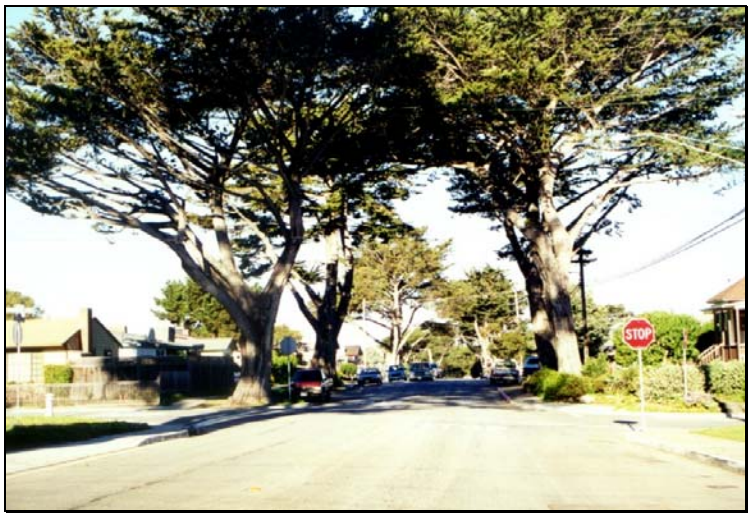
Del Monte Grove Neighborhood
Traffic Calming Plan

November 2001



Pat Noyes & Associates

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Background

The Del Monte Grove Neighborhood is a residential neighborhood bounded by State Highway 1, North Freemont Street, Laguna Grande Park, and the Villa Del Monte Neighborhood. Traffic traveling through the Del Monte Grove Neighborhood to and from North Freemont Street and Del Monte Avenue has included a nber of commercial vehicles with destinations to businesses along Freemont from Del Monte Avenue or State Highway 1.

In response to residents' concerns with cut-through truck traffic the City of Monterey installed truck route signs on North Freemont Street to direct trucks to Canyon Del Rey. They also notified businesses in the area that City Police would enforce the truck routes and ticket commercial trucks using streets within the Del Monte Grove unless they had a specific destination within the neighborhood.

The City also committed to work with the residents of Del Monte Grove to develop a traffic calming plan to address residents' concerns with the speed of traffic in the neighborhood. This was done in conjunction with the development of a citywide traffic calming program, which outlined policies, planning processes, and traffic calming tools approved for use in the city.

Existing Conditions

Del Monte Grove is mixed residential with limited off-street parking. The portion of neighborhood closest to North Freemont Street includes numerous multi-family dwellings and commercial establishments with a high demand for on-street parking. Street widths vary in the neighborhood from 24 feet to 40 feet, see Table 1 below. Montecito Ave is the major street through the neighborhood, connecting the access to Del Monte Ave and State Highway 1 via English to streets with access to North Freemont. Other streets in Del Monte Grove also provide connections through the neighborhood, as well as access to residences. It is important to note that the Monterey Fire Department has a station at the intersection of Montecito and Dela Vinia, with primary response routes on Montecito Avenue and Ramona Avenue.

Street Name	*Roadway Width*
English	35 feet – varies by location
Montecido	35 - 36 feet
Casanova	39.5 feet
Dela Vina	36 feet
Casa Verde	40 feet

Table 1: Street Widths

Plan Develop Process

The Del Monte Grove Neighborhood Traffic Calming Plan was developed concurrent to the City-wide 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 neighborhood met three times over the course of several months 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 Del Monte Grove that should be concentrated on during the planning process.

