Neighborhood Traffic Management on Colusa Avenue

Neighborhood Meeting

January 26, 2012

City of El Cerrito - Public Works Department

Agenda

- Background
- Neighborhood Traffic Management Program
- Problem Definition
- Preliminary Evaluation
- Potential Solutions
- Next Steps

Background

- Numerous requests from residents concerned with traffic on Colusa Ave
- Speed Hump Program, adopted by City Council in the mid 1990s, not able to address neighborhood traffic concerns
- Neighborhood Traffic Management Program (NTMP), adopted by City in Sept 2010, provided more tools for more streets
- NTMP Petition submitted by residents in 2011, supported by 40 households

Neighborhood Traffic Management Program

- Objective process to determine if a street qualifies for traffic management measures
- Provides tools to reduce the negative effects of vehicles and improve conditions for all users
- Key Objectives
  - Provide a pedestrian-friendly environment
  - Collaborate with public safety
  - Obtain measureable consensus
  - Use the least restrictive measures first

Neighborhood's Concerns

- **2011 Neighborhood Petition**
  - **Parked vehicles sideswiped by speeding vehicles**
  - **Vehicles running off road**
  - **Parking on sidewalk to avoid being hit and blocking sidewalk**
  - **Speeding vehicles not respecting pedestrians**
- **Other Previous & Recent Correspondence**
  - **Heavy traffic during commute and school hours**
  - **Unsafe for pedestrians, children and pets**
  - **Large commercial vehicles/buses on narrow windy road**
  - **Limited sight distance at intersections**
  - **Trouble getting in and out of driveways**
  - **Lack of street lighting**
- **Any Others?**

Preliminary Evaluation – Existing Conditions

- **Colusa Avenue is a**
  - **Collector Street in General Plan**
  - **Bicycle Route in Circulation Plan**
  - **Emergency Response Route**
  - **Access Route to El Cerrito High School**
- **Width**
  - **Fairmount to Eureka – 40 feet**
  - **Eureka to Terrace – 30 feet**
- **Traffic Volumes**
  - **Fairmount to Eureka – three to four thousand vehicles per day**
  - **Eureka to Terrace – to be measured in February/March**

Preliminary Evaluation – Existing Conditions

- **Speeds**
  - **Speed Limit of 25 mph**
  - **Fairmount to Eureka – 33 mph, 85th-percentile**
  - **Eureka to Terrace – to be measured in February/March**
- **Collisions**
  - **Six Reported 2008-2010**
  - **Numerous other incidents described in petition involving parked cars**
- **Existing Traffic Control/Calming Devices**
  - **Marked crosswalks with signs and advance markings - mid-block behind ECHS and at Eureka**
  - **Some red curb markings at intersections and crosswalks**
  - **No stop signs or other measures to calm traffic**

Neighborhood' Suggested Solutions

- **Petition:**
  - **All-way stops with marked crosswalks at cross streets**
  - **Speed bumps near cross streets and curves**
  - **Reduced Speed Limit**
  - **Various - Curve Warning Signs, No Parking, Enforcement, Lighted Crosswalks, Speed Feedback Signs, Speed Limit Signs, Center Islands/Dividers, Center Striping, Curb Bulb-outs**
  - **One-way access/circulation**
  - **Emergency Vehicle Entrance Only at Terrace and Eureka**
- **Other Previous & Recent Suggestions:**
  - **Include intersection of Terrace/Stockton**
  - **Change status of part of Colusa from a "collector street"**
  - **Ban long commercial traffic/buses**

Potential Toolbox Measures – Tier I

- **Education - Speed Radar Trailer and Neighborhood Pace Car Program**
- **Enforcement – Speed, Crosswalk and Parking**
- **Engineering**
  - **Regulatory Speed Limit, Parking Prohibition, Truck Prohibition, Turn Prohibition and Residential Street All-Way Stop Signs***
  - **High-visibility pedestrian and bicycle signs**
  - **Special traffic striping, pavement markings, delineators**
- **Other**
  - **Changes to street trees and landscaping**
  - **Street lighting improvements**

Potential Toolbox Measures – Tier II

- **Speed feedback signs**
- **Crosswalk Warning Systems**
- **Speed Cushions**
- **Medians/Pedestrian Refuge and Gateways**
- **Speed Tables/Raised crosswalks**
- **Bulb-outs, Chokers and Curb Extensions**

Impacts of Tier II

- **Pros**
  - **Safer residential streets**
  - **Less anxiety, improved quality of life**
  - **More cycling and walking comfort**
  - **Opportunity for landscaping**
  - **Physical measures are generally self-enforcing**
- **Cons**
  - **Inconvenience to motorists**
  - **Cost to design, construct & maintain**
  - **Diversion to other local streets**
  - **Arterial street delays and queues**
  - **Emergency response delays**
  - **On-street parking loss**