



New Monterey Neighborhood Traffic Calming Plan David and Prescott Avenues

April 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 calming 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 Calming 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. - Or-
- Remove parking on the north side of David Avenue and stripe bike climbing lanes.
- 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**	David w/Bike Lane Option	David w/Curb Ext Option
			# of Devices	# of Devices
DAVID AVE				
Partial Median	8 spaces	\$85,000	1	1
Curb Extensions - Intersection	8 spaces	\$100,000	5	6
Pavement Treatments (Per Crosswalk)	--	\$20,000	8	10
Bicycle Climbing Lane	42 spaces	\$15,000	1	0
Permanent Speed Display Signs	--	\$15,000	2	2
PRESCOTT AVE				
Curb Extensions - Intersection (East Side Only)	2 spaces	\$50,000	4.5	4.5
Pavement Treatments (Per Crosswalk)	--	\$20,000	9	9
Permanent Speed Display Signs	--	\$15,000	3	3
Total Potential Loss of On-street Parking:			99 spaces	65 spaces
Total Cost Estimate:			\$1,240,000	\$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