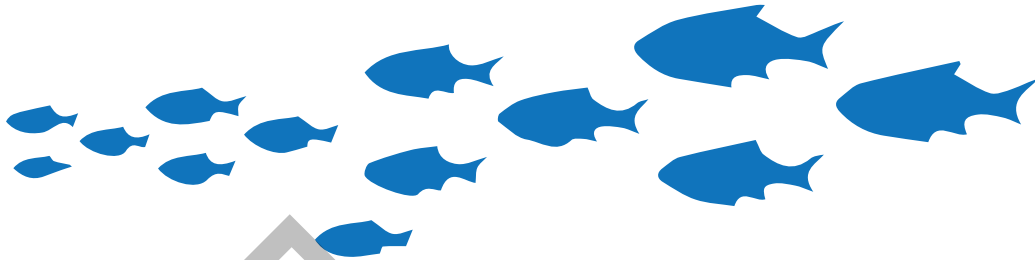


FISHERMAN FLATS

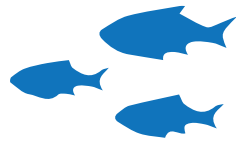
TRAFFIC CALMING PLAN



JANUARY 2020

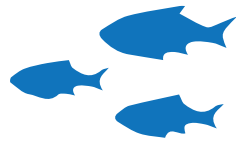
DRAFT

PREPARED BY: Kimley»Horn



CONTENT

BACKGROUND	1
EXISTING CONDITIONS	3
Existing Transportation System	3
Existing Transit Service	3
Pedestrian and Bicycle Facilities	3
Traffic Data Collection	5
Traffic Collisions	14
TRAFFIC CALMING TOOLBOX	15
COMMUNITY INPUT	23
Meeting #1	23
Meeting #2	24
Meeting #3	25
Community Input Summary	25
RECOMMENDATIONS.	26
Next Steps	29
APPENDIX	30

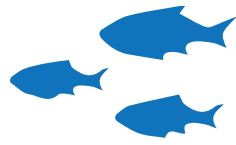


LIST OF FIGURES

Figure 1 - Project Location Map	2
Figure 2 - Fisherman Flats Bicycle and Pedestrian Facilities	4
Figure 3 - Average Weekday and Weekend Traffic Comparison	6
Figure 4 - Neighborhood Weekday Traffic	6
Figure 5 - Neighborhood Weekend Traffic	7
Figure 6 - Speed profile for Josselyn Canyon Road	8
Figure 7 - Speed Profile for Via Isola.	8
Figure 8 - Neighborhood Speeds	9
Figure 9 - Speed profile for Via Isola.	9
Figure 10 - Speed Profile for Via Isola	9
Figure 11 - Josselyn Canyon Road speed profile	10
Figure 12 - Josselyn Canyon Road speed profile	10
Figure 13 - Percentage of drivers traveling 10+ mph over speed limit. . .	11
Figure 14 - Neighborhood Vehicle Classification	12
Figure 15 - Speed profile for school traffic compared to all other times. .	14
Figure 16 - Fisherman Flats Neighborhood Traffic Calming Toolbox	20
Figure 17 - Via Isola Radar Speed Signs.	26
Figure 18 - Josselyn Canyon Road Median Concepts	27
Figure 19 - Living Hope Church Driveway, Existing Conditions	28

LIST OF TABLES

Table 1 - Speed Radar Feed Back Signs Before and After Speeds.	12
Table 2 - Traffic Calming Devices.	15



BACKGROUND

Fisherman Flats is a residential neighborhood in the City of Monterey. It is bounded by Josselyn Canyon Road to the north, Deer Flats Neighborhood to the west, and Monterey City Limits to the south and east. This residential area encompasses Foothill Elementary School in the southeast corner of the neighborhood. Neighborhood boundaries are shown in **Figure 1**.

The Fisherman Flats neighborhood, through the Neighborhood and Community Improvement Program (NCIP) requested a comprehensive traffic calming plan. This request was by a resident and put before the NCIP committee for approval. Once approved by NCIP, City Council approved the request and appropriated funding for the plan. In order for traffic calming projects for a neighborhood to be approved and funded by the NCIP program, a neighborhood must have an approved neighborhood traffic calming plan. NCIP directs tourists generated dollars back to the community to decide what neighborhood and community improvements are needed. At least 16 percent of the money collected through hotel taxes (Transient Occupancy Tax) is allocated for this program every year.

Traffic calming plans must follow the City's comprehensive Traffic Calming Program. The goals of this program are to improve local residents' sense of well-being about their neighborhood streets and enhance traffic safety in residential areas, evaluate Monterey's neighborhood traffic problems and produce plans for each residential neighborhood, and provide a traffic calming program that is responsive to all neighborhoods in the City of Monterey. To do this the City has produced a number of objectives to ensure that these goals are met. Some of these objectives are to encourage positive driver behavior in residential areas, provide each neighborhood the opportunity to develop and implement a traffic calming plan for their neighborhood, enhance and maintain the primary visitor routes, and to allow communities to amend their traffic calming plans.

To ensure that the Traffic Calming Plans are addressing the issues encountered by each neighborhood, at least three meetings are held. The meetings are designed to engage the neighborhood residents while keeping key stakeholders and city agencies involved in the development and implementation of the traffic calming plan. For the development of the Fisherman Flats Traffic Calming, three meetings were held. The first meeting was held to gather information on neighborhood concerns and traffic calming project suggestions. A second meeting was held to show preliminary traffic calming concepts and gather feedback. The third meeting was held to review newly collected data and to see if there were any additional concepts that could be developed.

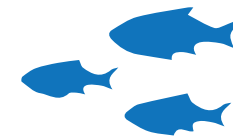
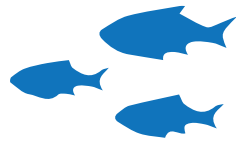


Figure 1 - Project Location Map

Source: Kimley-Horn, 2019.



EXISTING CONDITIONS

The Fisherman Flats Neighborhood is a residential neighborhood. The neighborhood is primarily comprised of single-family homes. Foothill Elementary School, located at the southeast corner of the neighborhood, can be accessed via the neighborhood.

Existing Transportation System

The following principal roadways are located within the study area:

Josselyn Canyon Road is an east-west street that extends from Highway 68 to Mark Thomas Drive. Josselyn Canyon Road is a two-lane undivided roadway with a posted speed limit of 30 miles per hour (mph). The roadway width along Josselyn Canyon Road is 30 - 35 feet wide. Josselyn Canyon Road is considered a primary route of travel of the City Fire Department. Josselyn Canyon Road is not entirely within City Limits, some segments are in County of Monterey jurisdiction.

Via Isola is a north-south street that extends from Josselyn Canyon Road to a cul-de-sac at the southern end of Fisherman Flats Neighborhood. It is a two-lane residential street with a posted speed limit of 25 mph. The roadway width along Via Isola is 30 - 35 feet wide. Via Isola is considered a primary route of travel of the City Fire Department.

Via Casoli is a north-south street that is from San Vito Circle to Foothill Boulevard. It is a two-lane residential street with a posted speed limit of 25 mph. The roadway width along Via Casoli is 35 feet wide. This street is the main access point for Foothill Elementary School.

Existing Transit Service

There are no Transit facilities within the neighborhood area.

Pedestrian and Bicycle Facilities

Pedestrians

Sidewalk exists throughout most of the neighborhood, the location of sidewalks is shown in **Figure 2**.

Bicycles

There are no existing bicycle facilities within the neighborhood, as shown in **Figure 2**. Class II bicycle lanes are striped along Olmstead Road, however this is not within the Fisherman Flats neighborhood, and there is no direct connection from the neighborhood to the Class II bicycle lanes.

Planned Bicycle Facilities

There are no planned bicycle facilities within the Fisherman Flats Neighborhood.

