



Montgomery Drive Mission Blvd to Melita Road Neighborhood Traffic Concerns



Street Smarts

City of Santa Rosa

Public Works Department



Tonight's Agenda

- 6:00 – 6:10 Welcome and Introductions
- 6:10 – 6:20 Meeting Purpose
- 6:20 – 6:30 Understanding of Key Issues
- 6:30 – 6:45 Speed Limit Laws
- 6:45 – 7:00 Potential Traffic Calming Actions
- 7:00 – 7:30 Draft Traffic Calming Action Plan
- 7:30 – 7:50 Question, Comments, Input
- 7:50 – 8:00 Summary & Wrap-up





Ground Rules

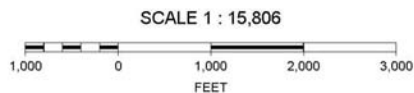
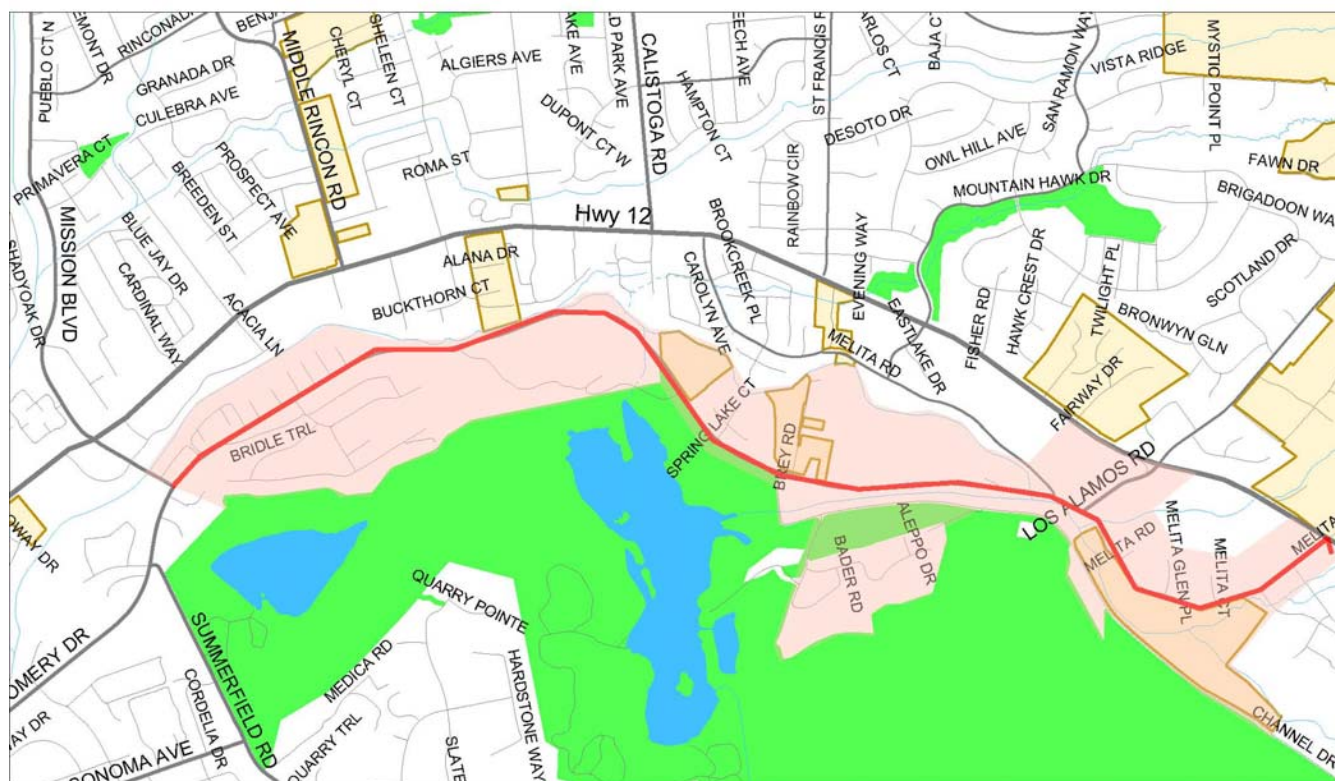
1. Raise hands to speak.
2. Only one speaker at a time.
3. All comments are to be treated fairly and with respect.
4. No side conversations as they can be disruptive to those attempting to follow the discussion.
5. Place cell phones on vibrate.





