

Villa Del Monte Neighborhood Traffic Calming Plan

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Background

The Villa Del Monte Neighborhood is a mainly residential neighborhood bounded by Del Monte Avenue on the north, Fremont Street on the south, and Dela Vina Avenue on the east. The neighborhood includes commercial development along Del Monte Avenue and Casa Verde Way on the north end, and along Fremont Street on the south end.

The City worked with neighborhood residents to develop a traffic calming plan for the Villa Del Monte 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

Villa Del Monte is mainly residential with some commercial development in the north end of the neighborhood. Street widths vary in the neighborhood and most of the streets have attached sidewalks.

Traffic Data

Recent data collected in the neighborhood show traffic volumes and 85th percentile speeds as follows on the local streets:

Street	Location	AADT	85 th Percentile Speed
Palo Verde	Between Helvic and Portola	134	24
Casa Verde	Between Helvic and Del Monte	5917	31
Encina	Between Casa Verde and Palo Verde	1045	24
Helvic	Between Casa Verde and Palo Verde	456	30
Portola	Between Casa Verde and Palo Verde	293	24

Plan Develop Process

The Villa Del Monte 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 Villa Del Monte Neighborhood. The City received 23 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 of	Excessive traffic speeds – 35%	
concern to you.	Non-resident cut-through traffic – 30%	
	Traffic noise – 26%	
	Pedestrian safety – 22%	
	Bicycle safety – 17%	
	Availability of on-street parking – 13%	
	Street landscaping – 4 %	
	Operation of on-street parking – 4%	
	Street maintenance –0%	
	Other – 9%	
2. What, if any, concerns do you have	Visibility – 48%	
about driving safety in your	Signing – 13%	
neighborhood?	Right-of-way control – 9%	
	Striping – 9%	
	Street curvature and grades – 4%	
	Street width – 0%	
	Other – 30%	
3. What activities do you or members	Walking – 65%	
of your household use neighborhood	Bicycling – 52%	
streets for regularly?	Skating or skateboarding – 26%	
	Other – 17%	
4. If there are school children in your	Automobile – 30%	
house, what is the most common	School Bus – 4%	
method of travel to and from school?	Walking – 4%	
	Bicycling – 4%	
	Transit – 0%	
5. What types of traffic control	Signs – 30%	
devices do you feel would be	Devices that restrict movements – 30%	
appropriate for use in your	Pavement markings – 22%	
neighborhood?	Physical changes to the street – 17%	
	Pedestrian crossings – 9%	
	Landscaping – 4%	
	Other – 17%	

The neighborhood met three times (October 21, November 16, and December 16, 2004) to work through each step of the process. The first meeting provided an overview of traffic calming and the tools used in Monterey to address residential traffic concerns. Residents were also asked to identify the traffic issues in Villa Del Monte that should be the focus of the traffic calming planning process.

Problem Identification

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

- Palo Verde circle Do Not Enter violations
- Encina between Casa Verde and De La Vina
 - Traffic speed
 - Visibility limited by parking, particularly trucks
- Helvic
 - Traffic from school and businesses
 - Business entrance on Helvic one of three
 - Helvic gate access to gym is used more than allowed
 - Parking on Helvic for residents important
- Del Robles
 - Speeds
 - Park on corner has lots of children
 - Encina corner traffic comes around corner too fast
- Encina and Palo Verde
 - Drivers violate stop signs
 - Lots of kids on the street
 - Traffic speeds
- Traffic speeds on Garden
- Portola parking and visibility impacted by therapy pool
- Casa Verde and Helvic
 - Parking on Casa Verde restricts visibility, particularly trucks
 - Intersection with Portola needs to be reconstructed
- Speeds on Casa Verde vehicles accelerate after Encina stop going toward Del Monte
- Traffic speeds between the two all-way stops on Casa Verde

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:

