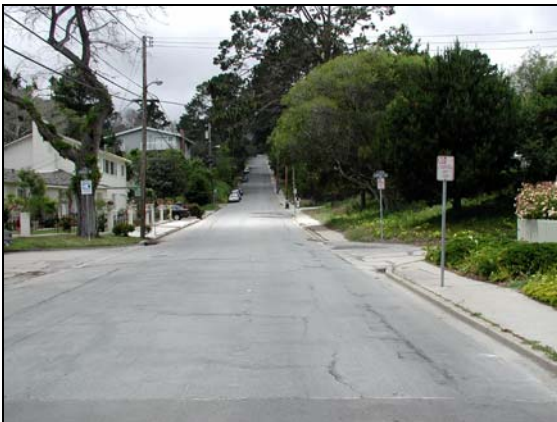


## Monterey Vista Neighborhood Traffic Calming Plan

August 2003



*Pat Noyes & Associates*

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### Background

The Monterey Vista Neighborhood is a mostly residential neighborhood bounded by Skyline Drive on the west, Veterans Park and the Old Town Neighborhood on the north, and Munras Avenue on the east. The neighborhood encompasses three schools, Monte Vista Elementary School, Walter Colton Middle School, and Monterey Union High School.

The City worked with neighborhood residents to develop a traffic calming plan for the Monterey Vista neighborhood to address traffic speed, cut-through traffic, and safety issues in the neighborhood. The planning process followed the approach laid out in the City's Neighborhood Traffic Calming Program, which outlines policies, planning processes, and traffic calming tools approved for use in the city.

### Existing Conditions

Monterey Vista is mainly residential with some commercial development along the east end of Soledad and the north end of Pacific. Street widths vary in the neighborhood and most of the streets are narrow with limited curbs and sidewalks. There are standard curb, gutter and sidewalk on sections of Mar Vista but most of the walkways in the neighborhood are decomposed granite. Many of the streets have no designated walkway at all and the cross section is rural in character with ditches rather than curb and gutter.

### *Traffic Data*

Recent data collected in the neighborhood show traffic volumes as follows on the local streets:

**Table 1: Traffic Volumes**

Street	Location	Northbound AADT	Southbound AADT
Via Del Rey	Between Via Chular and Herrman	505	716
Via Paraiso	Between Herrman and Via Del Rey	255	288
Via Gayuba	Between Mar Vista and El Callejone	643	655
Mar Vista	Between Toda Vista and Via Gayuba	1252	1243
Soledad	Between Soledad Drive and Soledad Place	1458	1485
Mar Vista	Between Skyline and Soledad Place	156	157
Monte Vista	Between Mar Vista and Porta Vista	1476	1394
San Bernabe	Between Via Descanso and Pacific	160	521
San Bernabe	Between Colton and Via Encanto	343	na

## Plan Develop Process

The Monterey Vista Neighborhood Traffic Calming Plan was developed following the process laid out in the City's Neighborhood Traffic Calming Program. City staff and neighborhood representatives worked together to:

- Identify residents' concerns with neighborhood traffic
- Identify desired neighborhood outcomes for traffic calming
- Review traffic calming tools that fit the character of the neighborhood
- Consider various traffic calming applications
- Recommend a neighborhood traffic calming plan

The first step in the planning process was to send out surveys to every residence in the Monterey Vista Neighborhood. The City received 131 responses to the survey and the results were compiled and presented at the first meeting with the neighborhood. Table 2 shows the results of the neighborhood survey:

**Table 2: Summary of Neighborhood Survey**

Question	Response
1. Please rank each of the following neighborhood traffic issues in order of concern to you.	<i>Ranked as most important:</i> Excessive traffic speeds – 53% Non-resident cut-through traffic – 14% Pedestrian safety – 11% Bicycle safety – 10% Traffic noise – 10% Street maintenance – 8% Operation of on-street parking – 6% Availability of on-street parking – 4% Street landscaping 3% Other – 5%
2. What, if any, concerns do you have about driving safety in your neighborhood?	Visibility – 52% Right-of-way control – 31% Street curvature and grades – 28% Signing – 24% Street width – 20% Striping – 8% Other – 15%
3. What activities do you or members of your household use neighborhood streets for regularly?	Walking – 83% Bicycling – 32% Skating or skateboarding – 5% Other – 19%
4. If there are school children in your house, what is the most common method of travel to and from school?	Automobile – 25% Walking – 12% School Bus – 1% Bicycling – 1% Transit – 0%

5. What types of traffic control devices do you feel would be appropriate for use in your neighborhood?	Signs – 47% Devices that restrict movements – 23% Physical changes to the street – 22% Pavement markings – 19% Pedestrian crossings – 17% Landscaping – 13% Other – 20%
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The neighborhood met three times (May 7, June 10, and July 9, 2003) to work through each step of the process. The first meeting provided an overview of traffic calming and the tools used in other communities to address residential traffic concerns. Residents were also asked to identify the traffic issues in Monterey Vista that should be the focus of the traffic calming planning process.

