

Complete Streets Commission Agenda Item#2

Traffic Calming Plan on Cuesta Drive
Between El Monte and Springer

March 28, 2018

Existing Conditions

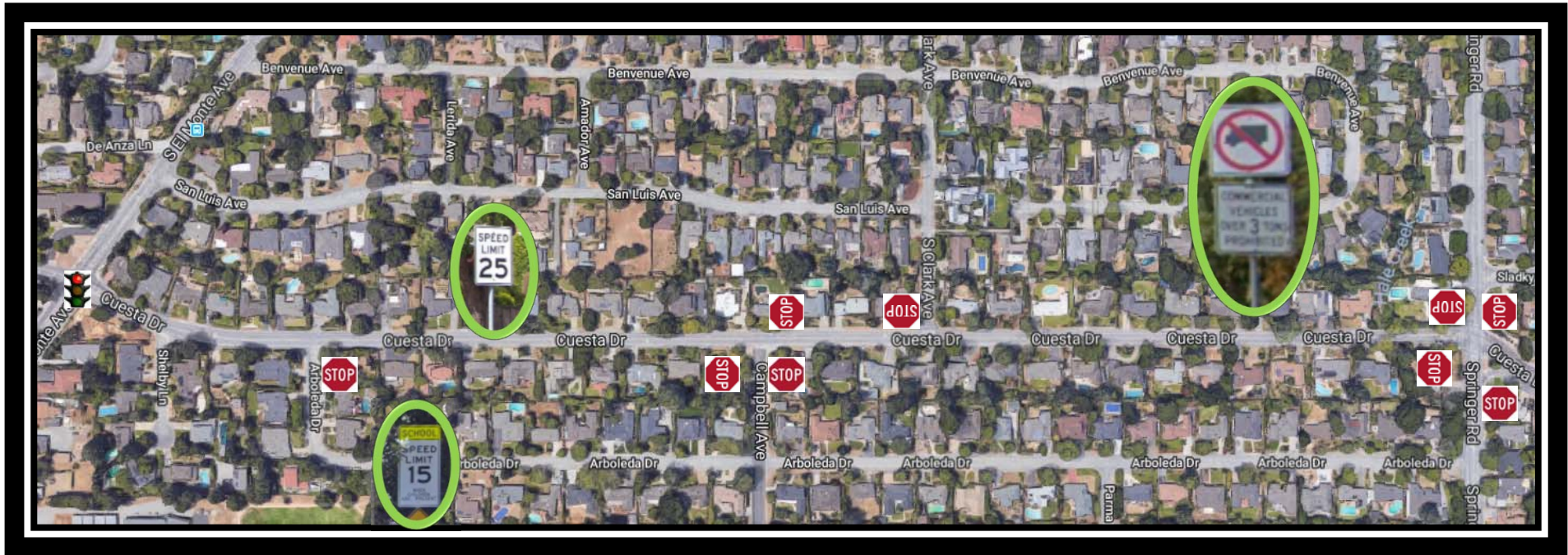
Cuesta Drive

- ❖ Extends between San Antonio (Downtown area) and Springer
- ❖ 2 Lane Collector
- ❖ Class III Bike Route
- ❖ Parking allowed on both sides



Collectors. Collectors are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two travel lanes that may accommodate on-street parking. In some cases, they will provide access to abutting properties.

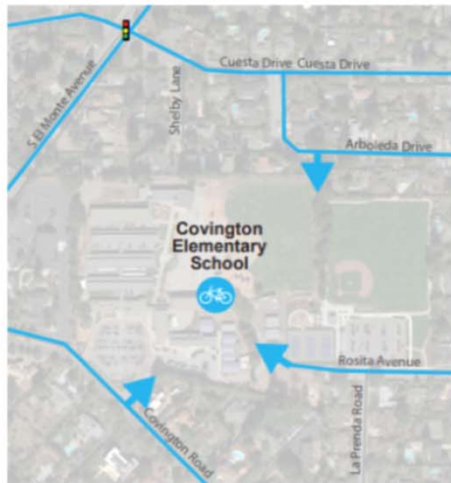
Cuesta Drive Between El Monte and Springer



