

David and Prescott Avenues Traffic Management Plan

June 2008



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Background

The New Monterey Neighborhood is a residential neighborhood in north Monterey between Pacific Grove on the northwest and southwest, the Presidio on the southeast, and Hawthorne Street on the northeast. David Avenue and Prescott Avenue are the two main streets connecting the Cannery Row area and Highway 68 in Pacific Grove. The City worked with neighborhood residents to develop a traffic management plan for David Avenue and Prescott Avenue to address traffic speed and pedestrian safety on these streets.

Existing Conditions

David Avenue and Prescott Avenue are residential streets with homes on both sides of the street. Street widths on David Avenue are approximately 36 feet wide, narrowing to approximately 30 feet in some sections on the southwest end, with on-street parking and attached sidewalks. Prescott Avenue is narrower, approximately 26 feet wide, with parking on the southeast side and attached sidewalks.

Traffic Data

Table 1 shows recent traffic data collected on David and Prescott Avenues:

Table 1: Traffic Volumes and Speeds

Street	ADT*	Posted Speed	85 th Percentile Speed**	10 MPH Pace Speed***	Collision Rate****
David Avenue	9,200-11,600	30	34	26-35	2.86
Prescott Avenue	9,000	25	33	23-32	2.49

* Average Daily Traffic

** 85 percent of the traffic travels at this speed or below

***The 10 mile per hour grouping with the greatest number of vehicles

****Calculated as the number of crashes per million vehicle miles traveled

Plan Development Process

City staff and neighborhood representatives worked together to develop the Traffic Management Plan for David and Prescott Avenues through the following steps:

- Identify residents' concerns with neighborhood traffic
- Identify desired neighborhood outcomes for traffic on David and Prescott Avenues
- Review traffic management tools that fit the character of the neighborhood
- Consider various traffic management applications
- Recommend a traffic management plan for David and Prescott Avenues

The first step in the planning process was to send out surveys to all residents in the New Monterey Neighborhood. The City received 524 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 – 35% Non-resident cut-through traffic – 15% Pedestrian safety – 13% Availability of on-street parking – 11% Bicycle safety – 10% Availability of sidewalks – 9% Other – 8%
2. What, if any, concerns do you have about driving safety in your neighborhood?	Visibility – 29% Street width – 18% Right-of-way control – 18% Signage – 11% Street curvature and grades – 10% Striping – 8% Other – 7%
3. What activities do you or members of your household use neighborhood streets for regularly?	Walking – 56% Bicycling – 27% Skating or skateboarding – 5% Other – 11%
4. If there are school children in your house, what is the most common method of travel to and from school?	Automobile – 44% Walking – 31% School Bus – 11% Bicycling – 7% Transit – 5% Other – 2%
5. What would encourage you and members of your family to ride public transit?	Shorter bus intervals – 25% Bus stop locations – 18% Different service routes – 14% I would not ride public transit – 30% Other – 13%

In addition to the tabulated results, there was a large number of comments. Those related to transit were provided to MST for consideration. All comments were captured and included as an appendix to this report. Concerns expressed in the comments included:

- Street and sidewalk grades
- Stop sign location and compliance
- Narrow and obstructed sidewalks

- Visibility at intersections due to parked vehicles, vegetation, street grades, etc.
- Safety at Bay View School and Hilltop Park
- Availability and operation of on-street parking
- Trucks and buses on David

The neighborhood met three times, February 7, March 6, and April 9, 2008, to work through each step of the process. Representatives from City Traffic, City Police, and MST attended all three meetings and a representative from the Fire Department attended the first meeting. The first meeting provided an overview of traffic data collected on David and Prescott Avenues and a summary of the survey results.