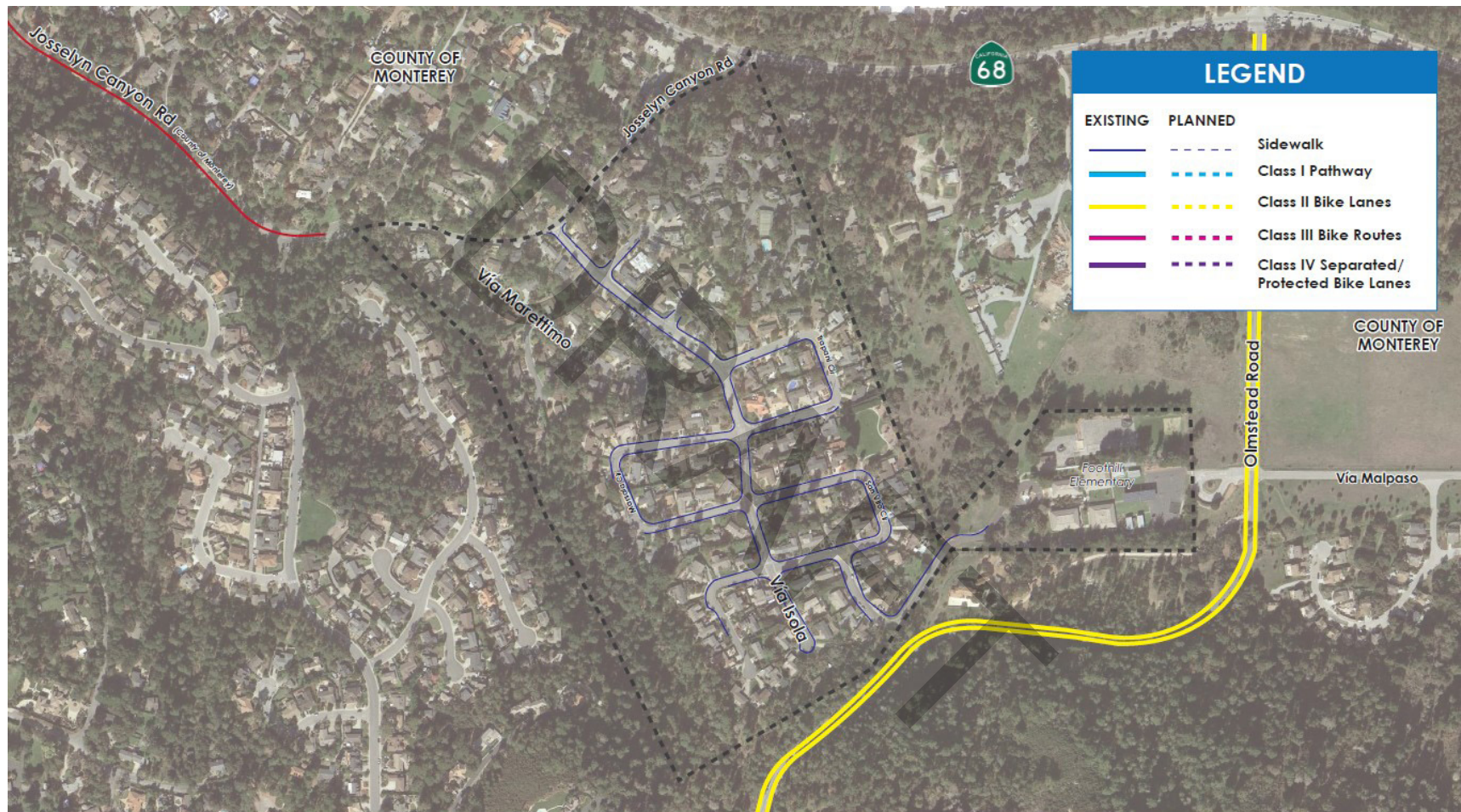
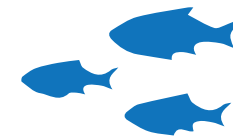
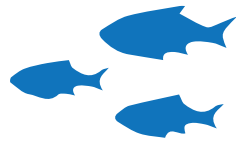


Figure 2 - Fisherman Flats Bicycle and Pedestrian Facilities

Source: Kimley-Horn, 2019



Traffic Data Collection

Traffic data was collected over the course of a week from December 2-8, 2018. Data was collected while school was in session at Foothill Elementary. Data collection occurred along the following segments:

1. **Via Isola**, from San Vito Circle to Trapani Circle;
2. **Via Isola**, from Messina Place to Etna Place;
3. **Josselyn Canyon Road**, from Monterey Woods to Via Isola; and
4. **Josselyn Canyon Road**, from Via Isola to Via Marettimo

Vehicle volume, speed and functional classification was collected using pneumatic tube counters. The AM Peak was 7:15 am and the PM Peak was 4:45 pm on weekdays for Via Isola and Josselyn Canyon Road from Monterey Woods to Via Isola. The AM Peak was 7:30 am and the PM Peak was 3:15 pm on weekdays for Josselyn Canyon Road from Via Isola to Via Marettimo. The weekend Peak for Via Isola was 11:45 am from San Vito Circle to Trapani Circle and 1:15 pm from Messina Place to Etna Place. The weekend Peak for Josselyn Canyon Road was 12:00 pm from Via Isola to Via Marettimo and 12:30 pm from Monterey Woods to Via Isola.

Traffic data can be found in **Appendix A**.

Traffic Volumes

As illustrated in **Figure 3**, weekday volumes are consistently higher than they are for weekend volumes. Josselyn Canyon Road carries higher vehicle volumes as it acts a collector of traffic from the Fisherman Flats and Deer Flats residential neighborhoods. **Figure 4** shows the Neighborhood Weekday Daily Traffic by Location and **Figure 5** shows the Neighborhood Weekend Daily Traffic by location.

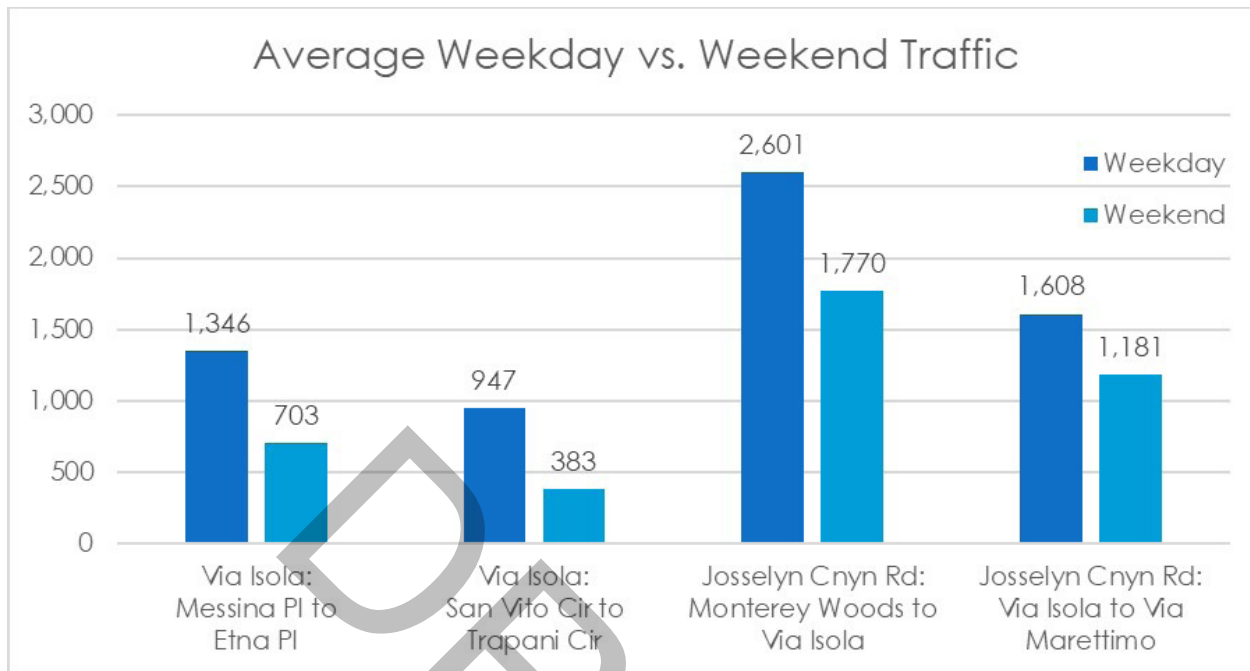
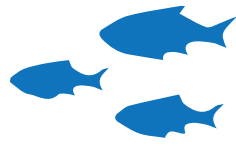