### Problem Identification

At the first neighborhood meeting, residents of Monterey Vista were asked to identify and prioritize traffic concerns. Residents provided the following list of concerns they wanted to address with traffic calming:

- Speeds on Martin
- Speeds on Soledad and cars crossing over the centerline on curves
- Safety issues with middle school student drop off on Mar Vista
- Monte Vista cut-through traffic
- Speeds on Monte Vista
- Sight distance problems from driveways on Soledad above Soledad Place (curve warning sign blocks visibility from 209 Soledad driveway)
- Need to define intersection of Soledad Place and Mar Vista to keep cars in their lane
- Speeds on Mar Vista between Skyline and Monte Vista
- Cut through traffic on Mar Vista, Crescent and Skyline
- Cars don't stop at Mar Vista and Monte Vista stop signs, visibility is limited there
- Speeds and school access on Via Gayuba
- School busing was reduced so more parents have to drive children to school
- "Joy riding" on Via Paraiso in the evening
- Motorized scooters being used by underage kids in the neighborhood – loud and dangerous
- Absence of walkways
- Esperanzo from Soledad to Pacific is too narrow, causes pedestrian safety concerns
- Speeds on Pacific
- Hard for pedestrians to cross Pacific
- Speeds on Soledad in the lower section where it starts to widen out
- No connections between the various parts of Skyline neighborhood, necessitating the use of Skyline Drive for access between neighborhood segments
- Kids doing "wheelies" on the high school track at night

- Safety concerns with the access (entrance and exit) to the high school parking lot between El Caminito and Madison

A number of additional concerns were raised at the second meeting with the residents:

- The need for sidewalks, particular in areas where children are walking to school
- Pacific Street – a residential street posted 30 mph, truck traffic, and increased traffic with Soledad signal
- Large vehicles parked on Monte Vista create safety problems
- Cielo Vista Drive has parking on both sides and is too narrow
- Traffic speeds on Via Gayuba
- Mar Vista near the Elks club has high demand for on-street parking, narrow
- Mar Vista and Via Costanada needs a stop sign
- Mar Vista and Monte Vista sight distance
- Martin – move parking to other side of street next to sidewalk
- Mar Vista/Crescent/Skyline safety and operations
- Soledad at shopping center – sight distance problem coming out of parking lot
- Via Cimarron – motorized skateboards

City staff and the consultant met with several of the residents the day after the second meeting to review their concerns.

### **Neighborhood Priorities**

At the first neighborhood meeting, residents expressed their preferences for certain traffic calming devices and made suggestions regarding locations. The following suggestions were made:

- Pavement treatment on Mar Vista between Skyline and Monte Vista
- Entry treatments on Mar Vista, Crescent and Skyline
- Walkways in critical pedestrian and school route locations (gravel)
- One-way Esperanza uphill from Pacific to Soledad
- Entry median on Soledad at the west end of the commercial area
- Define intersections with treatments (striping, curb extensions, islands)
- Neighborhood sign program
- Entry islands at major entry points into the neighborhood

These ideas were combined with those of City staff and the consultant to develop concept plans and variations. These were discussed and revised at the second neighborhood meeting. Additional suggestions were incorporated from that meeting, individual meetings with residents in the field, and subsequent meetings with City staff.

## Final Recommendations

The Monterey Vista Neighborhood recommended a number of traffic calming devices to be installed on neighborhood streets, shown in the recommended plan. This plan was the result of the neighborhood planning process outlined above. The costs associated with this plan include construction costs, loss of on-street parking and estimated delay to emergency vehicles. The estimated costs are based on similar installations and may vary with actual design and construction. These are shown in Table 3.