Problem Identification

At the first neighborhood meeting, residents were asked to identify traffic concerns for David and Prescott Avenues. In addition to the issues identified in the neighborhood survey, meeting participants provided the following list of concerns they wanted to address in the traffic study:

- Traffic to and from DLI
- Speeds on David and Prescott
- Trucks using Prescott despite sign at the bottom of the hill
- Pedestrians and bikes crossing David and Prescott
- Visibility at intersections limited by cars parked at the intersection
- Cars parking into the intersection
- Trucks speeding on David in the early morning
- Cars passing left-turning cars on the right as they wait to turn
- Missing sections of sidewalk on Prescott
- David feels like a barrier to pedestrians
- Steep sidewalk on Prescott
- Limited visibility for left turning vehicles from Devisadero to Prescott
- No parking signs on upper David are hard to read – add red curb
- Skateboarders on the street
- Bikes on Prescott
- Student pickup and drop-off at Bay View – double parking

Neighborhood Recommendations

At the first neighborhood meeting, residents made the following suggestions to address traffic concerns on David and Prescott Avenues:

- City should work with DLI to get a new gate to Highway 68
- Install additional stop signs on Prescott – suggested location at Cypress
- Restrict commercial vehicle parking on David
- Install permanent speed displays on Prescott and David
- Install medians on David – suggested location near Terry
- Construct curb extensions on David and Prescott
- Install crosswalks on David and Prescott

- Bulb out MST stops
- Underground utilities to remove poles from sidewalks
- Require CalAm employees to park on-site
- Post David as a truck route
- Install crosswalk at David and Laine
- Install “Stop for pedestrians in crosswalk” signs
- Conduct a survey of lighting on David and Prescott
- Construct sidewalk on Prescott between Terry and Grace
- Implement a bike safety education program

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

Final Recommendations

Final recommendations were developed at the April 9, 2008 meeting. These included a number of physical devices to be installed on David and Prescott Avenues, shown in the recommended plan in Figure 1, as well as other activities for neighborhood and City implementation. The plan was the result of the neighborhood planning process outlined above. The costs associated with the plan include design and construction costs and estimated loss of on-street parking. The estimated costs are based on similar installations and may vary with actual design and construction costs. These are shown in Table 3.

The improvements recommended in the final plan on David Avenue include:

- Construct curb extensions and pavement treatment crosswalks on David Avenue at Laine Street.
- Construct curb extensions and pavement treatment crosswalks on David Avenue at Spencer Street.
- Construct curb extensions and pavement treatment crosswalks on David Avenue at Pine Street.
- Construct curb extensions and pavement treatment crosswalks on David Avenue at Lily Street.
- Construct curb extensions and pavement treatment crosswalks on David Avenue at Terry Street.
- Construct a partial median and pavement treatment crosswalks on David Avenue between Parcel Street and Lyndon Avenue.
- Construct curb extensions and pavement treatment crosswalks on David Avenue at Lottie Street.
- Install permanent speed display signs on David Avenue northeast-bound between Cypress Street and Lily Street, and southwest-bound between Fillmore Street and Cypress Street. The actual placement of the permanent display signs will be based on speed data collected in the field.

On Prescott Avenue, the following improvements are included in the plan:

- Construct curb extensions and pavement treatment crosswalks on Prescott Avenue at Belden Street.
- Construct curb extensions and pavement treatment crosswalks on Prescott Avenue at Pine Street.
- Construct curb extensions and pavement treatment crosswalks on Prescott Avenue at Lily Street.
- Construct curb extensions and pavement treatment crosswalks on Prescott Avenue at Parcel Street.
- Construct curb extension on the east leg of Prescott Avenue at Devisadero.
- Permanent speed display signs on Prescott Avenue northeast-bound at Devisadero, southwest-bound between Fillmore Street and Grace Street, and northeast-bound between Fillmore Street and Cypress Street. The actual placement of the permanent display signs will be based on speed data collected in the field.

