

Oak Grove Neighborhood Traffic Calming Plan

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Background

The Oak Grove Neighborhood is a mostly residential neighborhood bounded by Del Monte Avenue on the north, Sloat Avenue on the east, Camino Aquajito on the west, and Tenth Street on the south. The neighborhood includes several clusters of commercial uses along Del Monte Avenue, Camino Aquajito, and Tenth Street. The Naval Postgraduate School abuts the neighborhood along the entire east side.

The City worked with neighborhood residents to develop a traffic calming plan for the Oak Grove neighborhood to address traffic speed and cut-through traffic 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

The Oak Grove Neighborhood is mainly residential with some commercial development along the north and south ends of the neighborhood. Street widths in the neighborhood are generally 28 to 32 feet wide with on-street parking and attached sidewalks.

Traffic Data

Table 1 shows recent traffic data collected on local streets in the neighborhood:

Street	ADT*	85 th Percentile Speed**	Average Speed	A.M. Peak Hour	A.M. Peak Hour Volume	P.M. Peak Hour	P.M. Peak Hour Volume
Sloat Avenue	6300	35	28	7:00	611	4:00	534
First Street	500	25	18	11:00	35	12:00	46
Second Street	350	25	18	11:00	21	4:00	30
Third Street	1600	27	21	7:00	142	4:00	172
Ocean Avenue	800	25	17	10:00	78	2:00	89
Park Avenue	1000	28	18	11:00	59	7:00	104

^{*} Average Daily Traffic

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

Plan Development Process

The Oak Grove 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 residents in the Oak Grove Neighborhood. The City received 32 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	Ranked as most important:		
neighborhood traffic issues in order	Non-resident cut-through traffic – 46%		
of concern to you.	Excessive traffic speeds – 39%		
	Availability of on-street parking – 25%		
	Operation of on-street parking – 14%		
	Pedestrian safety – 14%		
	Bicycle safety – 7%		
	Traffic noise – 7%		
	Street maintenance – 4%		
	Street landscaping – 0%		
	Other – 11%		
2. What, if any, concerns do you	Visibility – 43%		
have about driving safety in your	Street width – 43%		
neighborhood?	Right-of-way control – 36%		
	Signing – 29%		
	Striping – 21%		
	Street curvature and grades – 11%		
	Other – 21%		
3. What activities do you or	Walking – 93%		
members of your household use	Bicycling – 54%		
neighborhood streets for regularly?	Skating or skateboarding – 25%		
	Other – 25%		
4. If there are school children in your	Automobile – 25%		
house, what is the most common	Walking – 18%		
method of travel to and from school?	School Bus – 7%		
	Bicycling – 0%		
	Transit – 0%		

5. What types of traffic control	Signs – 50%		
devices do you feel would be	Pedestrian crossings – 39%		
appropriate for use in your	Pavement markings – 29%		
neighborhood?	Physical changes to the street – 21%		
	Devices that restrict movements – 21%		
	Landscaping – 18%		
	Other – 11%		

The neighborhood met three times (April 26, May 17, and June 7, 2005) to work through each step of the process. Representatives from City Traffic attended all three meetings and a representative from the Fire Department attended two of the meetings. The first meeting provided an overview of traffic calming and the tools available for use in Monterey to address residential traffic concerns. Residents were also asked to identify the traffic issues in Oak Grove that should be the focus of the traffic calming planning process.

Problem Identification

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

- Third Street speed and volume
- Seventh Street traffic to and from the school in the 1200 block on the north side
- Third Street is it going to be open for construction trucks and for how long
- Ocean speeds approaching Fourth Street
- Eighth Street traffic from Highway 1 to NPS
- Neighborhood entry from downtown on Third Street needs to be delineated
- Left turns from Tenth Street on Aquajito are a problem
- Intersection of Sloat and Mark Thomas
- Del Monte at Sloat left turn operations problematic
- Tenth Street at Ocean no sidewalks through the gas station area
- Need status of diagonal parking proposal on Sloat
- Pedestrian crossings on Sloat

Neighborhood Recommendations

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

- Entry feature on Third Street at Aquajito
- Traffic circles on Ocean and Park
- Restrict access onto Eighth from Tenth Street
- Pavement treatment on Third Street