Figures 1, 4, and 7 show the neighborhood's recommended plan. Several tools were included to address specific resident concerns with traffic speed, cut-through traffic, and pedestrian safety. Figure 1 includes an entry median on Soledad Drive between Monte Vista Drive and Via Arcerolo to narrow the street and help define the entrance to the residential area. This is shown in a rendering in Figure 2. In addition, pavement treatments defining the crosswalks are proposed for all three legs of Monte Vista and Soledad, and a speed display sign is recommended on Monte Vista. On both ends of Via Cimarron, pavement treatments for the existing pedestrian crossing at Via Paraiso and at the intersection with San Bernabe are included to discourage the use of motorized skateboards on this street. This would provide an opportunity to test the effectiveness of this application. Curb extensions on Via Gayuba at Walter Colton Drive, shown in Figure 3, were included to slow traffic and enhance safety for students crossing the street to and from the middle school. A partial median is also proposed on Via Gayuba between Walter Colton Drive and the existing curb extension at the path to the elementary school to slow traffic. A pedestrian crossing with pavement treatment is shown across Skyline Drive where it ends at Mar Vista near Crescent Court. This was included to help define the crossing and provide a visual and tactile reminder to drivers to look to right for pedestrians on Mar Vista. The intersection of Soledad/Soledad/Soledad is currently an expanse of pavement with low, unlandscaped medians. The plan shows improvements to this intersection intended to narrow the lanes and provide visual breaks with landscaping to help slow traffic. Additional discussion on this intersection is contained in the next section of this report. The City is also striping bike lanes on Pacific through the neighborhoods as part of another project. This striping will narrow the driving lanes and provide enhanced safety for bicycles along this route.

Figure 4 shows the proposed improvements on Mar Vista. This street is wider than most of the streets in the neighborhood and connects Skyline Drive to downtown. There are concerns with the speed of traffic on this street as well as traffic cutting through from Highway 68. In the mornings, traffic and pedestrian safety is aggravated by parents dropping middle school students on Mar Vista at Toda Vista. The stopping cars and the crossing students combined with commuter traffic is a safety concern. The proposed improvements include a series of partial medians coming into the neighborhood from Skyline Drive approaching Dry Creek and approaching Via Ladera. A rendering of these medians is shown in Figure 5. These medians narrow the street and break up the line of sight to slow traffic coming down the hill. Curb extensions with a pedestrian crossing are shown at Toda Vista to keep parents out of the intersections and provide a shorter crossing for students accessing the school on Toda Vista. A landscaped median is shown between Toda Vista and Via Gayuba with another curb extension at Via Gayuba. This series of devices moves traffic into the center and out again, narrowing the street and slowing traffic. The proposed curb extensions at Via Gayuba, shown in a rendering in Figure 6, may be costly to construct given the grade and drainage considerations. Another

partial median is shown below Toyon Drive to narrow the street and provide a refuge for pedestrians crossing Mar Vista at the existing crosswalk. The intersection of Mar Vista and Soledad just below Toyon is a wide intersection. The plan shows a redefinition of the edge of roadway to remove some of the asphalt and bring traffic on northbound Mar Vista out where it has a better sightline for traffic.

Figure 7 shows the proposed improvements on Martin Street. These include partial medians at each end, one west of Woodcrest Lane and one west of Logan Lane, to break up the straightaway appearance and slow traffic. Additionally, curb extensions are shown at Doud Avenue and Alameda Avenue. The entry median at Logan Lane is shown in the rendering in Figure 8.

**Table 3: Estimated Costs for Proposed Plan**

<b>Device</b>	<b>Potential On-Street Parking Loss Per Device</b>	<b>Emergency Vehicle Delay Per Device</b>	<b>Estimated Cost Per Device*</b>	<b># of Devices</b>
Entry or Partial Median	4-12 Spaces	2 sec.	\$46,000	8
Curb Extensions – Intersection	4-8 Spaces	1 sec.	\$71,000	5
Redefine edge of Roadway	0 Spaces	n/a	\$35,000	1
Ped Crossing w/Pavement Treatment	0 Spaces	0 sec.	\$10,000	3
Improvements to Soledad/Soledad/Soledad	0 Spaces	0 sec.	\$50-100,000	1
		Total cost estimate:		\$838,000 - \$888,000