Problem Identification

The first step in the planning process was to work with residents of Del Monte Grove to identify and prioritize traffic concerns. At the first neighborhood meeting in January 2001, residents provided the following list of concerns they wanted to address with traffic calming:

- Montecito (particularly between Ramona and Casanova) – speed, volume, cut-through
- Hannon – speed, volume, cut-through, trucks
- Truck traffic on Hannon and Montecito
- Trucks loading and unloading at the lumberyard block Encina, English and Virgin
- Lumberyard employees park in the neighborhood on Virgin and Encina
- Casanova – speed and cut-through
- English/Grant – speed, volume, cut-through and limited sight distance due to trees
- Need to refocus traffic to Canyon Del Rey and out of the neighborhood
- Del Monte signing to 101 is unclear and confused drivers end up in the neighborhood
- The produce stand driveway on Hannon causes conflicts
- John-Ramona loop – cars cutting through to English and Grant
- Bike safety on English – neighborhood access to the Rec.Trail
- Virgin – Grant to Encina is narrow with lots of parking, congested
- Limited number of crosswalks in the neighborhood
- Need pedestrian crossing for the park on Montecito
- Hannon/Toyon – back access to apartments, speeding and on-street parking

Neighborhood Priorities

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

- Diverters or closures on Hannon
- Dead-end signs
- Medians and neckdowns on the north end of Montecito – south of Ramona the parking demand is high and should be preserved
- Traffic circles – Hannon/Toyon, Ramona/Montecito, English/Montecito, English/Grant, Hannon/Sequoia
- Pavement treatments in pedestrian areas

These ideas were combined with those of City staff and the consultant to develop two concept plans and variations. These were discussed and revised at a neighborhood meeting in February 2001. Additional suggestions were incorporated from that meeting and from subsequent meetings with City staff.

Final Recommendations

The Del Monte Grove Neighborhood recommended a number of traffic calming devices to be installed on neighborhood streets. Figure 1 shows the plan for devices in the Del Monte Grove Neighborhood. 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 impact to emergency response times. These are shown in Table 3.

