption from construction, and would preserve the neighborhoods that would forever be fundamentally changed for the worse (I choose not to buy a house on a collector road like Carmel or California). Moreover, my proposal would simply keep traffic on existing collector roads (Carmel and California).
A: The feasibility of making Salinas Avenue one-way southbound will require traffic study to evaluate traffic impact to the entire neighborhood and to downtown corridor and for overall public safety. In addition, the general plan must be checked to ensure conformance.

8. **Q:** Salinas Ave is very dangerous. Drivers speed well past the speed limit and not only do not stop at the stop sign at Salinas Ave/Ellis Court they don't even slow down. Multiple requests I have made to Marina PD have been mostly ignored. This needs to be addressed sooner than later before they badly hurt someone. What is the timeline for getting this work done?

A: City is engaging the residents on Salinas Avenue to make sure those who live on Salinas Avenue can ask questions and provide comments on the Preliminary Design. The City is still in the preliminary phase of the design, most likely construction may start about two years. The City will confer with the Traffic Commission regarding the speeding and to the Police Department for enforcement.

9. **Q:** I have gone to the marina traffic commission and my concerns were minimized and nothing was done. I live at Salinas and Lavell and you are right about people speeding.

A: City Traffic Advisory Committee referred the concern to the City Public Works Department to review and evaluate traffic speed. Two traffic surveys were conducted in June and August of 2017. Data collected were evaluated and concluded that the 85-percentile speed was 27.9MPH and well within the range of a normal street of this type. See attached traffic study.

10. **Q:** Suggested Stop Signs or Speed Bumps; statistics presented at the meeting were made during regular business hours – not speeding during Weekends and afternoons. Main concern is not beautification but safety and controlling traffic. Is there a reason why stop signs cannot be considered at Lavell?

A: Stop sign is only used if it meets a Manual on Uniform Traffic Control Device (MUTCD) warrant. In addition, series of stop signs placed in proximity can lead to loss of compliance. Incorporating traffic calming measures on the proposed roadway improvements may mitigate speeding.

11. **Q:** Is there a reason why a Roundabout would be a preferred to a Stop Light? Whatever slows the traffic at the intersection of Salinas and Reservation Road before coming onto Salinas Avenue would be best.

A: Studies have proven that Roundabouts addresses safety concerns better than a traffic signal. Roundabouts reduces injuries/fatalities and less crashes overall due to lower speed and elimination of conflict points. Roundabouts are passive and required less maintenance.

12. **Q:** Are you going to investigate the impact of the condition on the road itself with the increase of traffic? At this time, the road needs constant maintenance because it is on sand.

A: The City is aware of the poor existing condition of Salinas Avenue, the proposed road improvement will be designed to ensure that adequate road section supports the increase traffic. The Salinas Avenue Improvement will bring a new street that is good for at least 20 years.

13. **Q:** Thank you for considering my idea of 1-way southbound road. A further idea is to prohibit southbound traffic on Salinas Avenue from making the left turn (East) onto Carmel.

A: Prohibiting Southbound traffic on Salinas Avenue from making the left turn (East) onto Carmel will be included on the traffic study to evaluate traffic impact to the entire neighborhood and to downtown corridor and for overall public safety. In addition, the general plan must be checked to ensure conformance.

Location #1 Salinas Ave.

The first 24-Hour Traffic Count Study for Location #1 took place from June 7, 2017 to June 8, 2017. The posted speed limit is 25 mph. The a.m. peak hours for northbound traffic was from 10:00 to 10:50. The a.m. peak hours for southbound traffic was from 10:50 to 11:50. The p.m. peak hours for northbound traffic was from 15:30 to 16:30. The p.m. peak hours for southbound traffic was from 14:40pm to 15:40pm. The average northbound speed was 29.1 mph and the average southbound speed was 28.9 mph.

The second 24-Hour Traffic count study for Location #1 took place from June 14, 2017 to June 15, 2017. The posted speed limit is 25 mph. The a.m. peak hours for northbound traffic was from 10:30 to 11:30. The a.m. peak hours for southbound traffic was 10:40 to 11:40. The p.m. peak hours for northbound traffic was 17:20 to 18:20. The p.m. peak hours for southbound traffic was 17:04 to 19:04. The average northbound speed was 27.7 mph and the average southbound speed was 28.5 mph.

Daily Total Speeds (MPH)

Study Date: **Wednesday, 06/07/2017**

Unit ID:

Location: **Salinas Avenue**

Posted Speed: 25

Comments: 240 ft South of Reservation

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:59	4	3	4	3	0	0	0	0	0	0	0	0	0	0	0	14
11:00 - 11:59	1	2	8	2	1	0	0	0	0	0	0	0	0	0	0	14
12:00 - 12:59	4	5	3	4	1	0	0	0	0	0	0	0	0	0	0	17
13:00 - 13:59	4	3	6	3	0	0	0	0	0	0	0	0	0	0	0	16
14:00 - 14:59	1	3	9	3	2	0	1	0	0	0	0	0	0	0	0	19
15:00 - 15:59	2	5	12	4	2	0	0	0	0	0	0	0	0	0	0	25
16:00 - 16:59	2	2	14	7	1	0	0	0	0	0	0	0	0	0	0	26
17:00 - 17:59	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	8
18:00 - 18:59	3	4	5	6	2	0	0	0	0	0	0	0	0	0	0	20
19:00 - 19:59	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	8
20:00 - 20:59	2	0	3	3	1	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	24	35	72	41	10	0	1	0	0	0	0	0	0	0	0	183
Percent of Total	13.1	19.1	39.3	22.4	5.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	15.6	18.8	43.8	18.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	12.6	19.2	38.4	23.2	6.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	27.9 MPH
Mean Speed:	21.7 MPH	Percent in Ten Mile Pace:	61.7%	15th Percentile:	15.4 MPH
Median Speed:	22.2 MPH			90th Percentile:	29.0 MPH
Modal Speed:	22.5 MPH			95th Percentile:	30.7 MPH

Daily Total Speeds (MPH)

Study Date: **Wednesday, 08/02/2017**

Unit ID:

Location: **Salinas Ave. Location 2**

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 - 11:59	3	3	6	1	2	0	0	0	0	0	0	0	0	0	0	15
12:00 - 12:59	3	3	7	8	1	0	0	0	0	0	0	0	0	0	0	22
13:00 - 13:59	4	5	9	6	0	0	0	0	0	0	0	0	0	0	0	24
14:00 - 14:59	3	5	9	3	0	0	0	0	0	0	0	0	0	0	0	20
15:00 - 15:59	3	7	9	3	0	0	0	0	0	0	0	0	0	0	0	22
16:00 - 16:59	6	9	9	6	1	0	0	0	0	0	0	0	0	0	0	31
17:00 - 17:59	2	13	11	7	2	0	0	0	0	0	0	0	0	0	0	35
18:00 - 18:59	5	7	5	3	1	0	0	0	0	0	0	0	0	0	0	21
19:00 - 19:59	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	9
20:00 - 20:59	2	4	3	1	1	0	0	0	0	0	0	0	0	0	0	11
21:00 - 21:59	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Totals	35	64	77	43	9	0	0	0	0	0	0	0	0	0	0	228
Percent of Total	15.4	28.1	33.8	18.9	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	29.4	17.6	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	14.2	28.9	33.6	19.9	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.2 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	27.0 MPH
Mean Speed:	20.5 MPH	Percent in Ten Mile Pace:	61.8%	15th Percentile:	14.6 MPH
Median Speed:	20.9 MPH			90th Percentile:	28.3 MPH
Modal Speed:	22.5 MPH			95th Percentile:	29.7 MPH