



# Casanova Oak Knoll Neighborhood Traffic Calming Plan

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### Background

The Casanova Oak Knoll Neighborhood is a residential neighborhood bounded by North Fremont Street, the airport and U.S. Navy properties on the south, and Work Memorial Park on the east. Traffic traveling through the Casanova Oak Knoll Neighborhood to and from North Fremont Street includes a number of commercial vehicles with destinations to businesses on the airport north side, Fleet Numeric and the National Atmospheric Research Center.

The Monterey County Fairgrounds are located just west of the neighborhood on Fairgrounds Road. There are a number of parking and circulation issues associated with large events at the fairgrounds several times a year. The City has worked with the residents of Casanova Oak Knoll and the Fairgrounds staff to develop an event parking program to address residents' concerns with impacts to the neighborhood.

The City also worked with the neighborhood to develop a traffic calming plan for the Casanova Oak Knoll neighborhood to address speed 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

Casanova Oak Knoll is mixed residential. Residential densities increase to multi-family units on the east end on Casanova Avenue and these have limited off-street parking. North Fremont Street is commercial and the portion of the neighborhood adjacent to North Fremont includes numerous commercial establishments including Safeway and Longs Drug. Street widths vary in the neighborhood from 31 feet to 45 feet, see Table 1 below. Airport Road, Ramona Avenue, Euclid Avenue, and Casanova Avenue are the major streets through the neighborhood. Other streets in Casanova Oak Knoll provide connections through the neighborhood as well as access to residences.

**Table 1: Street Widths**

Street Name	Roadway Width
Airport Road	39' 10" – 44' 10"
Ramona Avenue	31' 4" – 44' 10"
Casanova Avenue	33' 8" – 37' 3"
Euclid Avenue	32 – 35'

*Traffic Data*

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

**Table 2: Traffic Speeds**

<b>Street</b>	<b>Location</b>	<b>Average Speed</b>	<b>85<sup>th</sup> Percentile Speed*</b>
Airport Road	Between Fern and Edinburgh	30.6	34.5
Airport Road	Between Ivy and Lilac	27.5	29.5
Airport Road	Between Mitcher and Stuart	29.1	32.5
Euclid Avenue	Between Ramona and Shirl Pat	23.4	26.5
Ramona Avenue	Between Littleness and Lerwick	29.3	33.5
Ramona Avenue	Between Edinburgh and Stuart	26.0	29.5
Stuart Avenue	Between Airport and Ramona	20.3	22.5
Casanova Avenue	Between Melway and Ralston	24.6	29.5

\* The speed that 85 percent of vehicles travel at or below.

**Plan Develop Process**

The Casanova Oak Knoll 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 Casanova Oak Knoll Neighborhood. The City received 64 responses from the survey and the results of the survey were compiled and presented at the first meeting with the neighborhood. Table 3 shows the results of the neighborhood survey:

**Table 3: Summary of Neighborhood Surve**

<b>Question</b>	<b>Response</b>
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 – 64% Non-resident cut-through traffic – 20% Operation of on-street parking – 16% Pedestrian safety – 14% Availability of on-street parking – 14% Traffic noise – 11% Street maintenance – 9% Bicycle safety – 8% Street landscaping 3%
2. What, if any, concerns do you have about driving safety in your neighborhood?	Visibility – 44% Signing – 28% Right-of-way control – 25% Street width – 20% Striping – 19% Street curvature and grades – 17% Other – 14%
3. What activities do you or members of your household use neighborhood streets for regularly?	Walking – 86% Bicycling – 34% Skating or skateboarding – 23% Other – 14%
4. If there are school children in your house, what is the most common method of travel to and from school?	Automobile – 17% School Bus – 17% Walking – 5% Bicycling – 5% Transit – 3%
5. What types of traffic control devices do you feel would be appropriate for use in your neighborhood?	Pedestrian crossings – 41% Signs – 36% Devices that restrict movements – 30% Physical changes to the street – 25% Pavement markings – 23% Landscaping – 13% Other – 13%

The neighborhood met three times in January 2002, 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 Casanova Oak Knoll that should be the focus of the traffic calming planning process.