Figure 3 - Average Weekday and Weekend Traffic Comparison

Source: Kimley-Horn, 2019

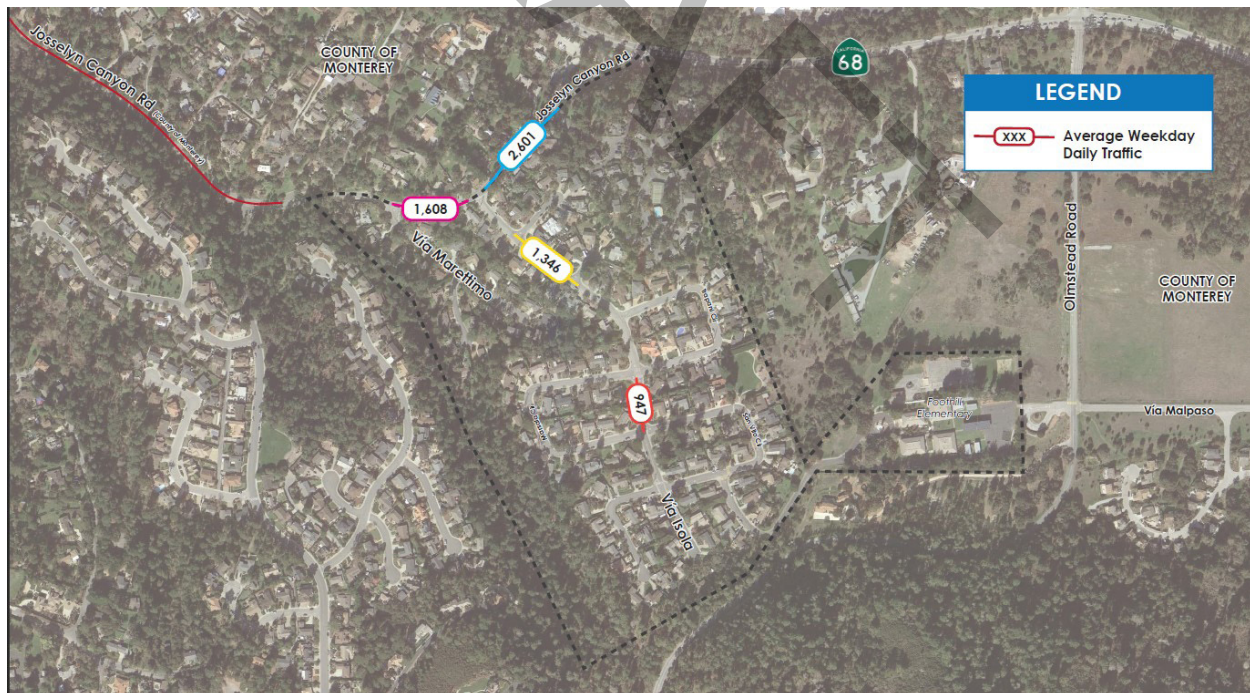


Figure 4 - Neighborhood Weekday Traffic

Source: Kimley-Horn, 2019

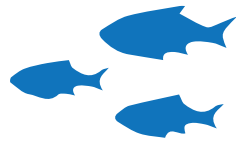


Figure 5 - Neighborhood Weekend Traffic

Source: Kimley-Horn, 2019

Traffic Speed

The traffic speed profile for Josselyn Canyon Road and Via Isola are shown in **Figure 6** and **Figure 7**, respectively. The speed profiles are shown separately as the speed limit varies between the two roadways. The speed limit on Josselyn Canyon Road is 30 mph and the speed limit on Via Isola is 25 mph. The average speed and 85th percentile speed of the study segments is shown on **Figure 8**.

The 85th percentile speed is included in the analysis because, California state law requires that speed limits be set using the 85th percentile speed, meaning that 85 percent of the drivers are measured driving at or below this speed. 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, weather, or other slower vehicles such as trucks or buses.

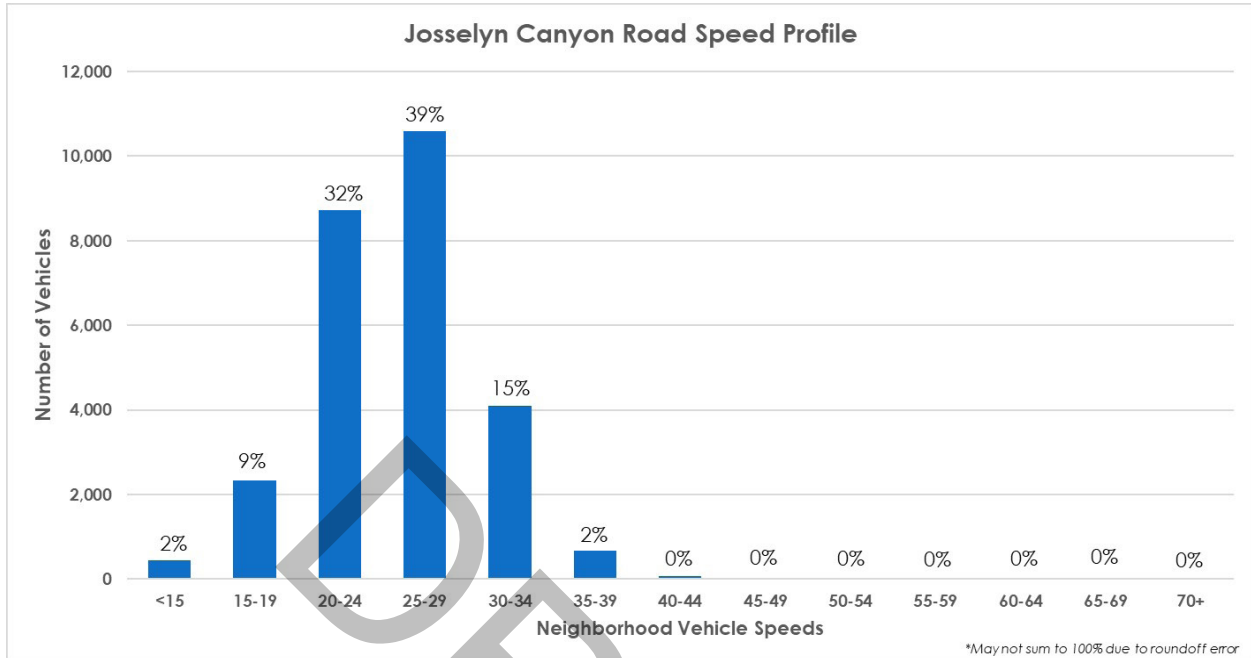
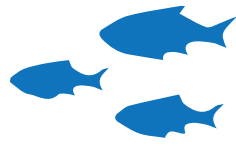