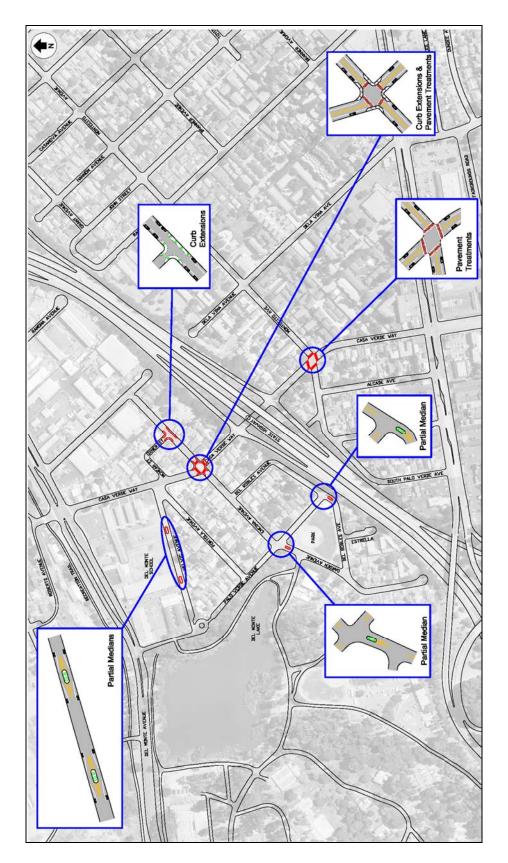
- Encina between Casa Verde and De La Vina
 - One way toward Casa Verde
 - Medians
 - Neckdowns
- Move left turn from Del Monte to Palo Verde back to provide access to skating rink and gym, eliminate left turn to Palo Verde
- Close gate to gym on Helvic
- Residential permit parking on Helvic on residential side
- Pavement treatment at all-way stops
- Restrict access from Palo Verde circle to emergency vehicles only
- Reconstruct Palo Verde and Helvic to allow access between the two streets within the neighborhood but no access out to Del Monte
- Del Robles and Palo Verde
 - Traffic circle
 - Abandon section along freeway
- Encina and Casa Verde
 - Pavement treatment at crosswalks
 - Pavement treatment in block toward Del Monte
 - Median on leg toward freeway
- Encourage school to utilize on-site parking
- Neckdowns on Helvic
- Look at ways to make the residential side of Helvic more residential
- Traffic circle at Encino and Palo Verde
- Plant trees throughout 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 in the field, and subsequent meetings with City staff.

Final Recommendations

The Villa Del Monte Neighborhood recommended a number of traffic calming devices to be installed on neighborhood streets, shown in Figure 1. This plan was the result of the neighborhood planning process outlined above and a neighborhood meeting held to finalize the plan in January 2005. The costs associated with this 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.

Figure 1: Traffic Calming Plan for the Villa Del Monte Neighborhood



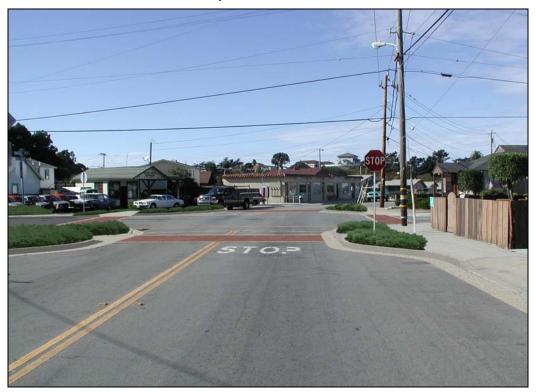


Figure 2: Curb Extensions at Casa Verde Way and Encina Avenue

Figures 1 shows the neighborhood's recommended plan. Several tools are included to address specific resident concerns with traffic speed, cut-through traffic, and pedestrian safety. Figure 1 includes neckdowns at the intersection of Casa Verde and Encina to narrow the intersection, combined with pavement treatment at the crosswalks. A rendering of these improvements is shown in Figure 2. The design of these improvements would need to consider potential impacts to the access to the auto business on the northwest corner. The plan also includes pavement treatment for the crosswalks at Montecito and Casa Verde.

On Encina north of Casa Verde, neckdowns are shown at the Oxner intersection. The plan shows a landscaped median on Encina south of Palo Verde and on Del Robles south of Palo Verde. Two landscaped medians are shown on Helvic between Casa Verde and Palo Verde.

Table 3: Estimated Costs for Proposed Plan

Device	Potential On-Street Parking Loss Per Device	Estimated Cost Per Device*	# of Devices
Partial Median	4-8 Spaces	\$85,000	4
Curb Extensions – Intersection	8-10 Spaces	\$125,000	2
Pavement Treatment – Intersection	0 Spaces	\$60,000	2
	Estimate parking loss	~35 spaces	
	Total cost estimate	\$710,000	

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 the Villa Del Monte Neighborhood will help the City of Monterey maintain an effective traffic calming program citywide.