Area Map

Montgomery Drive - Mission to Melita



- MONTGOMERY DRIVE STUDY SEGMENT
- OWNERS / RESIDENTS NOTIFIED



http://gis/gisweb/int/mwf/sr_basic.mwf

Monday, December 17, 2007 12:53 PM

Montgomery Drive – Speed Limit



Posted speed limit = 40 miles per hour (mph)

Federal Functional Classification = Minor Arterial

General Plan Classification = Two-Lane Regional Arterial

85th Percentile Speed = 44 mph

Average Daily Traffic = 8,552 vpd (2005)

6,740 vpd (2002)





Prima Facie & “Speed Trap”

A particular section of road with a prima facie speed limit set by ordinance under CVC 22352(a)(2), 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within seven years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone [CVC 40802(a)(2)].



Engineering and Traffic Survey



Engineering staff must perform an engineering and traffic survey [CVC 627] on a regular basis, seven years in Santa Rosa, which must include, at a minimum:

- A study of prevailing speeds (85th percentile)
- Accident history (generally 2 years of record)
- Conditions not readily apparent to the driver.

By law, the State Department of Transportation provides guidance on how an engineering and traffic study should be performed and how speed limits should be established. This is included in the California Manual of Uniform Traffic Control Devices Section 2B.13.





Residence District

A Residence District consists of 13 residences on one side of the road or 16 residences on both sides of the road within a quarter-mile [CVC 515]. To be counted, the residence must directly access the road in question with a driveway, and the building structure must be within 75 feet of the roadway [CVC 240]. In a Residence District, the prima facie, or enforceable, speed limit is 25 mph [CVC 22352(a)(2)] unless a different speed is determined by local authority.



Local/Minor Road Classification



Roadways listed by the latest federal aid system maps or functional classification maps as local street or roads are exempt from the “speed trap” law. If the road in question is not listed on the federal aid system maps or functional classification maps, then it can be exempted if it has the following criteria: less than 40 feet in width, no more than one lane in each direction, and no more than one quarter mile of uninterrupted length [CVC 40802(b)(1)].





Potential Traffic Calming Actions



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Bike Lanes



Pedestrian Activated Flasher



Future Pedestrian Activated Flasher Montgomery Dr near Jacqueline Dr



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Radar Feedback Signs



Advanced Intersection Signage



Traffic Circles and Roundabouts



Spring Street
Santa Rosa



Blue Lake Boulevard
Humboldt County



Proposed Traffic Calming Action Plan



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Traffic Calming Action Plan

- Widen from Jackson Drive east to #4803 to accommodate Class II bike lanes. (5' | 11' | 11' | 5' | 8')
- Replace advanced street name signage
- Trim vegetation at Jackson Drive
- Widen from #5185 east to existing bike lanes. (5' | 11' | 11' | 5')
- Install “Bikes on Road” sign with loop activated flashing beacon
 - #5185
 - #4803
- Replace edge line striping and associated markers from #4821 to #5185
- Install curve warning signage just west of #5185
- Post “Park Off Asphalt” signage along Spring Lake
- Install pedestrian activated flashing beacon at Spring Lake Court
- Install pathway from new crossing to existing path
- Install crosswalk on Channel Drive connecting sides of pathway

Traffic Calming Action Plan (cont.)



- Install pedestrian activated flashing beacon at Spring Lake Village EVA
- Install radar feedback sign(s)
 - Spring Lake Village
 - #5185
 - #4821
- Square Channel Drive intersection
- Investigate/Install pedestrian pathway/boardwalk along dam near Melita Road – south side (Spring Lake Village)
- Install traffic circle or U-Turn island at Melita Road (Spring Lake Village)
- Install pedestrian pathway from Melita Road to Los Alamos – north side
- Install all-way stop at Melita Road / Los Alamos intersection (Elnoka Village)
- Install pathway from #6111 east to #6125 – northwest side (Elnoka Village)
- Install pedestrian bridge adjacent to Melita Road bridge
- Install speed limit sign for westbound Melita Road near Melita Court





Your Santa Rosa Trafficmen and Trafficwomen are always ready to get you out of a jam.