Covington Elementary School

SUGGESTED ROUTES

- Suggested Walking & Biking Route
- Connector Path
- Sidewalk
- - - Existing Bikeway
- ||||| Marked Crosswalk
- ➔ Pedestrian & Bicycle Access
- Half-mile and Mile Zones (Road Network)
- Crossing Guard Location
- Bicycle Parking
- Traffic Signal
- All-Way Stop
- Attendance Area
- Parks and Open Space
- School



Enlargement Map

*Routes current as of 10/2014



Recent Improvements Along Cuesta

- Yellow piano key crosswalk and pedestrian crossing sign at Campbell
- Speed limit pavement markings and posted speed limit sign east of Campbell
- School crossing signage at Arboleda
- Increased Enforcement



Issues and Concerns

- Past Speed Studies Indicate 85th Percentile Speed Is More Than Posted Speed Limit (25mph)
 - ❖ Makes enforcement challenging
- Increased Traffic Volumes

Collector Traffic Calming Plan

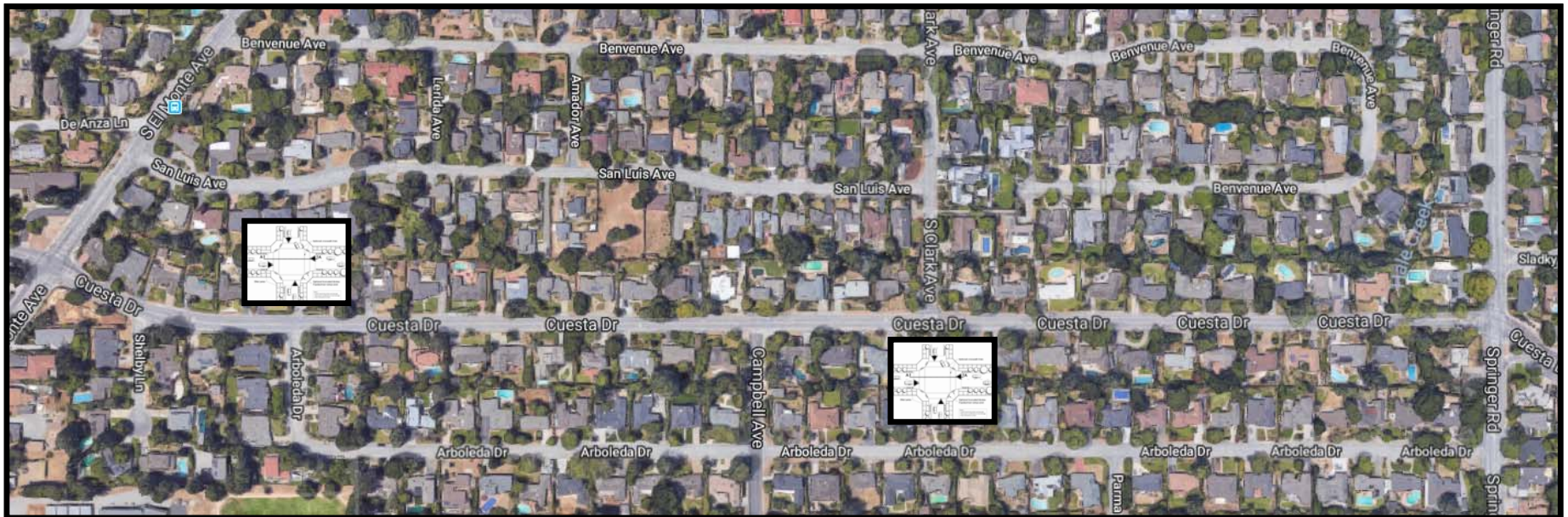
- A Framework for Implementation of Traffic Calming Devices
- Identifies Strategies to Reduce 85th Percentile Speeds on Collector Streets