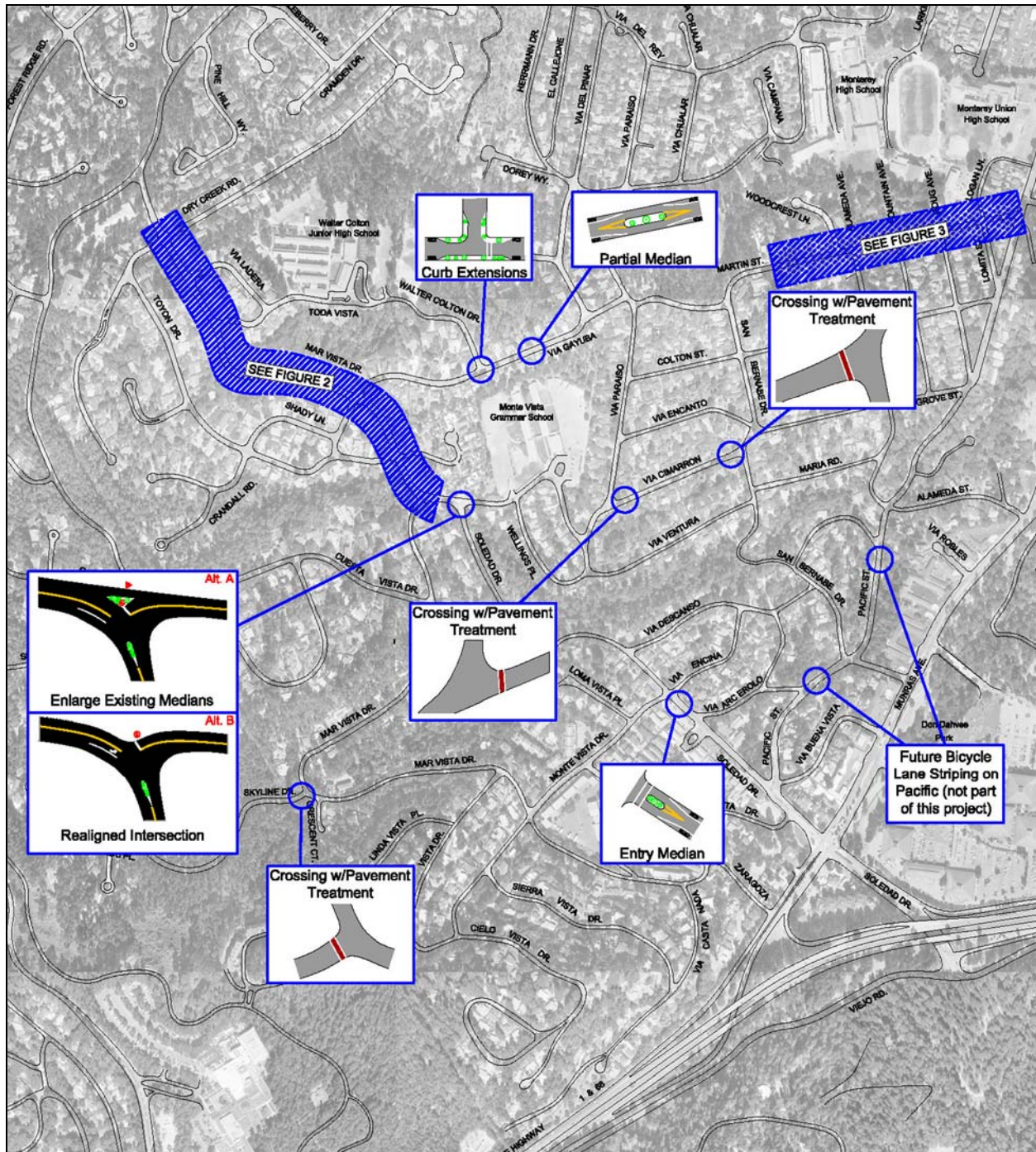
\* Cost range is dependent upon landscaping options and/or drainage considerations

In addition to the physical devices, the Monterey Vista Neighborhood provided a number of operational suggestions. These include signing and relocation of curbing and are being addressed by City staff.

Residents also expressed significant concerns with pedestrian safety in the neighborhood. With three schools in the neighborhood and limited walkways and sidewalks, residents were concerned with the safety of students walking to school, as well as the safety of others who walk in the neighborhood. The City will work with the neighborhood to identify critical pedestrian routes between key destinations and a plan for providing adequate pedestrian facilities. Although not directly a part of this plan, the pedestrian plan will consider the proposals in this plan to ensure measures are complementary and the two plans support each other.