Table 3: Estimated Costs for Proposed Plan

Device	Potential On-Street Parking Loss Per Device*	Estimated Cost Per Device**	# of Devices
DAVID AVE			
Partial Median	8 spaces	\$85,000	1
Curb Extensions - Intersection	8 spaces	\$100,000	6
Pavement Treatments (Per Crosswalk)	--	\$20,000	10
Permanent Speed Display Signs	--	\$15,000	2
PRESCOTT AVE			
Curb Extensions - Intersection (East Side Only)	2 spaces	\$50,000	4.5
Pavement Treatments (Per Crosswalk)	--	\$20,000	9
Permanent Speed Display Signs	--	\$15,000	3
Total Potential Loss of On-street Parking:			65 spaces
Total Cost Estimate:			\$1,365,000

* On-Street parking loss dependent on final design/length of device and actual location

** Cost can be affected significantly by landscaping options and/or drainage considerations

Figure 1: Traffic Management Plan for David and Prescott Avenues

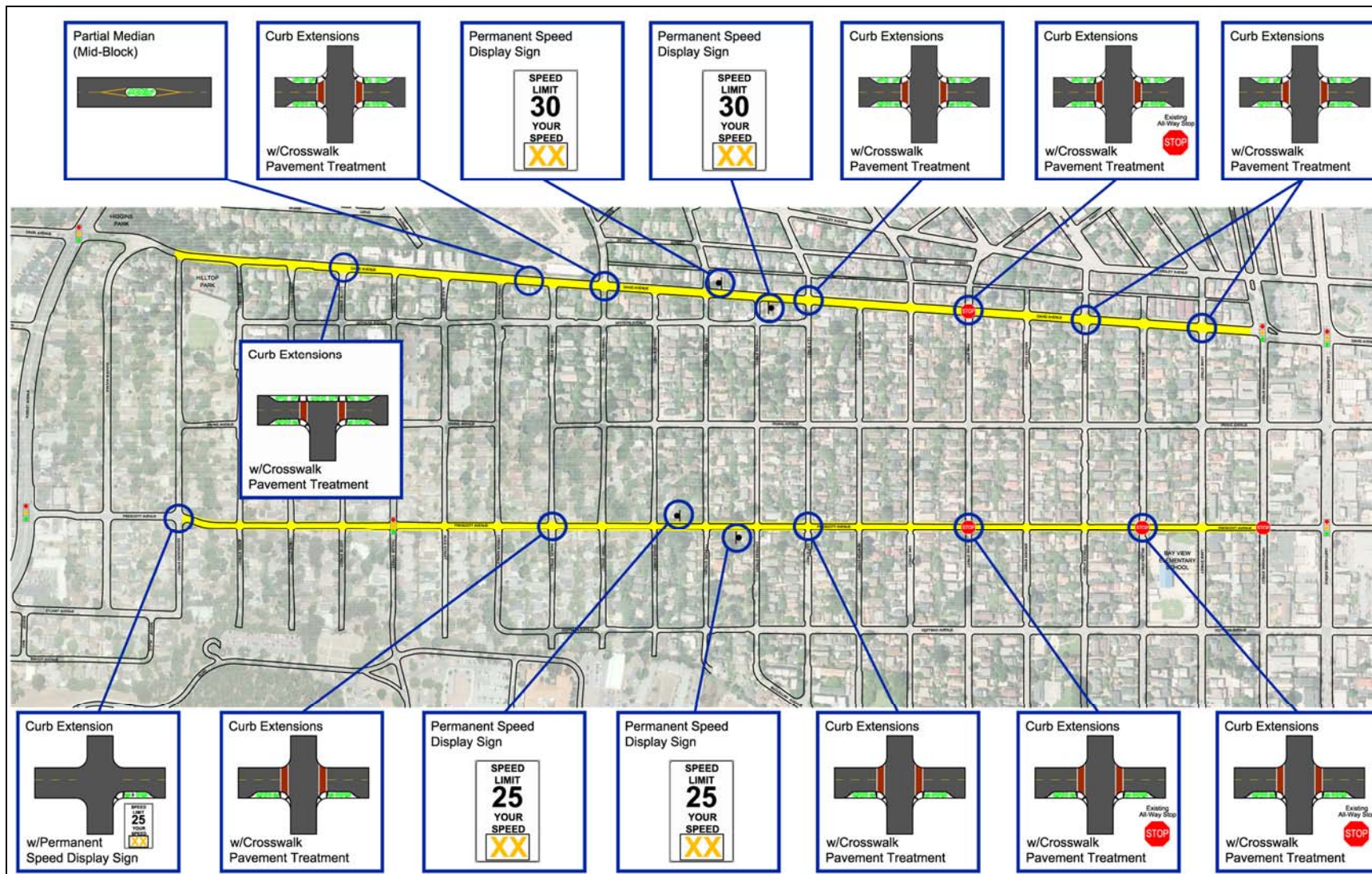


Figure 2: Rendering of Curb Extensions with Pedestrian Crossing Treatment on David Avenue at Terry



Figure 3: Rendering of Curb Extensions with Pedestrian Crossing Treatment on Prescott Avenue at Belden



In addition to the physical devices outlined above, residents suggested a number of other programmatic or low cost options to address issues on David and Prescott Avenues.

Trucks

1. Truck route signs on David Avenue
 - City of Monterey staff will work with Pacific Grove and CalTrans to install truck route signs at each end of David Avenue.
2. Signs on Prescott informing trucks of the steep grade and direct them to David Avenue
 - City of Monterey will install additional signing on Prescott Avenue at Hawthorne Street.
 - City of Monterey staff will work with Pacific Grove and CalTrans to install signs at Forest/Highway 68.

Enforcement

1. Speeding
 - Monterey Police will continue speed enforcement on David and Prescott Avenues.
2. Stop sign violation
 - Monterey Police will continue enforcing violations on David and Prescott Avenues.
3. Parking too close to intersections
 - Monterey Police will continue enforcing violations throughout New Monterey. It is a violation of Monterey City Code to park within 20 feet of the approach to a stop sign.
4. Jake brake/noise