Figure 1: Traffic Calming Plan for Del Monte Grove

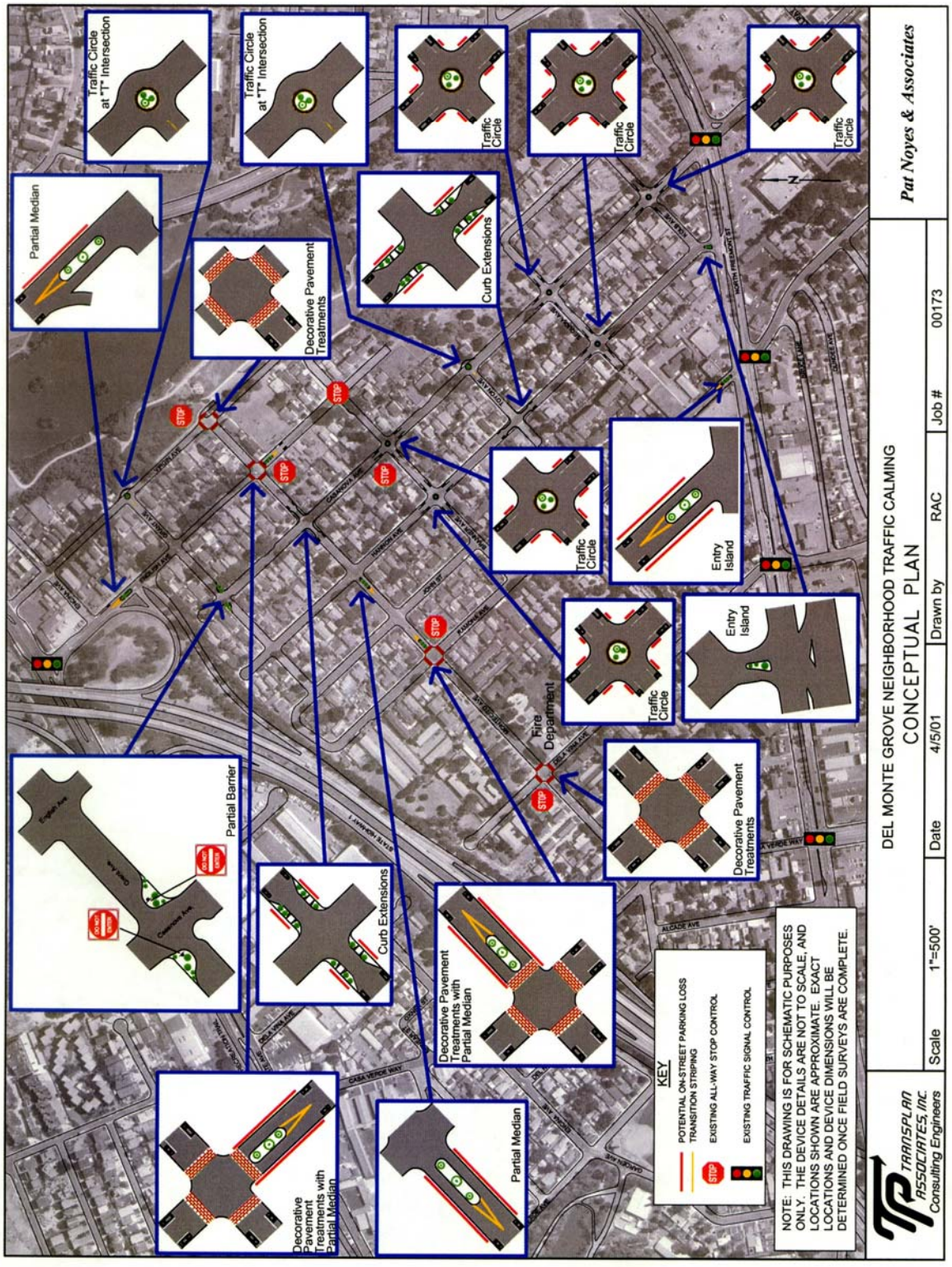

Table 1: Estimated Costs for Proposed Plan

Device	Potential On-Street Parking Loss Per Device	Emergency Vehicle Delay Per Device	Estimated Cost Per Device*	# of Devices
Traffic Circle	0-4 Spaces	7.5 sec.	$65,000	7
Partial Median	6-12 Spaces	2 sec.	$46,000	4
Curb Extensions - Intersection	4-8 Spaces	1 sec.	$71,000	2
Partial Barrier	1-2 Spaces	2 sec.	$34,000	2
Decorative Crossing Treatment (Per Intersection)	0 Spaces	0 sec.	$36,000	4
Entry Island	0 Spaces	1 sec.	$37,000	2
		TOTAL POTENTIAL LOSS OF ON-STREET PARKING:		**~ 52 Spaces**
		TOTAL ESTIMATED DELAY TO EMERGENCY VEHICLES (MONTECITO/ENGLISH ROUTE ONLY):		**~ 7 sec**
		TOTAL COST ESTIMATE:		**$1,067,000**

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

Figures 2 and 3 show existing conditions on Casanova and Branner, with artist renderings of a proposed traffic circle and curb extensions shown in Figures 4 and 5.