Figure 6 - Speed profile for Josselyn Canyon Road

Source: Kimley-Horn, 2019

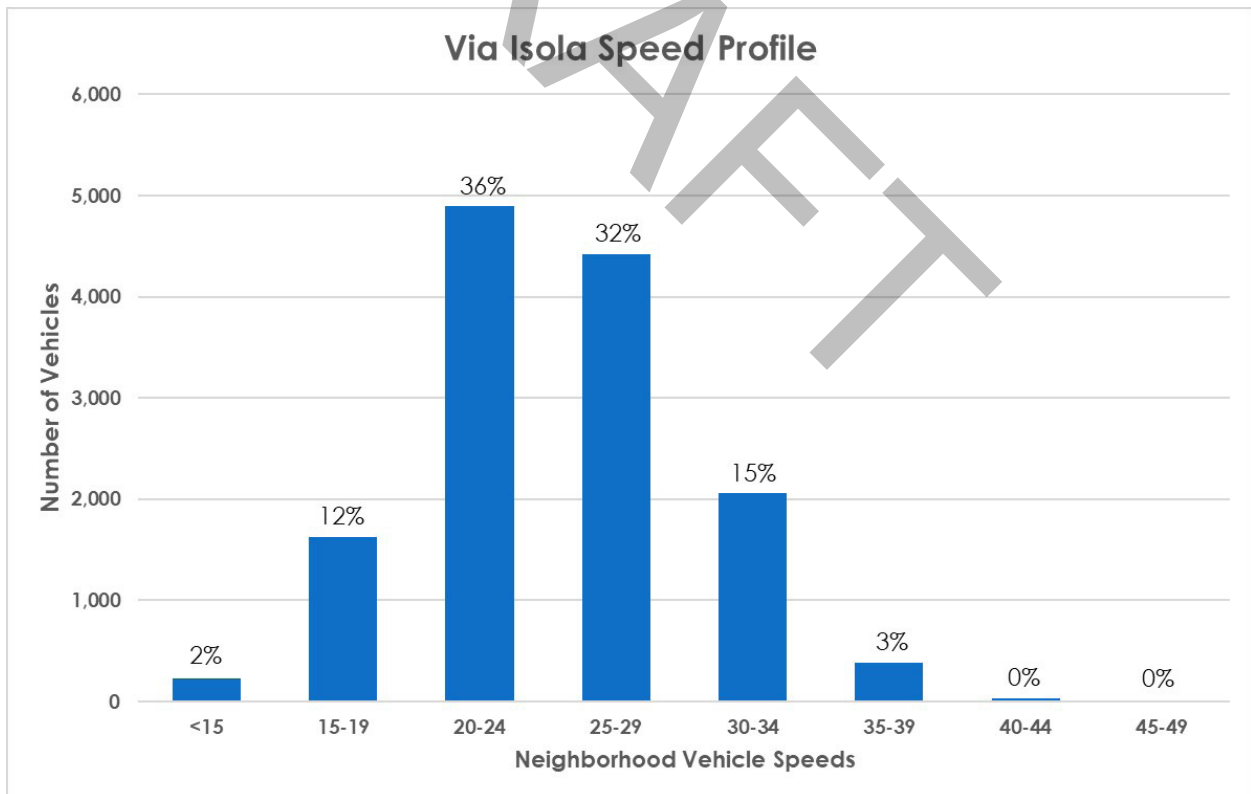


Figure 7 - Speed Profile for Via Isola

Source: Kimley-Horn, 2019

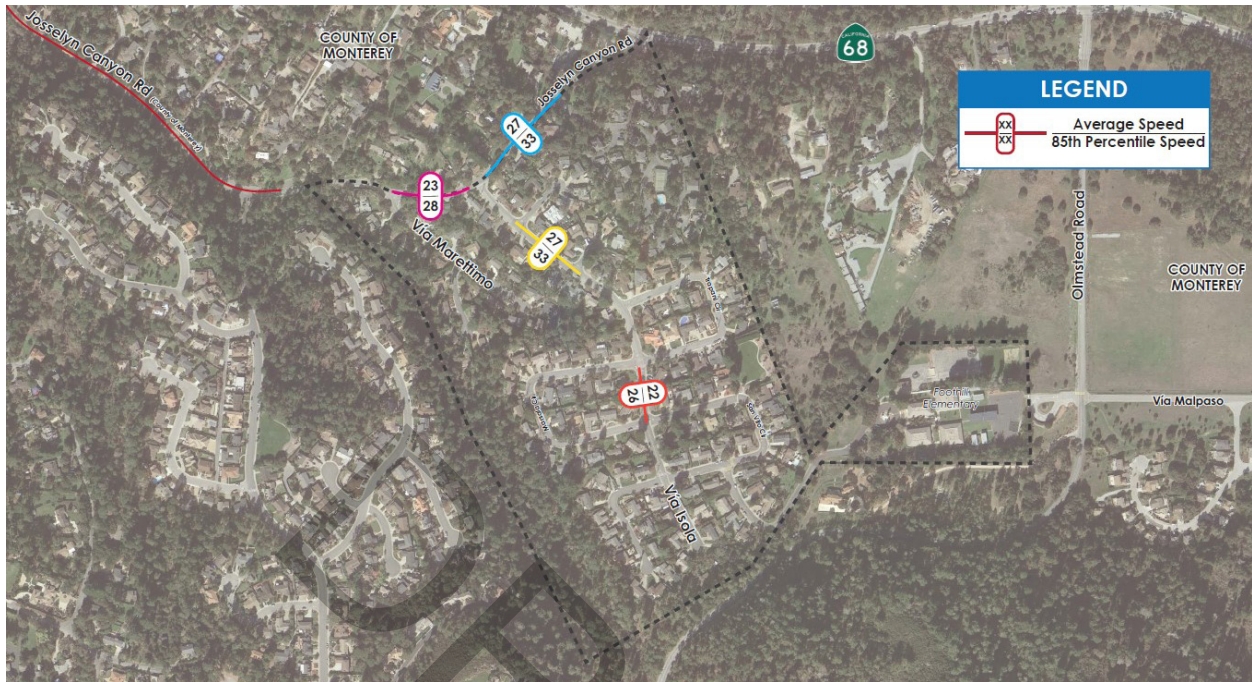
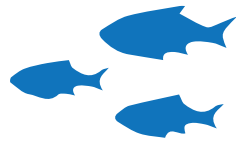


Figure 8 - Neighborhood Speeds

Source: Kimley-Horn, 2019

The average speed on Via Isola is 28 mph for the segment between Messina Place and Etna Place and the 85th percentile speed is 33 mph. For the segment between San Vito Circle and Trapani Circle, the average speed is 22 mph and the 85th percentile speed is 26 mph. **Figures 9** and **10** illustrate the portion of vehicles that drive at or below the speed limit, 5-10 mph above the speed limit, and more than 10 mph above the speed limit. The segment closer to the entrance of Fisherman Flats (between Messina Place and Etna Place) experiences a higher proportion of vehicles that drive above the speed limit.

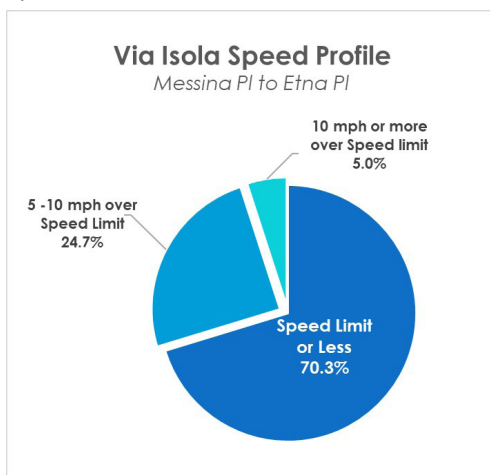


Figure 9 - Speed profile for Via Isola

Source: Kimley-Horn, 2019

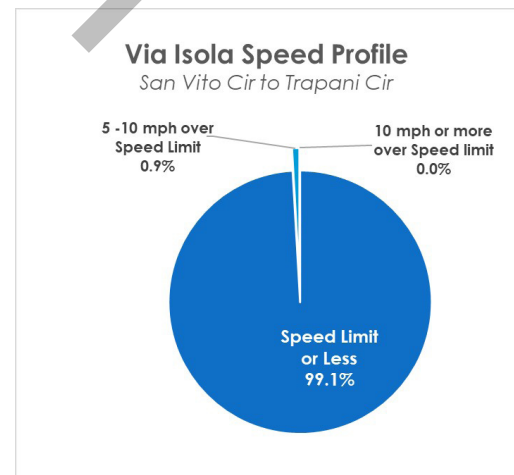
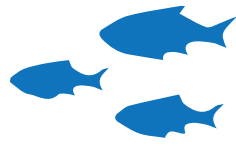


Figure 10 - Speed Profile for Via Isola

Source: Kimley-Horn, 2019



The average speed on Josselyn Canyon Road is 27 mph for the segment between Monterey Woods and Via Isola and the 85th percentile speed is 33 mph. For the segment between Via Isola and Via Marettimo the average speed is 23 mph and the 85th percentile speed is 28 mph. **Figures 11** and **12** illustrate the portion of vehicles that drive at or below the speed limit, 5-10 mph above the speed limit, and more than 10 mph above the speed limit. The segment closer to the intersection with Highway 68 (between Monterey Woods and Via Isola) experiences a higher proportion of vehicles that drive above the speed limit.