- Neckdowns on Seventh Street at Ocean
- Neckdowns along Ocean and Park
- Neckdowns at Third Street and Aquajito
- Entry feature on Pearl as it comes into Third Street
- Speed displays on Sloat
- Neckdowns at Third and Ocean
- Pavement treatment for the pedestrian crossings at Third and Ocean
- Entry feature on Sloat at Del Monte
- Perpendicular parking on south side of Tenth with sidewalk and enhancements on north side
- Separate left and through movements on Sloat at Ninth Street
- Street closure and pocket park north of First Street
- Create a gathering area on Ocean between Fourth and Fifth Streets in front of store

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 and subsequent meetings with City staff.

Final Recommendations

Final recommendations were developed at the June Oak Grove Neighborhood meeting. These included a number of traffic calming devices to be installed on neighborhood streets, shown in the recommended plan in Figure 1. This 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 include entry features at the two major points of entry, Third Street at Camino Aguajito and Sloat Avenue at First Street. These are intended to slow traffic entering the neighborhood and remind drivers that they are entering a residential neighborhood. On Third Street, curb extensions with crosswalk pavement treatments are proposed at the intersection with Aquajito and Pearl Street. A partial median is shown on Third Street west of Park Avenue and curb extensions with crosswalk pavement treatments are also shown at Third Street and Ocean Avenue.

On Sloat Avenue, a landscaped entry median is shown south of First Street. Two permanent speed displays are proposed on Sloat Avenue, one southbound south of Second Street and one northbound south of Seventh Street. Partial medians with pedestrian refuge medians are

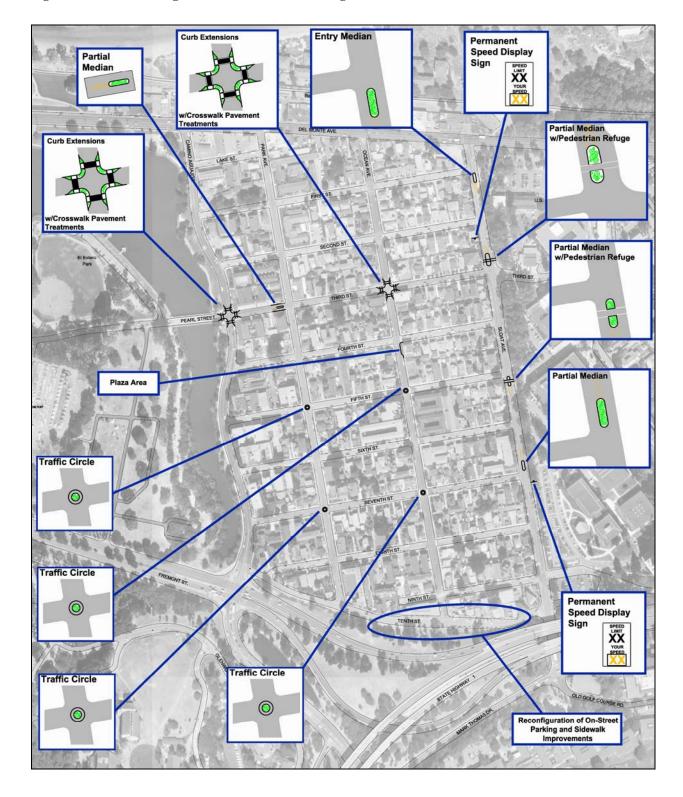


Figure 1: Traffic Calming Plan for the Oak Grove Neighborhood

Table 3: Estimated Costs for Proposed Plan

Device	Potential On-Street Parking Loss Per Device	Estimated Cost Per Device*	# of Devices
			_
Partial Median	1-8 Spaces	\$85,000	2
Partial Median w/ Pedestrian Refuge	2-8 Spaces	\$95,000	2
Entry Median	0-4 Spaces	\$85,000	1
Curb Extensions – Intersection	4-8 Space	\$125,000	2
Pavement Treatment (Per Crosswalk)	0 Spaces	\$15,000	8
Traffic Circle	0 Spaces	\$150,000	4
Permanent Speed Display	0 Spaces	\$15,000	2
Reconfiguration Parking and Sidewalk Improvements on Tenth Street	1 Space	\$125,000	1
Plaza on Ocean at Fourth Street	4 Spaces	\$75,000	1
	Esti	Estimate parking loss ~ 3	
	Total cost estimate \$1,645,000		