Figure 1: Traffic Calming Plan for Monterey Vista Neighborhood





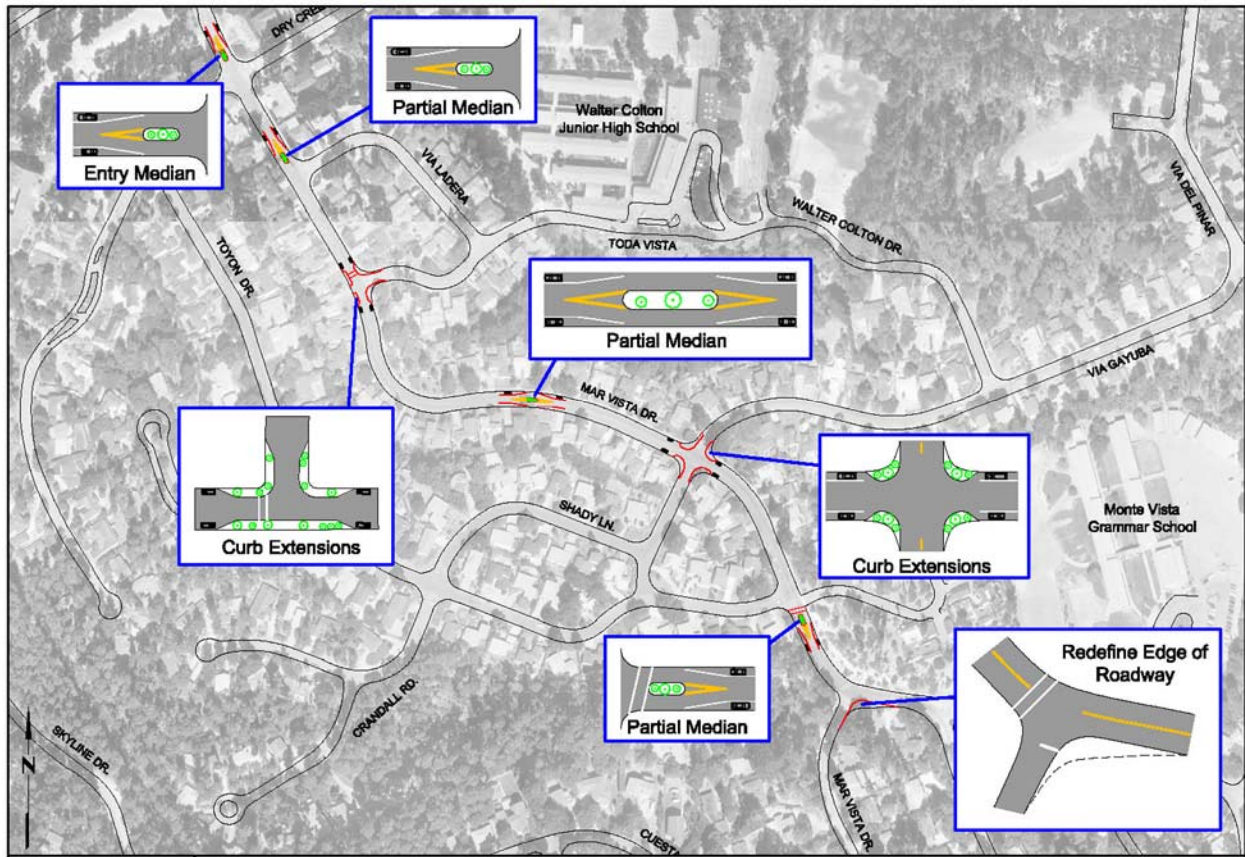
**Figure 2: Entry Median on Soledad**



**Figure 3: Curb Extensions on Via Gayuba at Walter Colton Drive**



Figure 4: Traffic Calming Plan for Mar Vista Drive





**Figure 5: Entry Median on Mar Vista Drive**



**Figure 6: Curb Extensions on Mar Vista at Via Gayuba**



Figure 7: Traffic Calming Plan for Martin Street

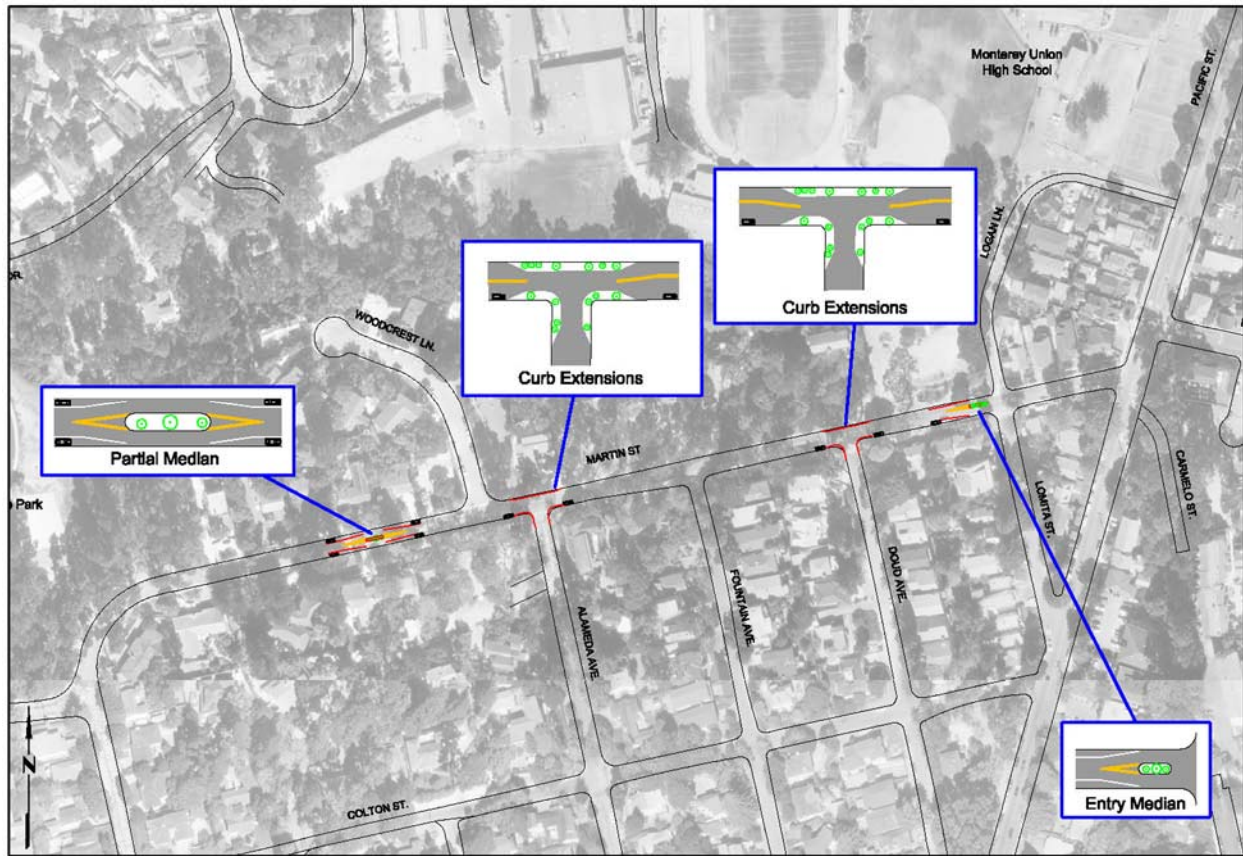