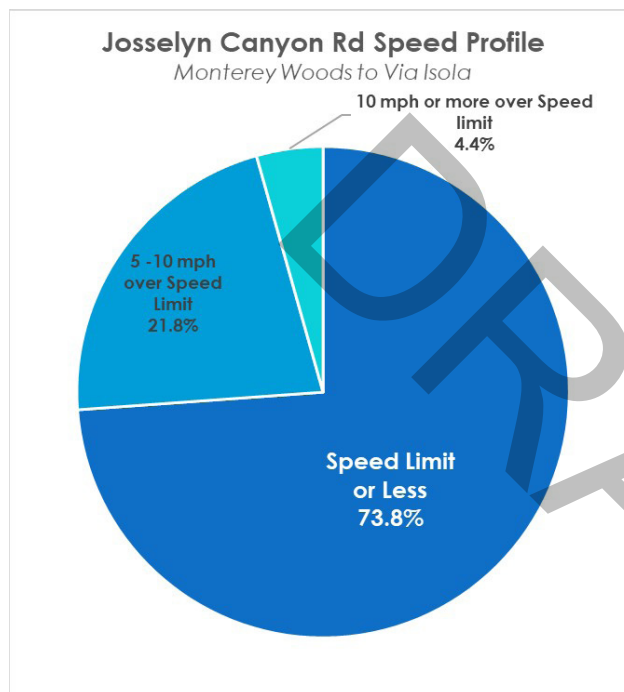


Figure 11 - Josselyn Canyon Road speed profile

Source: Kimley-Horn, 2019

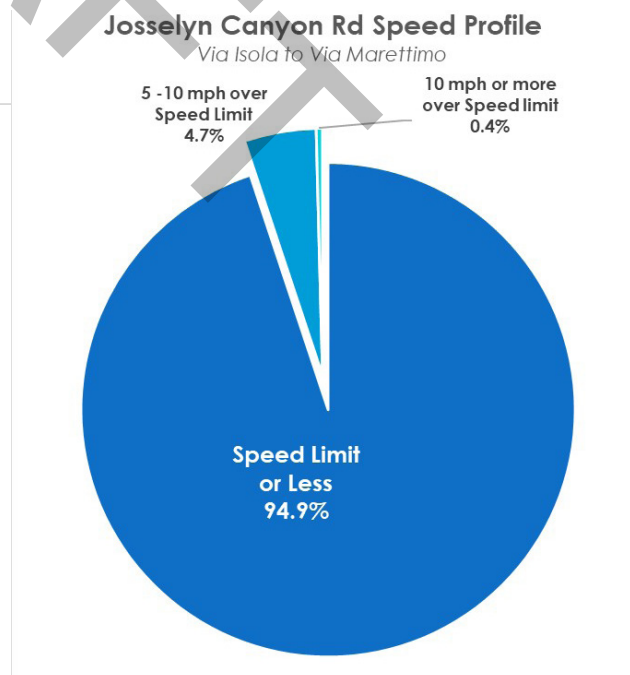
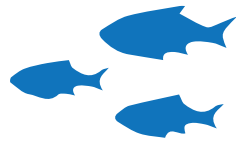


Figure 12 - Josselyn Canyon Road speed profile

Source: Kimley-Horn, 2019



Often the drivers that residents remember the most are those driving much higher than the posted speed limit. **Figure 13** shows the percentage of drivers by study segment that drive more than 10 mph over the speed limit, over the course of the week. The study segment with the greatest proportion of drivers speeding more than 10 mph over the speed occurred on Via Isola between Messina Place and Etna Place with 5 percent.

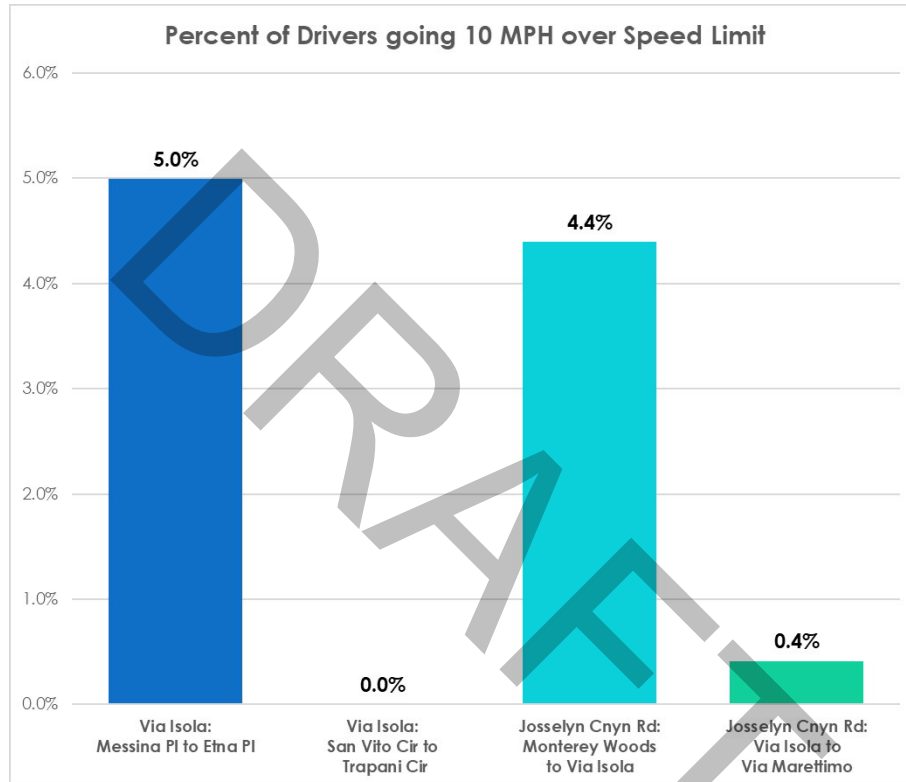
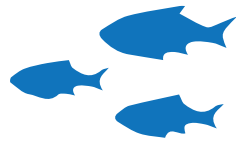


Figure 13 - Percentage of drivers traveling 10+ mph over speed limit.

Source: Kimley-Horn, 2019



Radar Speed Signs

The Fisherman Flats Neighborhood requested speed radar feedback signs in a previous NCIP project cycle, and in September 2019 the requested signs were installed. The speed radar feedback signs have the ability to record data and three days of data was captured from September 20-22, 2019 (Friday – Sunday). The following table is a summary of change in average and 85th percentile speed after the installation of the new speed signs. It should be noted that this is preliminary after-study data.

Table 1 - Speed Radar Feed Back Signs Before and After Speeds

	Before (December 2018)	After (September 2019)	Percent Change
Average Speed:	27 mph	23 mph	-15%
85th Percentile Speed:	33 mph	27 mph	-18%

Source: Kimley-Horn, 2019 and City of Monterey, 2019

Vehicle Classification

Vehicles were classified into four categories. (1) Motorcycles/Passenger Cars [Federal Highway Administration, FHWA, Class 1-2], (2) Pick Ups, Sport Utility Vehicles, SUVs, and Heavy pick-up trucks [FHWA Class 3, 5], (3) Buses [FHWA Class 4], and (4) Heavy Vehicles, such as semi-trucks or delivery trucks [FHWA Class 6-13]. **Figure 14** illustrates the vehicle classification categories for the neighborhood. **Appendix B** provides examples of vehicles in the 13 FHWA classification categories. Passenger cars and motorcycles are the primary vehicles using the Fisherman Flats neighborhood.

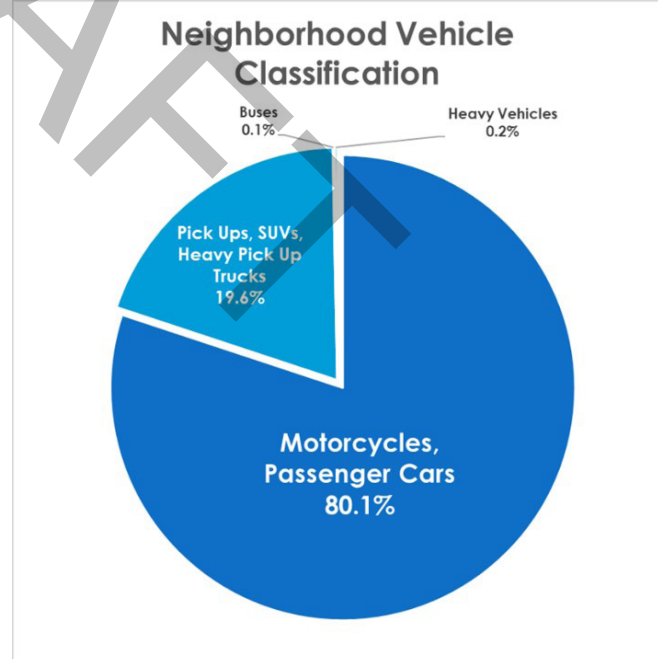
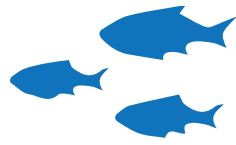


Figure 14 - Neighborhood Vehicle Classification

Source: Kimley-Horn, 2019



School Traffic

Foothill Elementary School is located within the neighborhood, and school-related traffic has been a frequent neighborhood concern. Due to the configuration of the school, the main drop off point is located off of Via Casoli which is accessed by driving through the neighborhood. Based on community input, it is noted that Via Casoli is the preferred drop off location for parents with younger students due to the proximity of the main school building from the drop off area. Monterey Peninsula Unified School District (MPUSD) organizes school buses for Foothill Elementary, and the school has several buses that primarily uses the Olmstead drop off area.

