



# Del Monte Grove – Laguna Grande Neighborhood Traffic Calming Plan Update Meeting #1

**Date:** December 12, 2018

**Time:** 6:30 PM – 8 PM

**Location:** Casanova Oak Knoll Park Center  
735 Ramona Ave

**Attendees:**

- Jeff Krebs, City of Monterey
- Andrea Renny, City of Monterey
- Officer Kopp, Monterey Police Dept.
- Division Chief Cooper, Monterey Fire Dept.
- Scott Hanson, Neighborhood Assoc. President
- Frederik Venter, Kimley-Horn
- Marissa Garcia, Kimley Horn

**Vision of Del Monte Grove – Laguna Grande Neighborhood by Residents**

- Casanova not being a thoroughfare and instead a neighborhood street
- Removing truck traffic through neighborhood
- Implementing traffic calming measures without losing parking

**Community Comments & Concerns by Residents**

Geometry	Parking	Speed	Traffic	Pedestrian	Bicycles	Enforcement
<ul style="list-style-type: none"> <li>• Traffic Circles at Kolb not effective, would like re-design of some of the existing traffic circles</li> <li>• More Traffic Circles on Casanova</li> <li>• Sight distance at Encina, Casanova &amp; Montecito</li> <li>• Concern about visibility of bulb outs</li> <li>• It takes longer to get through intersection at Casanova after removing free right turns and concerned about opposing vehicle conflicts</li> <li>• Left turn in and out of Hannon will be closed due to N. Fremont Project</li> </ul>	<ul style="list-style-type: none"> <li>• Do not want to lose on-street parking to traffic calming measures</li> <li>• Commercial vehicles take up parking spaces in residential areas (Montecito, English &amp; Casanova)</li> <li>• Too many vehicles parked on the street &amp; not in the driveway or garage</li> <li>• Concerned about people parking in areas where streets are not wide enough or blocking site distance &amp; fire hydrants</li> </ul>	<ul style="list-style-type: none"> <li>• Lots of Speeding &amp; Traffic on Casanova, between Montecito &amp; Kolb</li> <li>• Sometimes it seems that traffic does go too fast but they are driving the speed limit, because we are standing still it can seem like things go faster than they do.</li> <li>• Not only does cut through traffic speed but our neighbors do too</li> </ul>	<ul style="list-style-type: none"> <li>• The effect of remaining vacant lots on neighborhood traffic</li> <li>• Want something done about cut through traffic, also where is it going to go (are we just making it our neighbors problem?)</li> <li>• High numbers of truck traffic though neighborhood including City trucks</li> <li>• Concern about effect of businesses in the neighborhood</li> <li>• Want better wayfinding signs to prevent cut-through traffic and direct traffic to main roads</li> </ul>	<ul style="list-style-type: none"> <li>• Maybe more crosswalks or raised crosswalks</li> <li>• Need to balance Ped safety with impact to vehicle traffic</li> <li>• High volume of pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Need to balance Bike safety with impact to vehicle traffic</li> <li>• Bicycles do not comply with stop signs</li> </ul>	<ul style="list-style-type: none"> <li>• In early mornings, vehicle do not always adhere to stop signs</li> <li>• People park next to fire hydrants</li> <li>• Want more enforcement including, working radar signs/ trailer</li> </ul>





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## Responses addressed during the meeting:

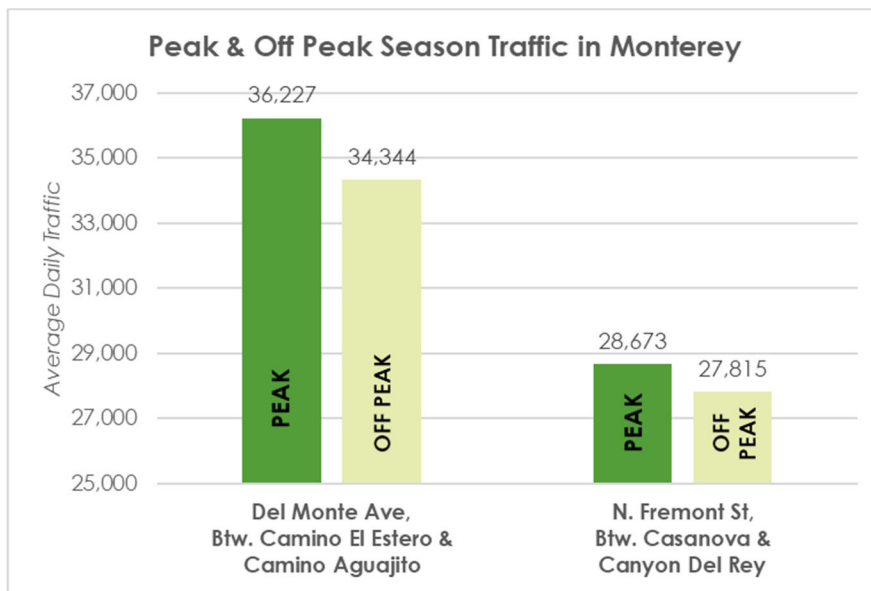
### Traffic Data Collection

#### Volumes

Traffic counts were collected during off peak season, December 2-8, 2018. Concerns were expressed about not collecting traffic counts during the peak season or considering special events. It was explained that roads are not typically designed for the worst-case scenario, which happens for a very short time period over the course of a year. Designing for the worst day of the year can be costly and mean that our traffic infrastructure is underutilized and over-designed for most of the year. Intersections must consider both peak hour and off-peak traffic of a typical day, so all travelers have an intersection that provides minimal delays and proper lane requirements, regardless of what time of day they use it.

#### Peak Season vs. Off Peak Season

The average increase in traffic during the peak season is 5 percent for the Del Monte Avenue between Camino El Estero and Camino Aguajito and 3 percent for the Fremont Street between Casanova and Canyon Del Rey per the TAMC Traffic Count Collection program.

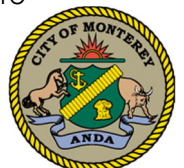


#### Speeds

For the purpose of setting speed limits, by state law speed limit are set the 85<sup>th</sup> percentile speed meaning 85 percent of people will drive the speed this speed or below. The Monterey Police department communicated during the meeting the average speed (50<sup>th</sup> percentile) was found to be around 25-27 miles per hour when placed along streets in the neighborhood. Per the *California Manual for Setting Speed Limits*, a minimum of 100 vehicles speeds must be collected for vehicles in a “free-flow” condition. Vehicles that are free-flowing would not be influenced by traffic control devices or other slower vehicles like trucks or buses.

#### Stop Signs

Stop signs are frequently requested by residents to slow neighborhood traffic down. Stop signs are traffic control devices, meaning they assign who has the right-of-way at an intersection (which vehicle gets to go through the intersection). Stops signs are installed at locations were





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certain criteria or “warrants” has been met. In addition to concerns about compliance with unwarranted stop signs, impatient drivers have been found to increase their speed between intersections where there are excessive stop signs to make up for lost time due to stopping.

### Speed Humps, Bumps or Dips

Many residents thought the City, including the Del Monte-Laguna Grande Neighborhood, have requested speed humps, bumps, dips or raised crosswalks. It is against City Policy to implement these devices since they have a negative effect on emergency vehicle response time, as expressed by the City Fire Department during the December meeting. Much like stop signs, speed bumps can actually cause greater speed in between humps for people “making up” for lost time due to humps or stops.

### Flashing Lights

Flashing beacons or flashing signs are only used in very specific applications in the city such as an approach to a change in condition such as roads ends or a pedestrian flashing beacon. If too many signs or flashing lights or signs are installed (e.g., they are installed at locations with no heavy pedestrian use or change in road condition), then the unintended consequence is that the flashing lights or signs that are truly necessary will start to be ignored. When this happens, the effectiveness of all flashing lights and signs are reduced, and crashes can result. Also discussed in the meeting is the use of flashing stop signs, in some circumstances flashing signs when turned off or malfunctioning can lead to drivers believing that the stop sign is “off” and not obey the posted signs.

Further explanation on City Policy can be found on be found the City of Monterey Traffic Engineering “Transportation FAQs” page. (<https://monterey.org/Services/Public-Works/Traffic-Engineering/Transportation-FAQs> ).

### Resources and Links

- **North Fremont Project**  
[www.monterey.org/NFremontBikePed](http://www.monterey.org/NFremontBikePed)
- **City of Monterey Traffic Engineering Frequently Asked Questions Page**  
<https://monterey.org/Services/Public-Works/Traffic-Engineering/Transportation-FAQs>
- **City of Monterey Traffic Calming Main Page**  
<https://www.monterey.org/Services/Public-Works/Traffic-Engineering/Traffic-Calming-Programs>
- **Del Monte Grove Traffic Calming Plan, 2001**  
<https://www.monterey.org/Portals/0/Policies-Procedures/PWorks/TCP-Del-Monte-Grove.pdf>
- **Monterey-on-the-Move Multimodal Mobility Plan, 2012 (Future Bicycle Connections to N. Fremont)**  
<https://www.monterey.org/Portals/0/Policies-Procedures/Planning/WorkProgram/MOM/MMMP-%20Final-Adopted.pdf>
- **TAMC Fort Ord Regional Trail and Greenway Program Page**  
<https://www.tamcmonterey.org/measure-x/programs-projects/fort-ord-regional-trail-greenway/>