Figure 8: Entry Median on Martin Street





### Improvements to Soledad/Soledad/Soledad

As mentioned above, the intersection of Soledad Drive poses some unique challenges in terms of traffic speed, visibility, pedestrian safety, and school access. The photographs in Figures 9 and 10 show the existing conditions at this intersection. Figure 11 highlights the concerns.

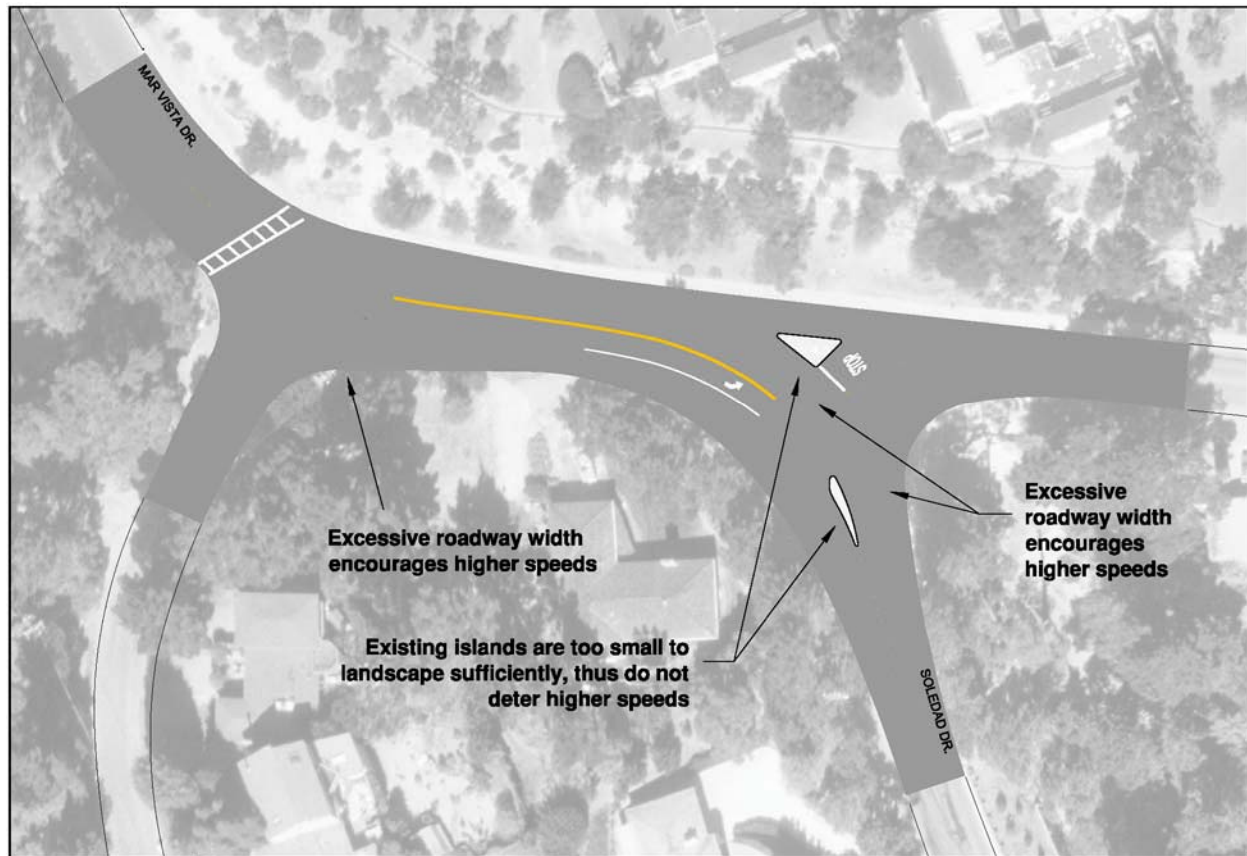
Figure 9: Soledad Drive Toward the School