School begins at 8:00 AM. The neighborhood AM Peak period occurs during the same time period from 7:15 AM to 8:15 AM. Approximately 25 percent (220 vehicles) of the daily volume on Via Isola from San Vito Circle to Trapani Circle is occurring in a one-hour window in the morning.

School ends between 2:00-2:25 PM, depending on the day. This corresponds with the School PM Peak from 1:45 PM to 2:45 PM. This peak accounts for approximately 15 percent (140 vehicles) of the daily volume on Via Isola from San Vito Circle to Trapani Circle. The PM Peak for this segment occurs from 4:45 PM to 5:45 PM and it only accounts for approximately 7 percent (62 vehicles) of the total volume. The AM Peak is higher than the School PM Peak and PM Peak, this is expected due to the overlap of school traffic with trips made by residents going to work in the morning.

Figure 15 illustrates the speed profile for school traffic compared to all other times. School traffic has a higher portion of vehicles traveling between 0-5 mph over the speed limit (5% difference). However, the portion of vehicles traveling more than 5-10 mph over the posted speed limit is one percent regardless of school related traffic. The speed profile of school time in comparison to all other times is similar. Regardless of time of day, only one percent of vehicles are traveling more than 5 – 10 mph over the posted speed limit.

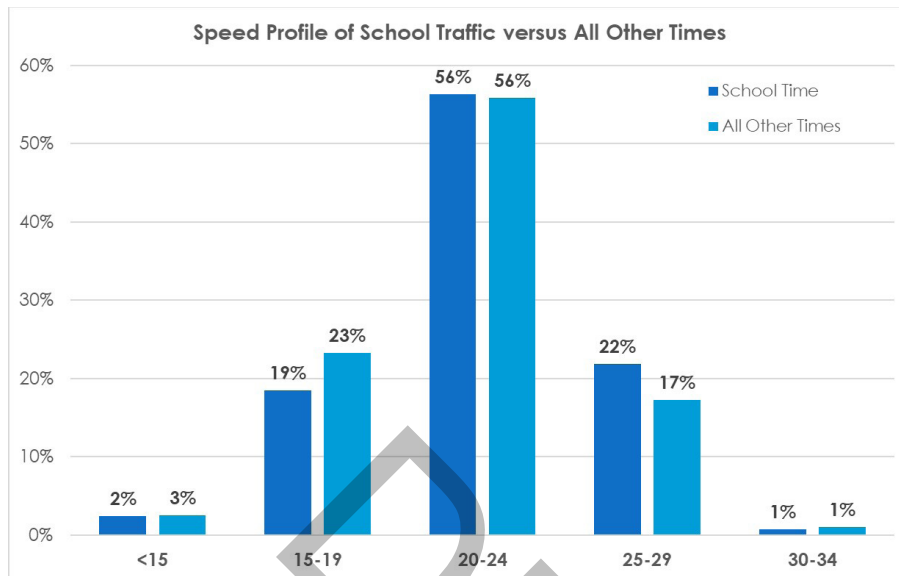
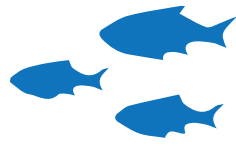


Figure 15 - Speed profile for school traffic compared to all other times.

Source: Kimley-Horn, 2019

Traffic Collisions

Traffic collision data was reviewed for a four-year period from January 2014 – December 2018. The traffic collision data was collected from a combination of City of Monterey Police Department reports and the Statewide Integrated Traffic Records System (SWITRS).

Collision Volumes

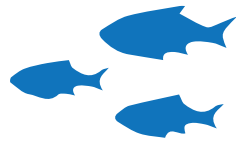
Three (3) collisions occurred over the four-year period from January 2014 to December 2018. In 2016, there was one collision at the intersection of Marsala Circle and Via Isola. The other two collisions occurred in 2018; one collision occurred at the intersection of Josselyn Canyon Road and Via Isola and the other at the intersection of Via Isola and Trapani Circle.

Collision Type

There are eight types of vehicle collision classifications, these are bicycle, broadside, head-on, hit object, improper turning, rear-end, sideswipe, and unknown. Of the three reported collisions in the neighborhood, there was one broadside, one improper turning and one sideswipe collision in the Fisherman Flats Neighborhood from January 2014 to December 2018.

Collision Severity




Collision severity is broken down into five main categories. Property Damage Only is the lowest severity of collision with no reported personal injuries, the highest severity is a fatal collision. In the Fisherman Flats Neighborhood from 2014 to 2018, all reported collisions were determined to be Property Damage Only, a non-injury type.

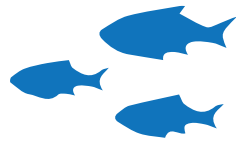


TRAFFIC CALMING TOOLBOX

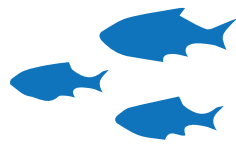
To achieve traffic calming there is a toolbox developed by the City of Monterey of different measures that can be used to visually and physically alter the roadway. The devices considered in the toolbox are described in **Table 2**, a copy of the handout provided to meeting attendees is shown in **Figure 16**.

Table 2 - Traffic Calming Devices

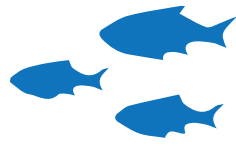
Traffic Calming Device & Description	Examples
<p>Curvilinear Street</p> <p>A curved street alignment, sometimes called as Chicane, can be used to narrow the street and cause the driver to do additional maneuvering and reduce drivers' line of sight distances.</p>	 <p>Source: City of Monterey</p>
<p>Diagonal Diverter</p> <p>Diagonal diverters use raised areas placed diagonally across a four-way intersection to restrict through movements in all directions, they are used where cut through traffic is a concern.</p>	 <p>Source: National Association of City Transportation City Officials</p>
<p>Entrance Barrier</p> <p>A physical barrier that restricts turns into a street. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block, used where cut-through traffic is a concern and where vehicles from nearby facilities circulate looking for parking.</p>	 <p>Source: City of Monterey</p>



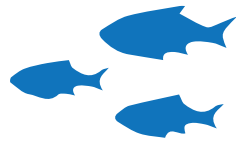
Traffic Calming Device & Description	Examples
<p>Entry Island with Neighborhood Identification Sign</p> <p>Neighborhood signs placed in a center island median can be used to define entry to a residential area, in addition to narrowing the street, and interrupting line of sight distances.</p>	 <p>Source: Google Earth, 2019</p>
<p>Median</p> <p>A raised median island in the center of the roadway with one-way traffic on each side, used to narrow wide streets and to interrupt sight distance down center of roadway.</p>	 <p>Source: City of Monterey</p>
<p>Neckdown/Curb Extensions</p> <p>Neckdowns or curb extensions are segments where curbs are extended toward the center of the roadway, this can be used to narrow a roadway and/or shorten pedestrian crossing.</p>	 <p>Source: City of Monterey</p>
<p>Neighborhood Sign Program</p> <p>A neighborhood sign program would be the implementation of signs unique to a neighborhood which assist drivers in recognizing they have entered a residential neighborhood and encourage them to observe the posted speed limits.</p>	 <p>Source: Google Earth, 2019</p>





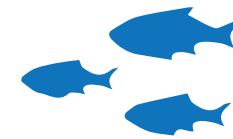
Traffic Calming Device & Description	Examples
<p>Pavement Treatment</p> <p>Varied pavement texture or color to create visual and tactile focus point, used where pedestrian crossings are a concern and speeding is a problem. Treatments may include colored pavement, pavers, or textured concrete.</p>	 <p>Source: Ennis-Flint</p>
<p>Police Enforcement</p> <p>Additional Police enforcement presence to monitor speed and issue citations can be requested for brief time periods, this is often used where streets have documented speed or restriction violations.</p>	 <p>Source: City of Monterey Police Department, 2019</p>
<p>Radar Speed Display Signs</p> <p>Radar Speed Display signs are a permanent version of the Speed Monitoring Trailer. Speeds are displayed in flashing or static lights on the sign panel. These signs are intended for residential streets with moderate traffic volumes and where speeding is a problem.</p>	 <p>Source: City of Monterey</p>
<p>Realigned Intersection</p> <p>Intersections can be realigned to make the "through movement" a turning movement, used where it is desired to redirect traffic to a higher classification roadway or where slowing traffic as it enters the neighborhood is desired.</p>	 <p>Source: Federal Highway Administration</p>



