



AGENDA REPORT

DATE: January 4, 2011
TO: City Council
FROM: Tuck Younis, Chief of Police
SUBJECT: BLACH SCHOOL NEIGHBORHOOD TRAFFIC STUDY

RECOMMENDATION

- A. Direct staff to prepare future Capital Improvement Project (CIP) worksheets for the 2011-2015 updated CIP report based on the Fehr & Peers recommendations that are approved by Council.
- B. Continue the “No Stopping” restriction and “Residential Permit Parking” trial program along Carmel Terrace and Altamead Drive until the recommended improvements on those streets have been installed.
- C. Authorize staff to remove the “No Stopping” restriction and terminate the “Residential Permit Parking” trial program once the improvements on Carmel Terrace and Altamead Drive have been completed.
- D. Direct staff to conduct a before and after access and circulation study on Carmel Terrace and Altamead Drive and report findings back to Council one year after the completion of improvements on those streets.

BACKGROUND

At the February 9, 2010 Council meeting, staff was directed to review traffic safety and flow for the greater Blach School neighborhood. The request focused on the safety of students traveling to and from Blach School. Additional areas for review were: signalization at the intersection of Miramonte and Covington Road, no-turn restrictions on Eastwood Drive, the trial no stopping restrictions and permit parking program behind Blach School and any additional changes that have taken place in the last five years which changed traffic patterns in the area. The traffic consulting firm of Fehr & Peers was retained for this review.

At the March 9, 2010 meeting, Council approved the geographic borders for the traffic study and the public meeting notification boundaries for residential mailing. Council also directed staff to include all Blach “feeder” schools in the notification process and work with both the School District and the High School District to inform parents of future meetings on this issue.

On June 15, 2010, Council held a special public meeting to review preliminary information from Fehr & Peers and receive public comments. At that meeting, Council gave staff further direction as to the scope of the study and to report back with a final report.

DISCUSSION

Traffic safety, congestion and flow in the greater Blach School neighborhood have been a concern for stakeholders dating back to 2001. The first traffic calming strategy meeting occurred in August of 2002 and focused on reducing cut-through traffic on Eastwood Drive. Ultimately in 2005, the Eastwood Drive Neighborhood Traffic Management Plan (NTMP) was implemented limiting right turning movements from Miramonte Avenue between 7:00 am and 10:00 am on school days. This strategy was effective in reducing traffic volume and cut-through traffic into the neighborhood. Additionally, it provided children using Eastwood Drive a safer walking and bicycling route to school. An expected bi-product of the turning restriction was the redirecting of vehicular traffic to alternative routes causing increased traffic to other neighboring streets already experiencing heavy morning commutes.

In May of 2007, a second NTMP process began involving Carmel Terrace and Altamead Drive as a result of neighborhood concerns related to student safety, increased traffic volumes and drop offs at the rear of Blach School. The NTMP expanded to include Miramonte Avenue between Portland and Covington Road, and Portland Avenue between Grant Road and Miramonte Avenue.

Republic ITS Traffic Consultant, Steve Fitzsimons, was hired in 2008 to complete an area study. The NTMP was later suspended and withdrawn from the process in October of 2009 due to the lack of support and agreement between residents and staff for recommended changes.

As a result of this suspended NTMP process, in November of 2009 an experimental program was implemented at the rear of Blach School on Carmel Terrace and Altamead Drive. This one year trial program includes a resident permit parking program and a no stopping zone. This trial program caused numerous citizens to voice their concerns to staff and Council. Consequently, Council directed staff to conduct a comprehensive traffic study for the greater Blach School area. The one year trial program was extended by Council until they received the final report.

The attached final report presents the findings and conclusions of the study. Field observations, quantitative and qualitative data, community and key stakeholders input, and the results of the traffic analysis were taken into consideration to develop a set of recommendations to improve multi-modal circulation in the area.

FISCAL IMPACT

To be determined by Council direction of future CIP's.

ALTERNATIVES

Council may modify recommendations and/or direct staff to do further analysis.

Attachment:

Fehr & Peers Blach Neighborhood Traffic Study *(due to the large size of the file Exhibits to the report may be viewed at City Hall)*