**Problem Identification**

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

- Need continuity in police enforcement
- Poor compliance with speed limits, stop signs and yield to pedestrians
- Traffic congestion on Fremont Street leads to cut-through traffic
- Poor sight distance at Edinburgh Avenue and Airport Road
- Concern with potential increase of traffic from airport development
- Coordination with future drainage project on Airport Road
- Safety concerns at crosswalk on Airport Road at Dundee Avenue and across Fairgrounds Road at Airport Road
- Cut-through traffic on Bruce and Dundee due to congestion on Fremont – traffic from Fairgrounds Road to Fremont diverting to Ramona or Casanova
- Heavy traffic on Stuart to and from airport north side
- Difficult for pedestrians to cross Casanova Avenue due to traffic speeds
- Difficult to cross Fremont at Casanova due to signal timing and left turning vehicles who do not yield
- Difficult to see pedestrians crossing Casanova due to parked cars
- Speeds and volumes on Stuart
- Proposed development on Casanova north of Melway Circle
- Parking along Fleet Numerical frontage
- Traffic on Bruce Lane
- Traffic cutting through on Dundee Avenue

**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:

- Curb extensions and red paint at crosswalk on Casanova north of Ralston
- Weight limits on local streets
- Build alternative access to industrial area in airport north side
- Continue and expand fairgrounds parking program
- Additional crosswalks
- Speed limit signs
- Entry islands
- Pavement treatment
- Additional enforcement
- Landscaped medians
- Synchronize signals on Fremont
- In-pavement flashing lights for crosswalks

- Need a device on Euclid
- Put neckdowns on Dundee at both ends to discourage cut-through traffic
- Put something on Ramona between Bruce and Dundee, possibly pavement treatment
- Consider closure on Bruce Lane
- Consider drainage with any device
- Median on Ramona between Edinburgh and Stuart should consider driveway locations
- Add pavement treatment to crosswalk on Ramona near school bus stop
- Add median on Casanova above Shirl Pat Way
- Need a crosswalk on lower Casanova
- Consider pavement treatment in the Airport and Edinburgh intersection
- Consider parking restrictions or permit parking on Airport near Fleet Numerical
- Like neckdowns at the crosswalk on Airport Road at Fairgrounds Road
- Like crosswalks with median refuge on Ramona
- Consider visibility impacts of landscaping on devices
- Like entry islands on Airport Road, Ramona Avenue and Casanova Avenue
- Consider additional devices near the curve on Airport Road
- Add a device on Casanova Avenue near Melway
- Like pavement treatments as part of entry features
- Incorporate realignment of Airport and Euclid into airport north side redevelopment plans
- Don't remove parking on Stuart to install devices
- Consider making Bruce one-way westbound
- Like the neckdown option on Airport at Edinburgh

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

### **Final Recommendations**

The Casanova Oak Knoll 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 impact to emergency response times. These are shown in Table 4.

Figure 1 shows the neighborhood's recommended plan. Several tools were included to address specific resident concerns with traffic speed and pedestrian safety. The partial medians at the three entrance points to the neighborhood on Ramona, Casanova and Airport Road were recommended to define the entrances to the neighborhood and slow cars as they entered the residential area. The neckdowns at Airport and Fairgrounds Roads were placed at the current crosswalks to shorten the crossing distance for pedestrians and make them more visible to approaching vehicles. These neckdowns would also become part of the entry feature to differentiate the residential area from the fairgrounds. Neckdowns were recommended on

Dundee Avenue at each end of the block to discourage traffic from cutting through on Dundee to access North Fremont Street. Residents also recommended that Bruce Lane be made a one-way street westbound to discourage cars from diverting from Airport Road on Bruce Lane to access North Fremont Street.

Airport Road shows a series of medians to slow traffic and break the visual line for cars traveling on Airport. The curb extension on Airport Road at Edinburgh Avenue was placed to shift traffic on Airport Road toward the center of the street to provide increased visibility of northbound traffic by cars stopped on Edinburgh. This neckdown would be constructed with patterned concrete or created by using striping material to maximize the visibility of northbound cars.