shown at Third Street and Fifth Street at the existing crosswalks. An artist's rendering of the pedestrian crossing with a median refuge is shown in Figure 2. The plan also proposes moving the existing crosswalk at Third Street from the south side of the intersection to the north side. An additional landscaped median is shown on Sloat Avenue north of Seventh Street. The location of the medians considered the existing parking configuration and were located to minimize impact to on-street parking.

Four traffic circles are proposed in the Oak Grove Neighborhood at Fifth Street and Park Avenue, Fifth Street and Ocean Avenue, Seventh Street and Park Avenue, and Seventh Street and Ocean Avenue. A rendering of the proposed circle at Seventh Street and Park Avenue is shown in Figure 3. These were located to provide a pattern of traffic calming devices in the neighborhood to maximize their effect. A plaza area is shown on Ocean Avenue at Fourth Street on the east side in front of the store. This would be accomplished by building a curb extension in front of the store the width of the parking lane and creating a seating and gathering area for the neighborhood. A rendering of the proposed plaza is shown in Figure 4.

Tenth Street improvements proposed in the plan include construction of curb, gutter, and sidewalk on the north side for a portion of the block east of Ocean Avenue and on Ocean Avenue, tying into the existing sidewalk improvements at Ninth Street and Ocean Avenue. These improvements are shown in the drawing in Figure 5 and would help to define the pedestrian area, reduce conflicts with parked cars, and improve the sight distance at the intersection of Ocean Avenue and Tenth Street.

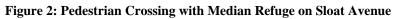




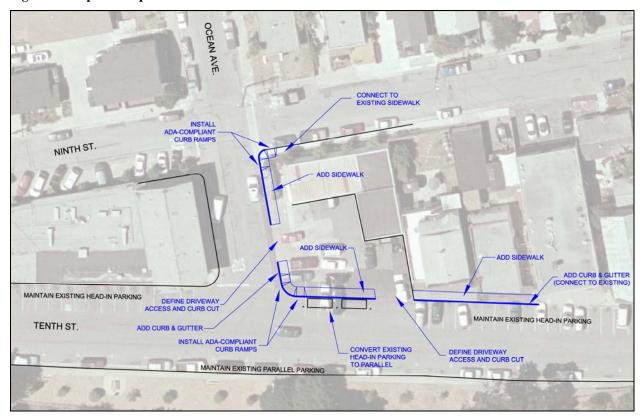




Figure 4: Plaza Area on Ocean Avenue at Fourth Street



Figure 5: Proposed Improvements to Tenth Street and Ocean Avenue



Recommended Priorities

The participants at the June 7 meeting discussed the devices in terms of priority. Because there are limited NIP funds and each neighborhood has to compete for funding, it is important to identify which devices should be funded first to provide the greatest initial impact on traffic in the neighborhood. The following order was assigned to the devices shown on the plan:

- Year 1
 - Curb extensions and pavement treatment at Third and Aguajito
 - Entry median on Sloat Avenue south of First
 - Permanent speed displays on Sloat Avenue
- Year 2
 - Partial medians with pedestrian refuge on Sloat Avenue at Third and Fifth
 - Partial median on Sloat Avenue north of Seventh Street
- Year 3
 - Median on Third Street at Park Avenue
 - Curb extensions on Third Street at Ocean
- Year 4
 - Traffic circles on Seventh Avenue at Park Avenue and Ocean Avenue
- Year 5
 - Improvements to Tenth Street

These priorities can be changed by the neighborhood during the NIP process to reflect changes in traffic or conditions. There is no guarantee that all of the devices will be funded in the desired year through the NIP process as the requests for funds compete with requests from other neighborhoods.

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 calming efforts in the Oak Grove Neighborhood will help the City of Monterey maintain an effective traffic calming program citywide.