Device	Intended Purpose	Speed Reduction
Bulbout	Reduce pedestrian crossing distance; improve sight distance	Limited
Meandering Roadways	Shift traffic to reduce speeds on long, straight sections	Up to 5%
Raised Crosswalk	Reduce speed; improve visibility of pedestrians	Up to 10%
Raised Median	Narrow travel way; provide pedestrian refuge	Up to 5%
Raised Intersection	Reduce speed; improve visibility of intersection	Up to 10%
Roundabout (standard)	Improve safety at intersection; reduce speeds through intersection	Up to 20%
Roundabout (mini)	Reduce speed through intersection	Up to 10%
Speed Table	Reduce speed through change in vertical elevation	Up to 10%
Surface Treatments	Improve visibility of crosswalks	Limited
Treated Bicycle Lanes	Improve visibility of bicycle lanes; visually narrow roadway	Limited

Potential Traffic Calming Measures

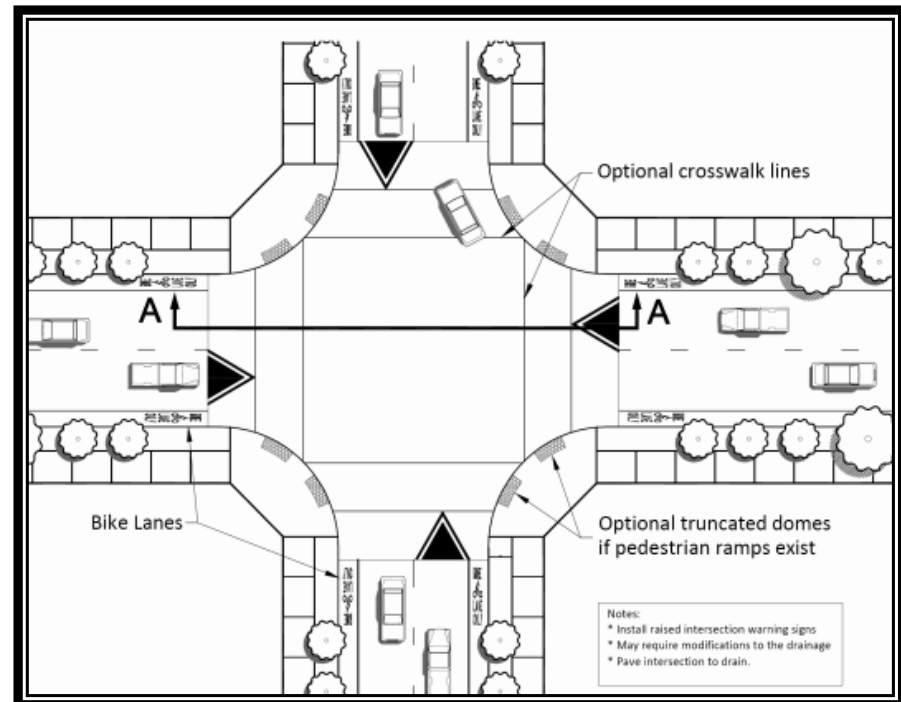
- Raised intersections at Arboleda and Clark
- Identified based on discussion with neighborhood representatives



Raised Intersection

A raised intersection is a flat, raised area covering an entire intersection with ramps on all approaches.

- Requires motorists to reduce speeds as they proceed through an elevated intersection
- Typically constructed to be three to four inches in height
- Supplemented with appropriate striping and signage to adequately inform motorists of the traffic calming device



Impacts On Parallel Streets

- Conduct before and after traffic studies
 - Traffic Counts
 - Speeds
 - Diversion
- Identify appropriate measures, as needed per NTMP

Other Potential Improvements

- At Springer intersection:
 - Adding gateway treatment (Signage)
 - Median improvements
- Throughout the segment:
 - Shoulder area improvements on the south side
- Reclassification of Cuesta
 - To be evaluated with General Plan Update



Next Steps

- Commission Feedback & Support
- Funding Available for Design
- Need to Identify Funding for Construction