Figure 10: Soledad Drive Toward Mar Vista



Figure 11: Existing Conditions

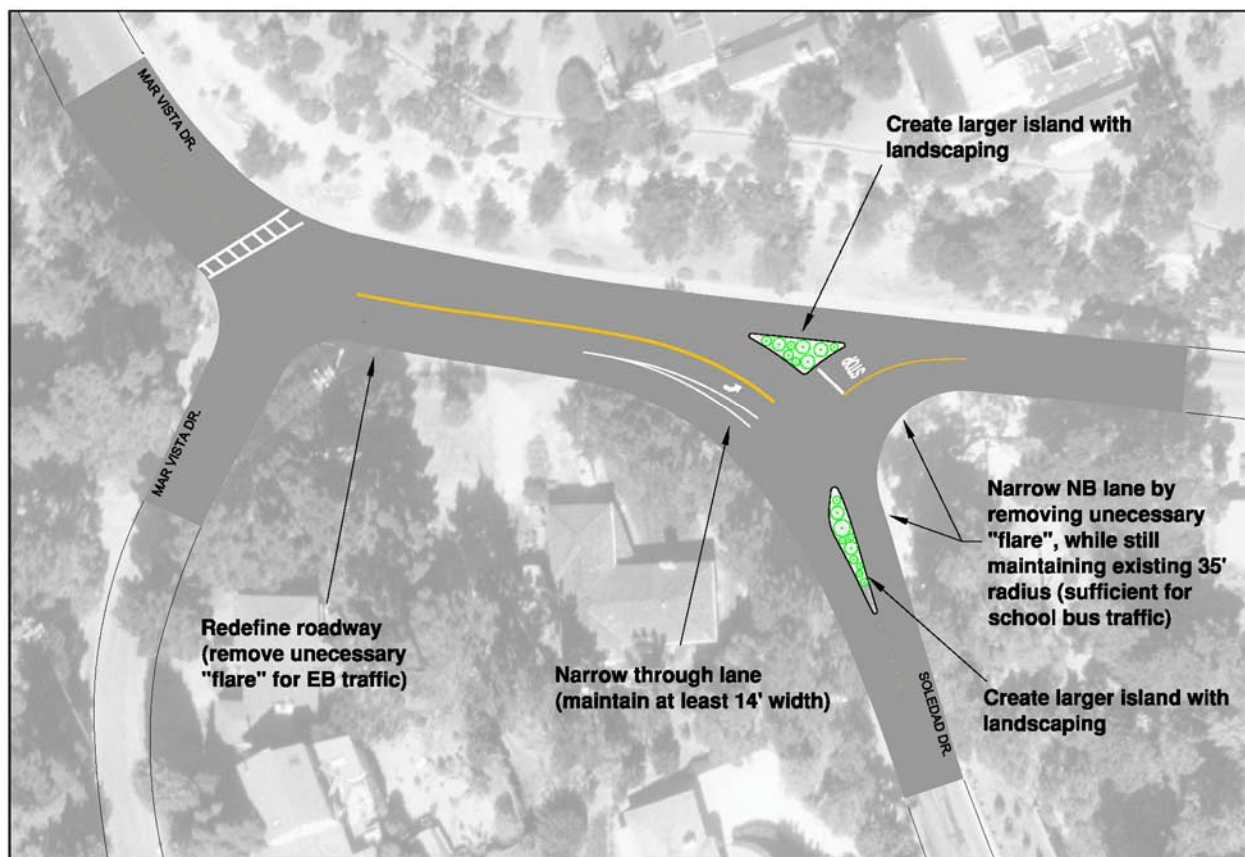


A number of alternatives were discussed with the neighborhood for this intersection, they included:

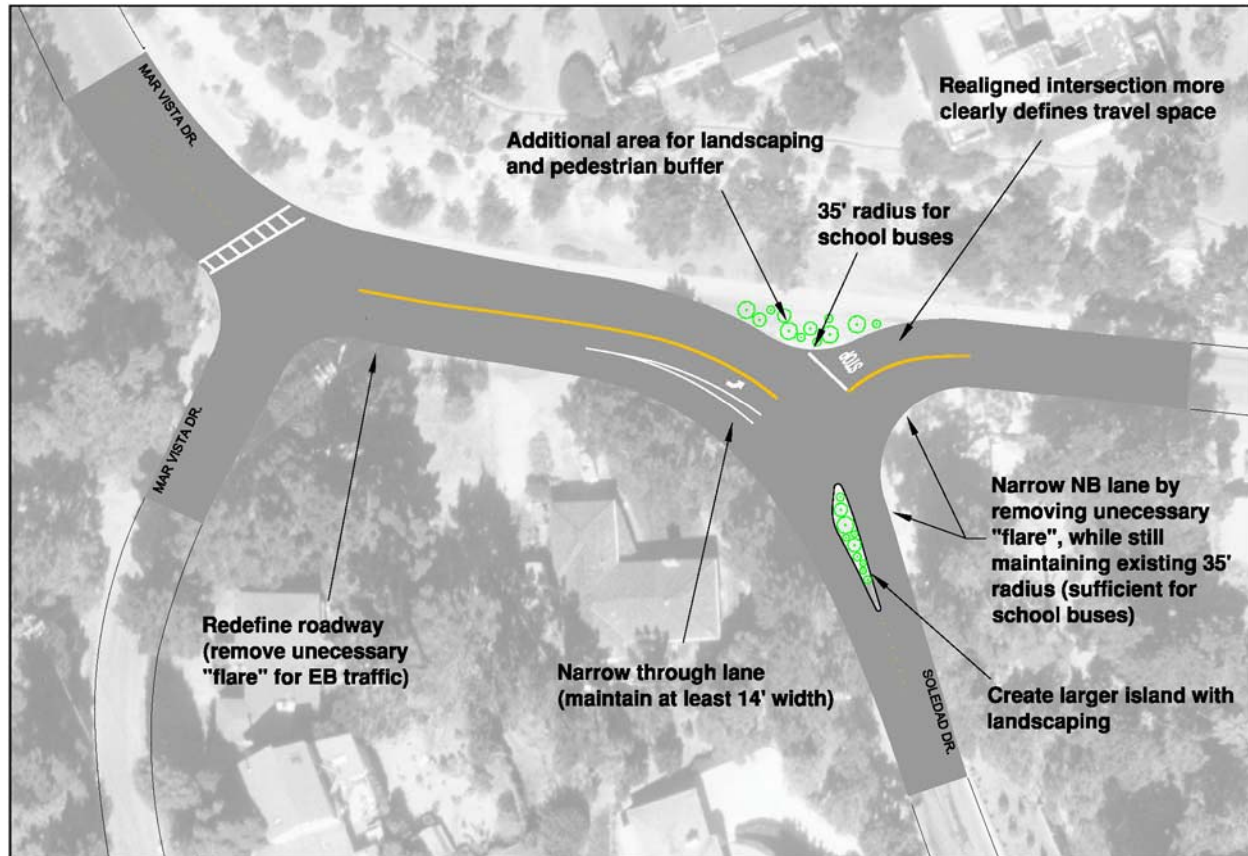
- A landscaped traffic circle
- Realign the intersection to make the movement from upper Soledad/Mar Vista to the school the through movement, causing the lower portion of Soledad to stop
- Reconstruct and landscape the existing medians in their current configuration
- Narrow and realign the intersection to remove the through right lane from the school toward Mar Vista
- Reconstruct the intersection and enlarge and landscape the existing medians

Based on input from the neighborhood, variations on the last two options were the preferred concepts for this intersection. These are shown in Figures 12 and 13 below. If the neighborhood chooses to pursue a project at the Soledad/Soledad/Soledad intersection, the City will work closely with the neighborhood to determine the specific configuration and design.

**Figure 12: Enlarge and Landscape Existing Islands and Narrow Intersection**





**Figure 13: Enlarge and Landscape Medians and Realign Intersection**

### Follow-up Satisfaction Review

It is important that the effectiveness of the plan be monitored and evaluated. Travel patterns before and after installation of should be observed and documented. This should include traffic speeds and volumes. In addition, resident satisfaction should be evaluated through surveys and neighborhood meetings. Results of traffic calming efforts in Monterey Vista will help the City of Monterey maintain an effective traffic calming program citywide.