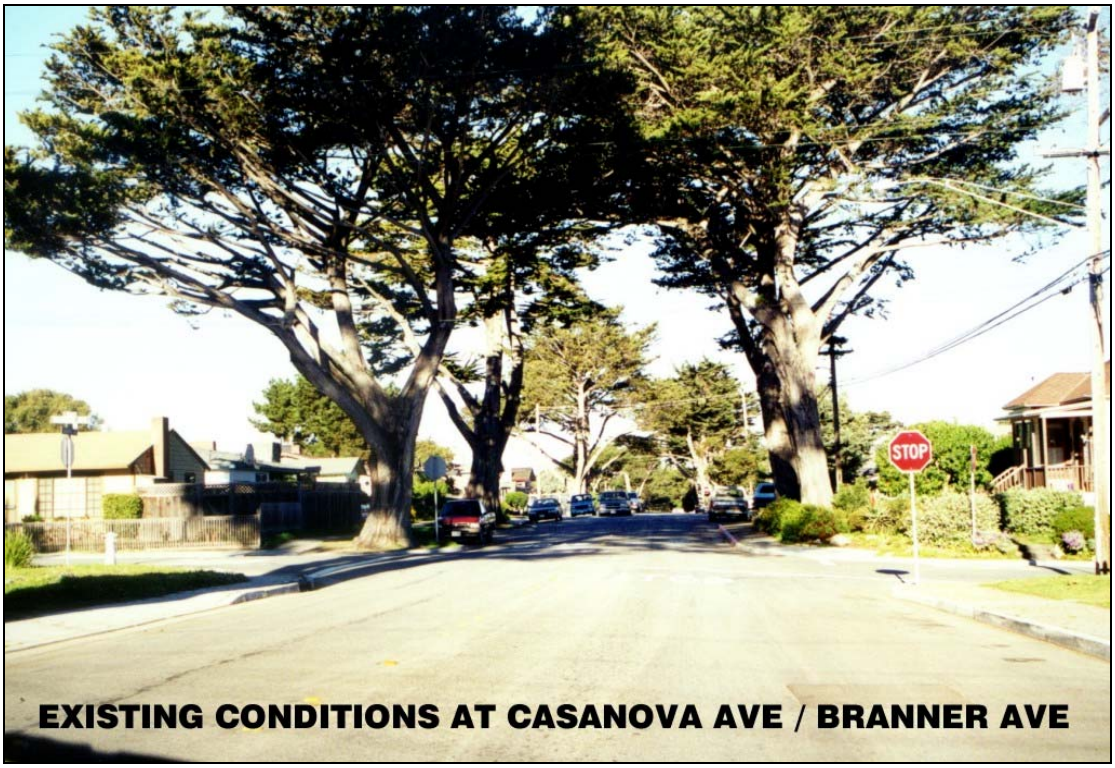

Figure 2: Existing Conditions on Casanova

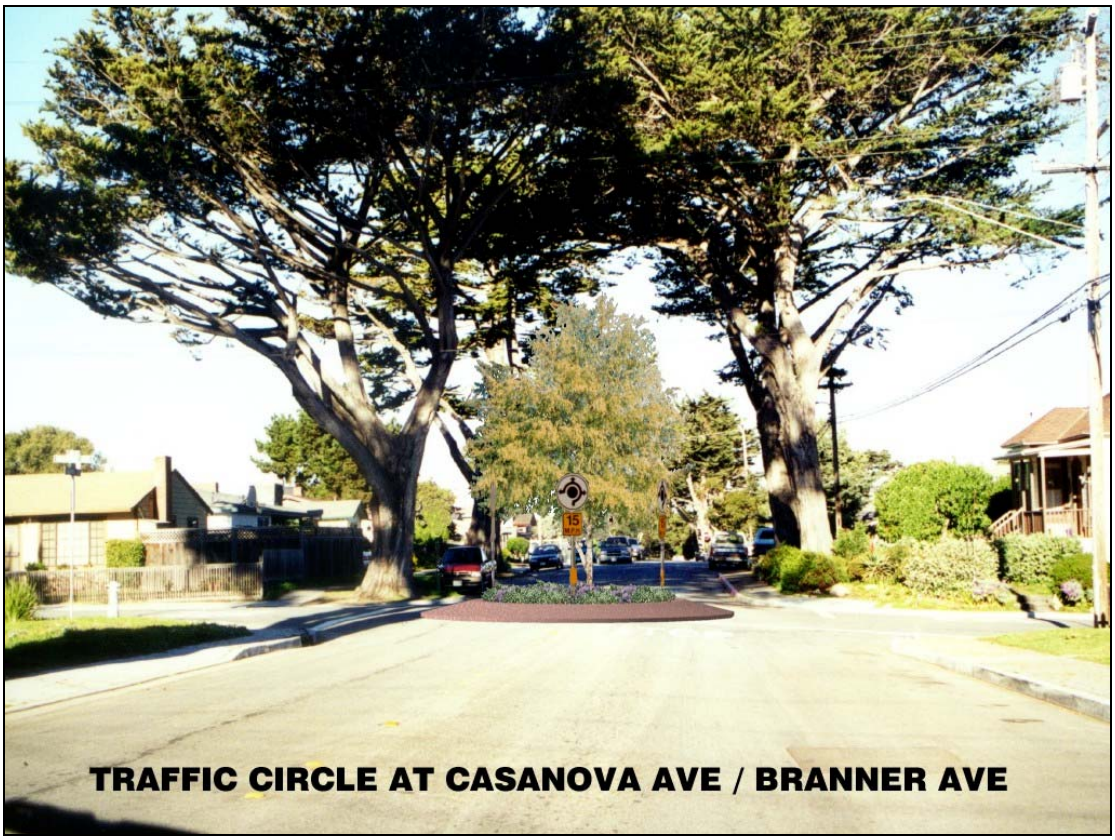

Figure 3: Casanova with Proposed Traffic Circle

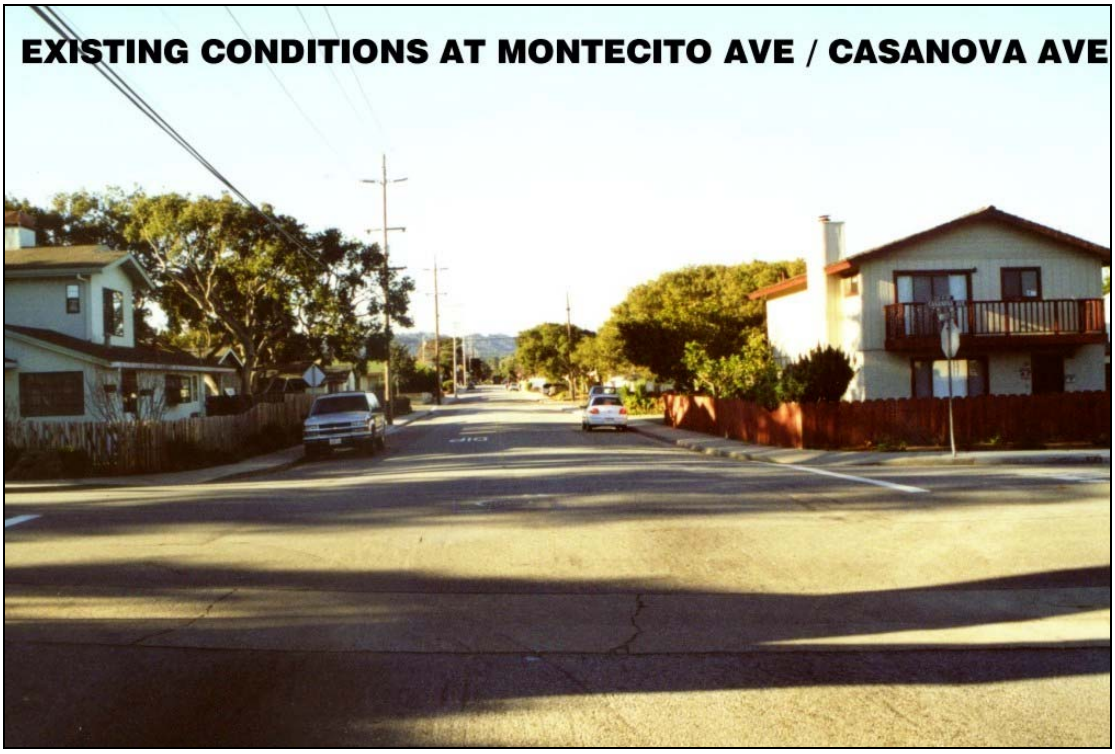

Figure 4: Existing Conditions on Montecito

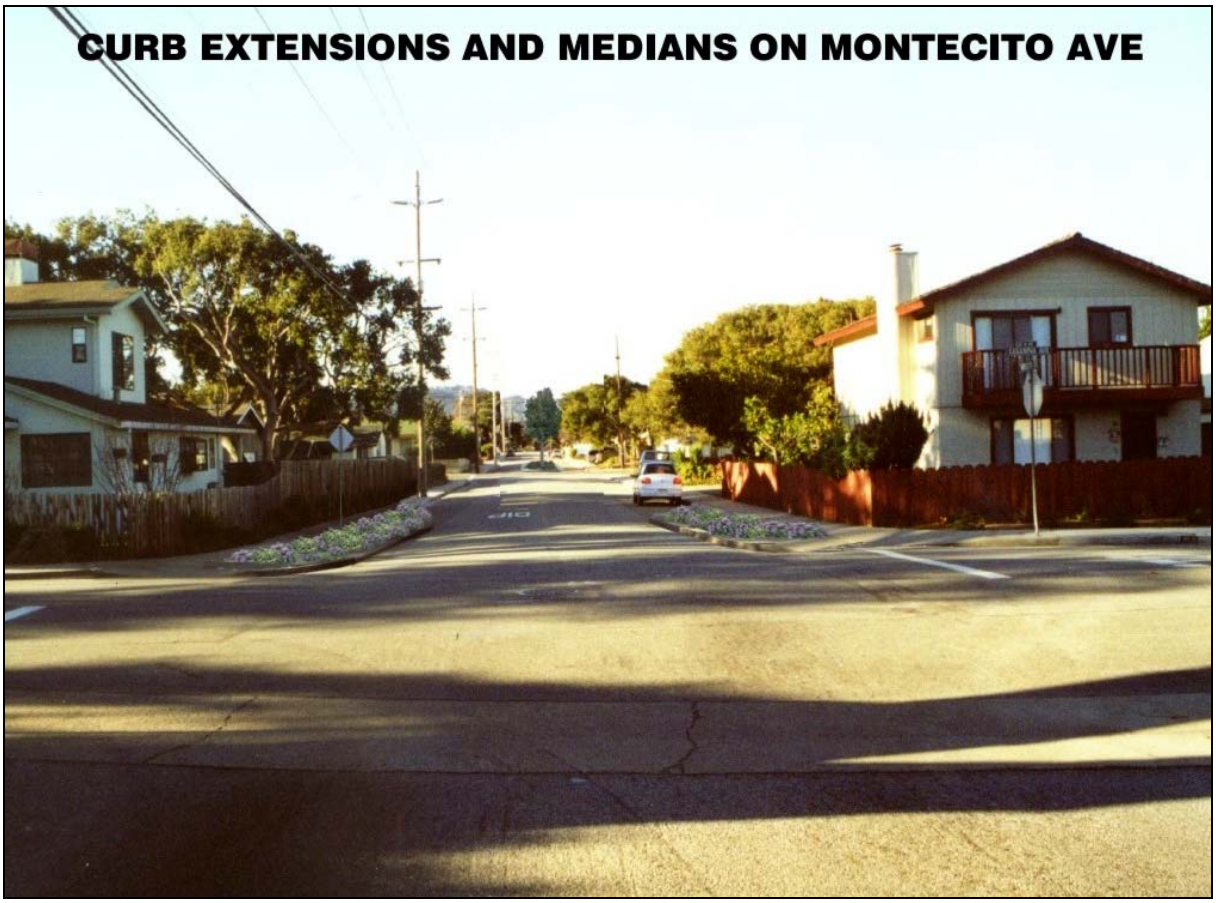

Figure 5: Montecito with Proposed Improvements

Given the number of devices proposed and the cost of construction, the neighborhood selected key locations to focus initial requests for funds through NIP. These included devices on English, Montecito, Hannon and Casanova. It is important to mention that not all devices shown on the conceptual plan may feasible. As the neighborhood pursues implementation, issues associated with parking and access impacts to abutting residences and engineering limitations will need to be reviewed and considered. One example of such an issues exists with the placement of the entry island on English Avenue between Del Monte Avenue and Grant Avenue. Residents in this block have expressed significant concern with parking and access impacts. These issues need to be addressed and resolved to the satisfaction of these homeowners before installation could occur.

Follow-up Satisfaction Review

Because the Del Monte Grove Neighborhood is one of the first two neighborhoods to develop a neighborhood traffic calming plan, it is extremely important that the effectiveness of the plan be monitored and evaluated. Travel patterns before and after installation of devices or implementation of travel reduction programs 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 Del Monte Grove will help the City of Monterey maintain an effective traffic calming program citywide.