Traffic Calming Device & Description	Examples
<p>Restricted Movement Barrier</p> <p>A barrier island that prevents certain movements at an intersection, used where reducing cut through traffic is desired.</p>	 <p>Source: City of Monterey</p>
<p>Restricted Movement Signing</p> <p>Signing can be used to restrict movements which will may help with reducing neighborhood cut-through traffic.</p>	 <p>Source: City of Monterey</p>
<p>Speed Limit Sign</p> <p>Speed Limit signs are signs that define the legal driving speed under normal conditions, used where speeding is a problem and ongoing enforcement is realistic.</p>	 <p>Source: Google Earth, 2019</p>
<p>Speed Monitoring Trailer</p> <p>A speed monitoring trailer is a mobile trailer with a mounted radar display that informs drivers of their speed, used on any street where speeding is a problem. Trailers can be made available upon request to Monterey Police Department for brief time periods, provided it is not in otherwise use.</p>	 <p>Source: City of Monterey</p>



Traffic Calming Device & Description	Examples
<p>Street Closure</p> <p>The full closure of a street, used where cut through traffic is the major concern. Typically, considerations need to be made to ensure emergency vehicle access as well as bicycle and pedestrian access.</p>	 <p>Source: National Association of City Transportation Officials</p>
<p>Traffic Circle</p> <p>A raised circular median in an intersection with counterclockwise traffic flow, typically controlled by a "Yield on Entry" on all approaches, used where speed control is desired, improved side street access is desired, and with relatively low proportion of left turn movements.</p>	 <p>Source: City of Monterey</p>



What is in the Toolkit!



Restricted Movement Signing



Medians



Street Closure



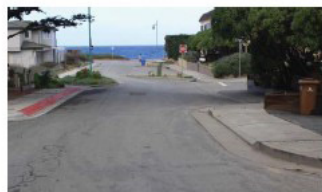
Diagonal Diverter



Entrance Barrier



Traffic Circles



Curvilinear Street



Curb Extensions



Radar Speed Signs

What is NOT in the toolkit



Traffic Signals



Children At Play Signs



Stop Signs



Speed Bumps

For More Information please see: The City's Neighborhood Traffic Calming Program (<https://tinyurl.com/TC-policy>)



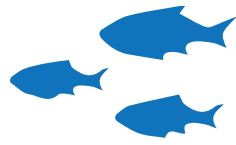
FISHERMAN FLATS
TRAFFIC CALMING TOOLBOX



Kimley»Horn

Figure 16 - Fisherman Flats Neighborhood Traffic Calming Toolbox

Source: Kimley-Horn, 2019



Treatments Not Approved As Traffic Calming Tools

The following items are not approved treatments for use as traffic calming tools by the City of Monterey on public streets within its jurisdiction:

Stop Signs

Stop signs are traffic control devices meaning that they are intended to control the right-of-way at intersections. They are not effective in the reduction of speed and can have unintended negative consequences such as noise, increased speeding, or decreased stop compliance. The installation of a stop sign requires an engineering study which demonstrates that the installation of a stop sign is warranted per state and federal standards.

Children at Play Signs

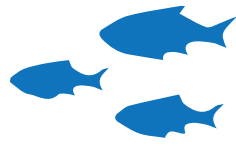
These signs are not standard traffic control devices or warning signs per state and federal standards. These signs have not shown to increase safety. The sign is a direct and open suggestion that it is acceptable for children to play in the street which should not be encouraged.

Traffic Signals

Traffic Signals, like stop signs, are intended to control the right-of-way at intersections. They are designed to improve safety on higher volume roads and are installed where significant traffic conflicts require them. The installation of a traffic signal requires an engineering study which demonstrates that the installation of a traffic signal is warranted per state and federal standards.

Speed Humps, Bumps, or Dips

Many residents throughout the City have requested speed humps, bumps, dips or raised crosswalks. Speed humps are vertical changes to the roadway that require drivers to maintain the posted speed to traverse them comfortably. It is against City Policy to implement these devices since they have a negative effect on emergency vehicle response time, increasing emergency response times up to 10 seconds for each hump that a fire truck needs to travel over. To be effective speed humps must be placed in a series resulting in much greater impact to vehicle response time. Speed humps can also damage fire apparatus. Much like stop signs, speed bumps can have unintended negative consequences such as increased speed in between humps by drivers "making up" for lost time due to humps or stops. Speed humps are located along Josselyn Canyon Road outside of the City of Monterey jurisdiction.



Mirrors

Mirrors are often requested by residents to improve sight distance. However, the City no longer installs mirrors on City Streets as they present a maintenance issue as they were frequently tampered with or vandalized in the past.

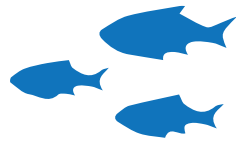
Additionally, mirrors do not function as well at night as they can be difficult to see and light from vehicles reflects in various directions. On higher speed roadways, they can distort the image, speed, and distance of the oncoming traffic. Weather, such as rain or fog, can also hamper the effectiveness of mirrors.

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.

On-Street Parking

On-street parking is not a traffic calming treatment; however, studies have shown that on-street parking can have an effect on vehicle speeds. On-street parking can visually narrow the roadway and give drivers the impression that the road is narrowing, encouraging them to slow down.



COMMUNITY INPUT

Community input and engagement is important at every stage in the planning, development, and implementation of the Traffic Calming Plan. Meetings are required to approve a traffic calming plan to ensure that the community was consulted. This section discusses the findings from the three neighborhood community meetings held.

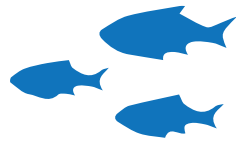
Meeting #1

The first meeting for the Traffic Calming Plan for the Fisherman Flats Neighborhood was held on April 8, 2019 at Living Hope Church of the Nazarene (1291 Josselyn Canyon Road). Most of residents in Fisherman Flats are self-identified as long-time Fish Flats residents with some being residents since the 1960's. The meeting had over twenty attendees.

The primary concern is school-related traffic speeding and using the neighborhood to cut through. As discussed in the meeting, the school in the 2018-2019 school year had approximately 300 students. Based on neighborhood comments, few students were reported to live in the neighborhood in comparison to many years prior. School buses are estimated to drop off nearly 150 students. School buses use the Olmstead Road drop-off location outside of the neighborhood. Meeting attendees desired to know more about the school traffic. The neighborhood did note that school-traffic is a temporary traffic issues that occurs mainly around the pick-up and drop-off times. Another identified concern is an issue with drivers cutting the corner and crossing into the opposing vehicle lane turning when turning into Fisherman Flats at the intersection of Josselyn Canyon Road and Via Isola.

There are two planned radar speed display signs on Via Isola, between Messina Place and Etna Place, which are approved NCIP projects. Additionally, there is a proposal for additional radar speed display signs along Josselyn Canyon Road between the Deer Flats and Fisherman Flats neighborhoods.

Meeting notes and materials from the first meeting can be found in **Appendix C**.



Meeting #2

The second neighborhood meeting for the Fisherman Flats Neighborhood Traffic Calming Plan was held on May 6, 2019 at Living Hope Church of the Nazarene. The meeting had 18 attendees.

In this meeting the neighborhood was shown traffic data that was collected along Josselyn Canyon Road and Via Isola. Additionally, residents were shown preliminary traffic calming concepts for the intersections of Josselyn Canyon Road and Via Isola; Via Isola and Marsala Circle; Via Isola and San Vito Circle; as well as Via Casoli and San Vito Circle.

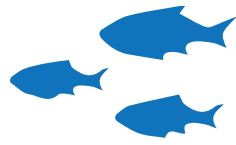
Several concerns about the concepts were expressed, as listed below:

- Concern about U-turns at Living Hope Church Driveway
- Would like to see additional improvement options for Josselyn Canyon Road
- Concern that the median would make it more difficult to access Via Isola from Josselyn Canyon Road and if it would impact drainage
- Concern about the traffic circle proposal being expensive and unnecessary, also concern about spending money on the intersection that would require all the new curb ramps to be replaced
- Concern with construction traffic and timelines based on prior project experience
- Concern with spending money on infrastructure near schools for walking kids when we do not see a lot of kids walking; there are very few kids that live in the neighborhood.
- Concern with expense of some of the projects to treat a temporary traffic issue; the solutions implemented be permanent and will affect residents outside of the peak times.