The result of extensive discussions regarding traffic using Stuart Avenue to access Airport Road into the airport north side development resulted in a recommendation to construct a partial barrier on Stuart to restrict traffic coming northbound from Airport. This option was considered to be a cost effective approach to restricting movements from Airport Road to Ramona Avenue on Stuart. Concerns were expressed that this would not restrict traffic southbound from Ramona to Airport Road on Stuart Avenue. It was felt that this was the least restrictive option with the least impact to the other neighborhood streets and the effectiveness of the barrier would be assessed after installation. If additional restrictions become necessary, these would be considered by the neighborhood as a whole.

Partial medians were recommended on Ramona Avenue, Euclid Avenue, and Casanova Avenue to slow traffic. The partial median on Ramona Avenue near Lerwick was recommended to include a pedestrian crosswalk treatment to provide a safer crossing for school children walking to and from the school bus stop at that location. Other pedestrian safety recommendations included adding pavement treatments for the crosswalks at the three-way stop at Ramona Avenue and Euclid Avenue to enhance the visibility of the crossings and neckdowns on Casanova Avenue at Ralston Drive to shorten the crossing distance and make pedestrians more visible at the existing crossing. The partial medians on Casanova Avenue between North Fremont Street and Melway Circle and east of Melway Circle were intended to slow traffic and to provide a refuge for pedestrians crossing Casanova Avenue in those locations.



**Table 4: 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>
Partial Median	6-12 Spaces	2 sec.	\$46,000	10
Partial Median w/ Ped Refuge	2-4 Spaces	2 sec.	\$49,000	1
Neckdowns	4-8 Spaces	1 sec.	\$71,000	4
Partial Barrier	1-2 Spaces	2 sec.	\$25,000	1
Decorative Pavement Treatment (Crosswalk)	0 Spaces	0 sec.	\$10,000	7
Pavement Treatment (Entry Island/Partial Median)	0 Spaces	0 sec.	\$25,000	2
		Total potential loss of on-street parking:		~ 100 Spaces
		Total cost estimate:		\$938,000

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

Figure 2 shows existing conditions on Airport Road with artist renderings of proposed medians shown in Figures 3.

In addition to the physical devices, the Casanova Oak Knoll Neighborhood recommended a number of operational and programmatic approaches to calming traffic in the neighborhood. The first was a recommendation to expand random police enforcement in all residential neighborhoods. It was noted that police enforcement is very effective during police presence and although the City cannot provide continuous, ongoing enforcement in every neighborhood, random police presence would enhance physical improvements to address neighborhood traffic concerns.

Neighborhood residents suggested that the operation of signals on North Fremont Street should be improved to reduce congestion on Fremont and encourage traffic to stay on arterial streets. It was also noted that the signal on Fremont at Casanova should be examined to enhance pedestrian safety by extending the pedestrian phase. The failure of left-turning vehicles to yield to pedestrians in the crosswalk was also noted as a significant safety concern.

Business and commercial traffic impacting the neighborhood was a critical neighborhood issue. Traffic traveling to and from the airport north side on Airport Road and traffic continuing on neighborhood streets from businesses on Garden Road were the focus of these concerns. The neighborhood recommended that the City and the Airport continue to work toward developing new access routes into the airport north side commercial area to divert traffic off Airport Road. Similarly, it recommended that efforts be made to encourage commercial traffic from Garden Road to access North Fremont Street at Casa Verde rather than traveling Fairgrounds Road into the neighborhood.

Figure 2: Existing Conditions on Airport



**Figure 3: Airport with Proposed Improvements**

Although these recommendations are not within the immediate focus of traffic calming, they do impact the nature of traffic within the Casanova Oak Knoll Neighborhood and should be coordinated with the planning and implementation of traffic calming in the neighborhood.

### **Follow-up Satisfaction Review**

Because the Casanova Oak Knoll Neighborhood is one of the first 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 Casanova Oak Knoll will help the City of Monterey maintain an effective traffic calming program citywide.