



Del Monte Grove – Laguna Grande Neighborhood Traffic Calming Plan Update Meeting #2

Date: April 3, 2019

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.
Scott Hanson, Neighborhood Assoc. President
Frederik Venter, Kimley-Horn
Marissa Garcia, Kimley Horn

Comments from Residents at the meeting:

1. Please consider posting data from the study findings on City website
2. What is the percentage for people moving more than 10 miles per hour over the speed limit.
3. Concern about maintenance of traffic circles
4. Off-street parking spilling over onto on-street from local businesses
5. Proposed 22 new homes off of Toyon is a concern
6. Reflectors or Reflective paint for bulb outs is needed.
7. Concern with Sight Distance at Toyon and Casanova, would like to re-visit concept to make sure that the proposed concept will not have the same issue.
8. Current NIP Proposals:
 - o Radar Signs on Ramona
 - o Casanova/ Toyon Intersection Improvement

Data Presented during the meeting:

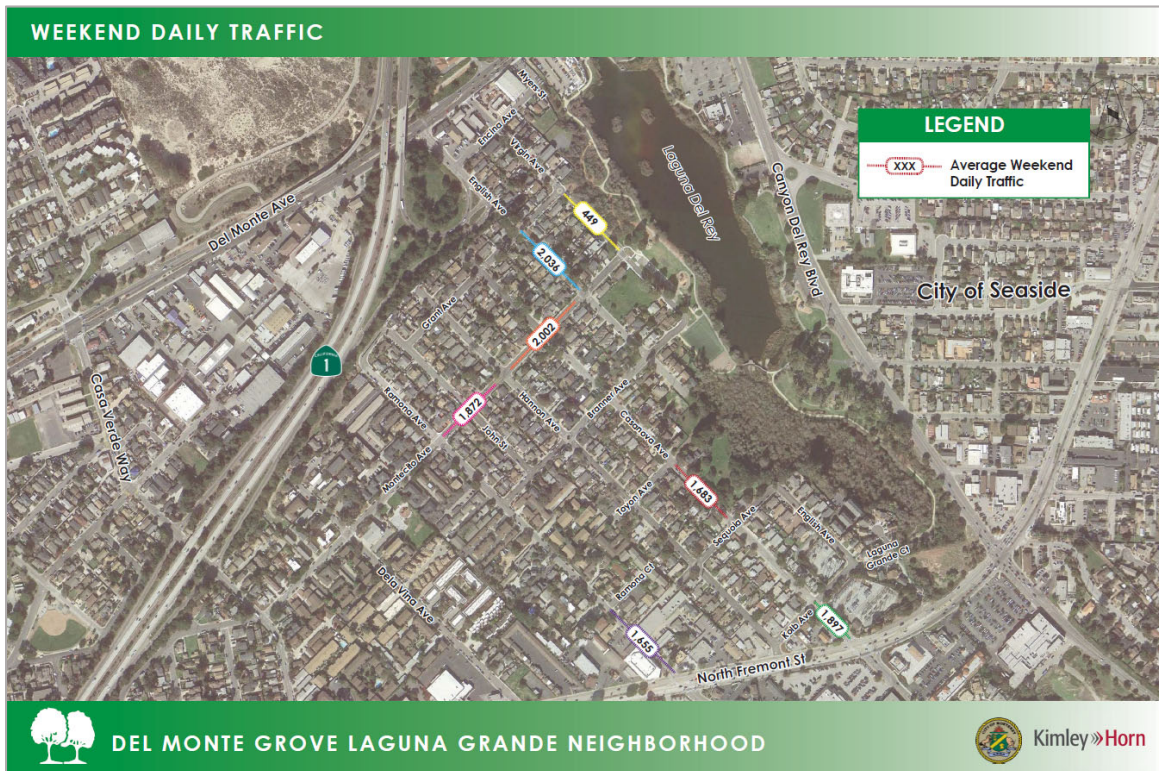
Weekday Daily Traffic





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Weekend Daily Traffic



Average and 85th Percentile Speeds





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Bicycle and Pedestrian Network



Proposed Concepts





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Responses addressed during the meeting:

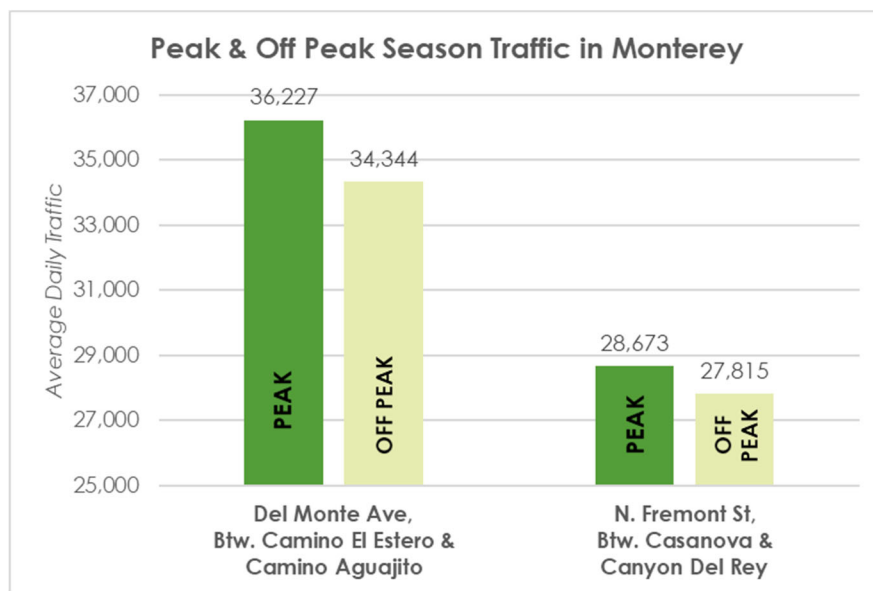
Traffic Data Collection

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.

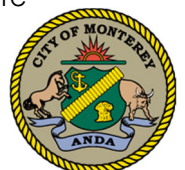


Speeds

For the purpose of setting speed limits, by state law speed limit are set the 85th 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 (50th 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 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
- **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/>