 - The City of Monterey is considering signs that CalTrans is testing that instruct trucks to minimize engine brake noise.

Residents should call 646-3914 to report non-emergency issues to the Police Department.

Yield to pedestrian signs at crosswalks

- City of Monterey will install Yield to Pedestrian signs at school crossings.
- City staff will develop guidelines for the use of these signs at other locations.

Sidewalks – missing segments

- The New Monterey NIP representative will look at including the construction of missing segments in the neighborhood's NIP request.

DLI access to Highway 68

- The City of Monterey supports DLI pursuing this additional access. Approval for such an access must come from CalTrans and Pacific Grove.

Education

1. Yield to pedestrians
 - City staff will identify opportunities to educate drivers to yield to pedestrians. Staff will write an article for the City Focus.

2. Bike routes and safety
 - City staff will identify education strategies to enhance bike safety and enhance current bike routes citywide.
 - City staff will support bike safety through the Safe Routes to school activities.
3. Traffic around Bay View Elementary
 - City staff will work with the Bay View Elementary School administration to develop educational information for students and parents that supports safe walking, driving, and parking around the school, through safe routes to school

Shrubs blocking sidewalk and visibility at intersections

- New Monterey will include information in the next neighborhood newsletter, the City has also provided guidelines under:
http://www.monterey.org/traffic/pdf/corner_sight_distance.pdf

Follow-up Satisfaction Review

It is important that the effectiveness of the plan be monitored and evaluated. Travel patterns before and after installation of the devices should be observed and documented, including traffic speeds and volumes. In addition, resident satisfaction should be evaluated through surveys and neighborhood meetings. The follow-up review should take place after the devices are installed. Results of traffic management efforts on David Avenue and Prescott Avenue will help inform the City of Monterey on the effectiveness of the improvements.