Additionally, the idea of additional police enforcement was expressed, and many attendees were found the idea favorable. It was expressed anecdotally that other Fisherman Flats residents have asked for increased enforcement to cease as they received tickets for speeding or other traffic violations.

At the end of the meeting, the attendees decided that before proceeding with any of the proposed concepts that they would like to see results from the new speed radar signs that were to be installed on Via Isola between Messina Place and Etna Place and then discuss if any improvements are needed.

Meeting notes and materials from the second meeting can be found in **Appendix D**.



Meeting #3

The third meeting for the Traffic Calming Plan for the Fisherman Flats Neighborhood was held on September 23, 2019 at Living Hope Church of the Nazarene. The meeting had 22 attendees.

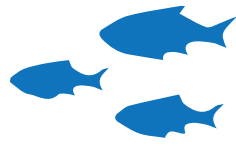
As part of the third meeting, new speed data was presented from the radar speed signs, due to the delays from the sign manufacturer data from the signs was collected for the prior three days. Preliminary after study data was presented and demonstrated a reduction in both the average and median speed, the reductions are shown in **Table 1**. Speed collected during the School PM Peak also experienced a similar reduction in speed. Meeting attendees were pleased with the preliminary results.

Given the speed results, the meeting attendees discussed the necessity of the traffic calming concepts shown at the second meeting. Attendees ultimately decided not to include any of the concepts discussed to be included in the final recommendations for traffic calming concepts. Attendees did revisit the issue of speeding on Josselyn Canyon Road and what could be done to slow vehicles approaching the neighborhood so that residents can safely enter the neighborhood.

Meeting notes and materials from the third meeting can be found in **Appendix E**.

Community Input Summary

The primary concern for the Fisherman Flats Neighborhood is school-related traffic, from Foothill Elementary, using the neighborhood to drop off and pick up school children. Residents were pleased with the preliminary results of radar speed signs on Via Isola. Due to the radar speed sign results, residents did not feel that the proposed traffic calming projects were necessary at this time as the benefits did not exceed the cost of the proposed projects.



RECOMMENDATIONS

The following section describes recommendations for traffic calming measures in the Fisherman Flats neighborhood.

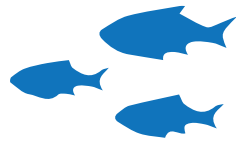
Radar Feedback Signs

Radar feedback signs were recently installed in the Fisherman Flats neighborhood and have been generally well received by residents that attended the traffic calming community meetings. Additionally, there is a proposed location to implement radar feedback signs on Josselyn Canyon Road between the Deer Flats and Fisherman Flats neighborhood. **Figure 17** below shows the existing radar speed Signs on Via Isola.



Figure 17 - Via Isola Radar Speed Signs

Source: Kimley-Horn, 2019



Josselyn Canyon Medians

A preliminary concept showing a median on Via Isola at Josselyn Canyon Road was shown to the community at the second and third meeting, the community ultimately decided that the median location was not effectively addressing the problem of speeding on Josselyn Canyon Road. Due to the restrictions with driveways, a series of striped medians is proposed along Josselyn Canyon Road between Deer Forest Drive, Via Marettimo and Via Isola. The use of medians is recommended to reduce speeds along Josselyn Canyon Road as they approach the entrance to Via Isola so that drivers have an adequate gap for turning left into the Fisherman Flats neighborhood on Via Isola. This concept was developed as result of feedback from the third meeting. The proposed concept has been circulated to the community prior to its inclusion in the plan. **Figure 18** below shows the proposed concept for medians along Josselyn Canyon Road.

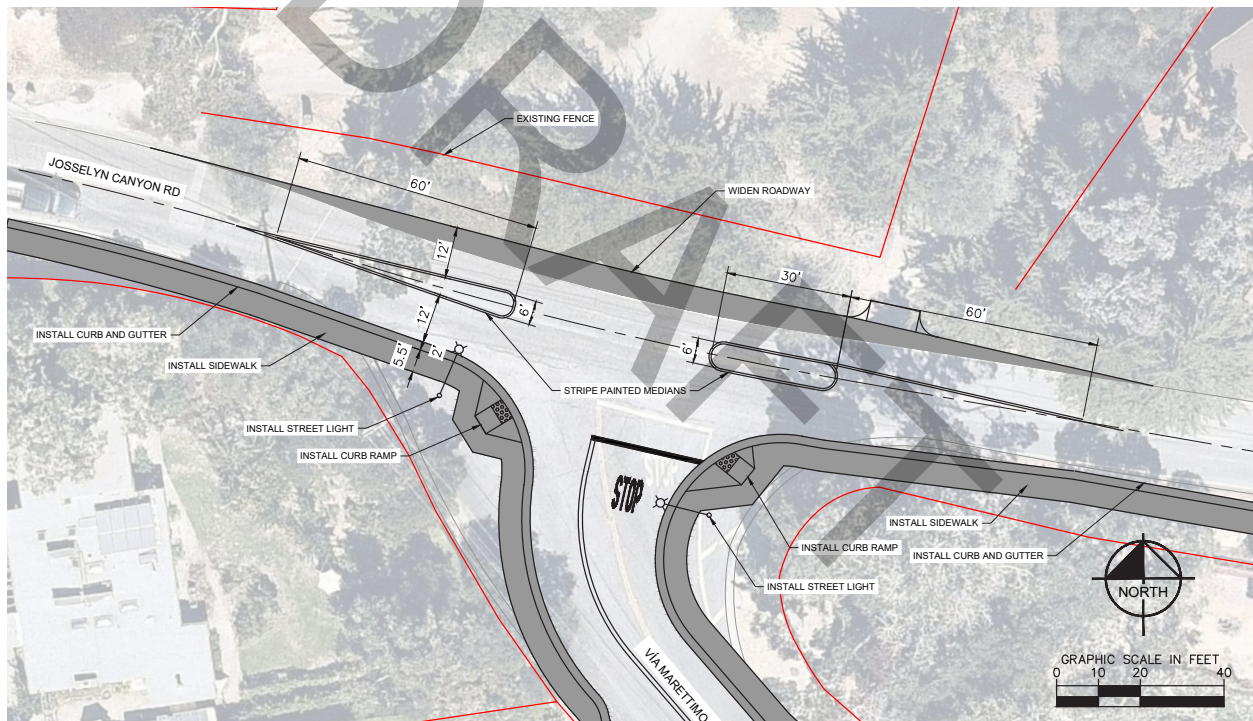


Figure 18 - Josselyn Canyon Road Median Concepts

Source: Kimley-Horn, 2019

Detailed drawings can be found in **Appendix F**.

Living Hope Church Driveway

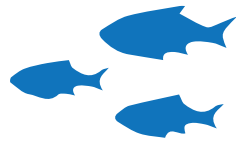
The Living Hope Church of the Nazarene, is located at the intersection of Highway 68 and Josselyn Canyon Road and can be accessed via Josselyn Canyon Road. As residents discussed during the traffic calming meetings, this intersection is the first signalized intersection on Highway 68 after the Highway 68/Highway 1 Interchange. Residents expressed that they believe lost travelers use the Living Hope Church as a turn around in order to return to Highway 1. The driveway was not intended for the use of a turnaround and results in drivers turning around partially in the driveway and roadway. To deter drivers from using the driveway as a turn around it is recommended that a painted median, asphalt concrete dike or some type of mountable curb or median be implemented.

Figure 19 below shows the existing conditions of the Living Hope Church driveway.



Figure 19 - Living Hope Church Driveway, Existing Conditions

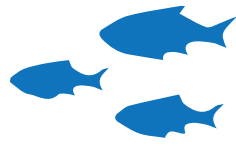
Source: Google, 2019



Next Steps

Following the adoption of the Fisherman Flats Traffic Calming Plan, residents may apply for traffic calming projects in the next available project nomination period for the NCIP Program. When funding for a traffic calming project is approved adjacent property owners will again be asked to affirm their support of the project. The project will then begin the full design and construction phase.

DRAFT



APPENDIX

A. EXISTING CONDITIONS TRAFFIC COUNTS

B. FEDERAL HIGHWAY ADMINISTRATION VEHICLE CLASSIFICATION

C. MEETING #1 MATERIALS – *Presentations, Posters, and Feedback*

D. MEETING #2 MATERIALS – *Presentations, Posters, and Feedback*

E. MEETING #3 MATERIALS – *Presentations, Posters, and Feedback*

F. RECOMMENDED TRAFFIC CALMING CONCEPTS

DRAFT