



City of Lafayette Traffic Calming Guidebook

March 2003



Welcome to the
Silverado-Merriewood
Neighborhood
Traffic Calming Project
Open House

Open House Agenda

- Welcome
- Introduce Neighborhood Action Team
- Recap Process & Actions since Kick-Off Meeting
- Present draft Traffic Calming Plan
 - What it includes & what it doesn't
- Next Steps
- Questions and Answers

| PRIMARY NAT MEMBER | ALTERNATE NAT MEMBER |
|--------------------------------|-----------------------------|
| Lives within Study Area | |
| Bob or Gail Wherritt | Bob or Gail Wherritt |
| Patrick Kaidantzis | |
| Tom Lowe | |
| Craig Isaacs | |
| Mary Chandler | |
| Walt Sasser | |
| Lives within Focus Area | |
| Christy Mack | |
| Romi Smith | |
| Nicole Fortner | |
| Pauline or John Dorr | Beth Falkson |
| Geoffrey or Sally Bellenger | Geoffrey or Sally Bellenger |
| Susan De La Cruz | |
| Ellen Lauck | Pat Baba |
| Jorge Torres | |
| Laura Levandowski | |
| Gina Ney | |

Recap

- Residents petition Circulation Commission
- Kick-off Meeting December 2012
- Formed Neighborhood Action Team
- NAT met 6 times
- Twice checked in with Circulation Commission
- Invited neighbors to Open House via postcards, signboards & NAT word of mouth

NAT's Work

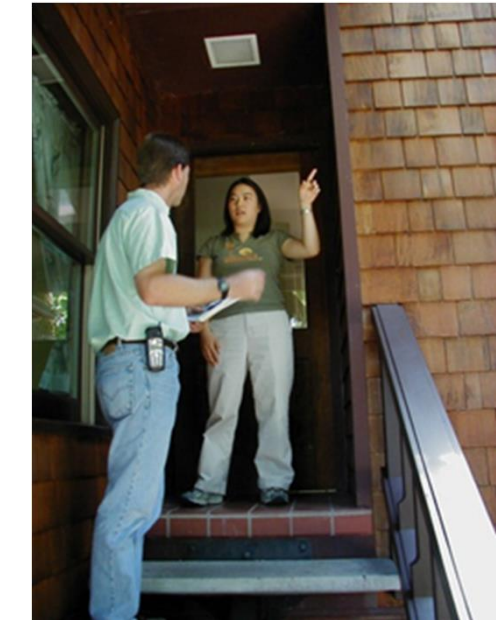
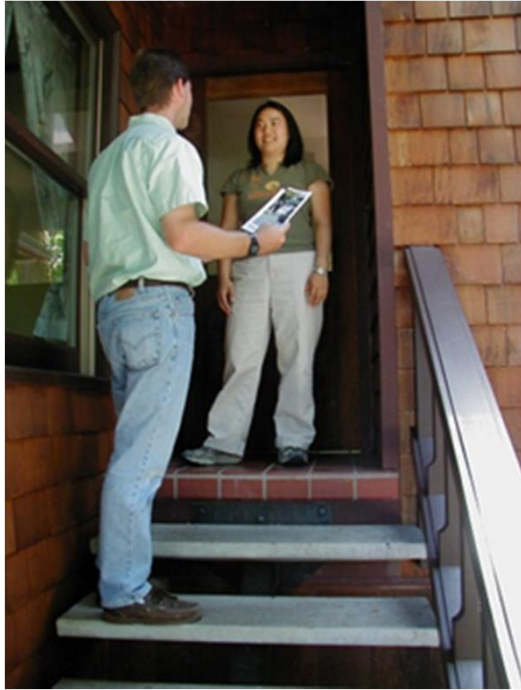
- Reviewed data
- Identified Key Neighborhood Concerns
 - Driver behavior
 - Pedestrian safety
- Sought feedback from neighbors
- Implemented Level 1 Tools
- Developed & reviewed at least 4 alternatives

Level 1 Tools

In Level 1, residents can take *immediate action*, through neighborhood *education* and *enforcement* measures, to address concerns:

- Traffic education
- Pledge program
- Sign campaign
- Speed display unit
- Trash can brigade
- Police enforcement

Examples of Level 1 Tools



SLOW DOWN



In Lafayette, traveling at an unsafe speed is the leading cause of vehicle collisions and related injury. It's illegal to drive faster than what is safe and reasonable. Don't exceed the posted speed limit. Set a good example. You can help prevent an accident from happening.

STOP FOR PEDESTRIANS

By stopping to let pedestrians and bicyclists cross the street, you are helping to create an environment which is safer for everyone. Ultimately, this will help reduce overall traffic concerns and help create a more vibrant street life.



STAY ON MAJOR STREETS

Residential streets are designed for local use. Local traffic cutting through neighborhoods adversely impacts residents. Don't turn neighborhoods into raceways. Be courteous and use major streets whenever possible.

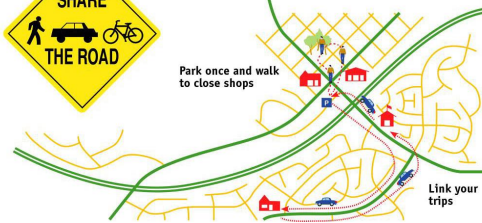
SHARE THE ROAD



Bicyclists and pedestrians have rights to use the roadway as do motorized vehicles. Share the road. Always be alert and look for pedestrians and bicyclists. Allow at least three feet clearance space when passing a bicyclist or pedestrian walking along the road.



Park once and walk to close shops



Link your trips

CURB YOUR CAR

Walk, bike or bus. Our goal is to keep Lafayette livable. Take a minute to consider whether there isn't at least one errand a day you could complete without your car or by minimizing your car use.

LINK YOUR TRIPS

More households own more vehicles now than just ten years ago. Not only are there more vehicles on the road today, each vehicle is being driven more miles and their impact on local streets is increasing. Buck the trend. Combine several errands into one trip and help reduce the number of vehicles on the road. If you need to drive, park your car at a central destination and then walk from errand to errand.



Examples of Level 1 Tools, Cont.



Examples of Level 1 Tools, Cont.

Signing Up to Slow Traffic

Neighborhood Sign Campaign
Brochure and Guidelines



Examples of Level 1 Tools, Cont.



Neighborhood Challenges

- Preserving neighborhood character
- Minimizing striping
- Lack of consensus on “problem”
- Presence of School traffic & through traffic
- Limited availability of traffic enforcement
- Lack of dedicated pedestrian facilities

Some of the Traffic Calming Methods the NAT Considered

- Speed humps and tables
- Narrower travel lanes
- Curb bulbs and pinch points
- Medians
- Permanent speed feedback signs
- Textured or colored pavement
- Traffic circles
- STOP signs

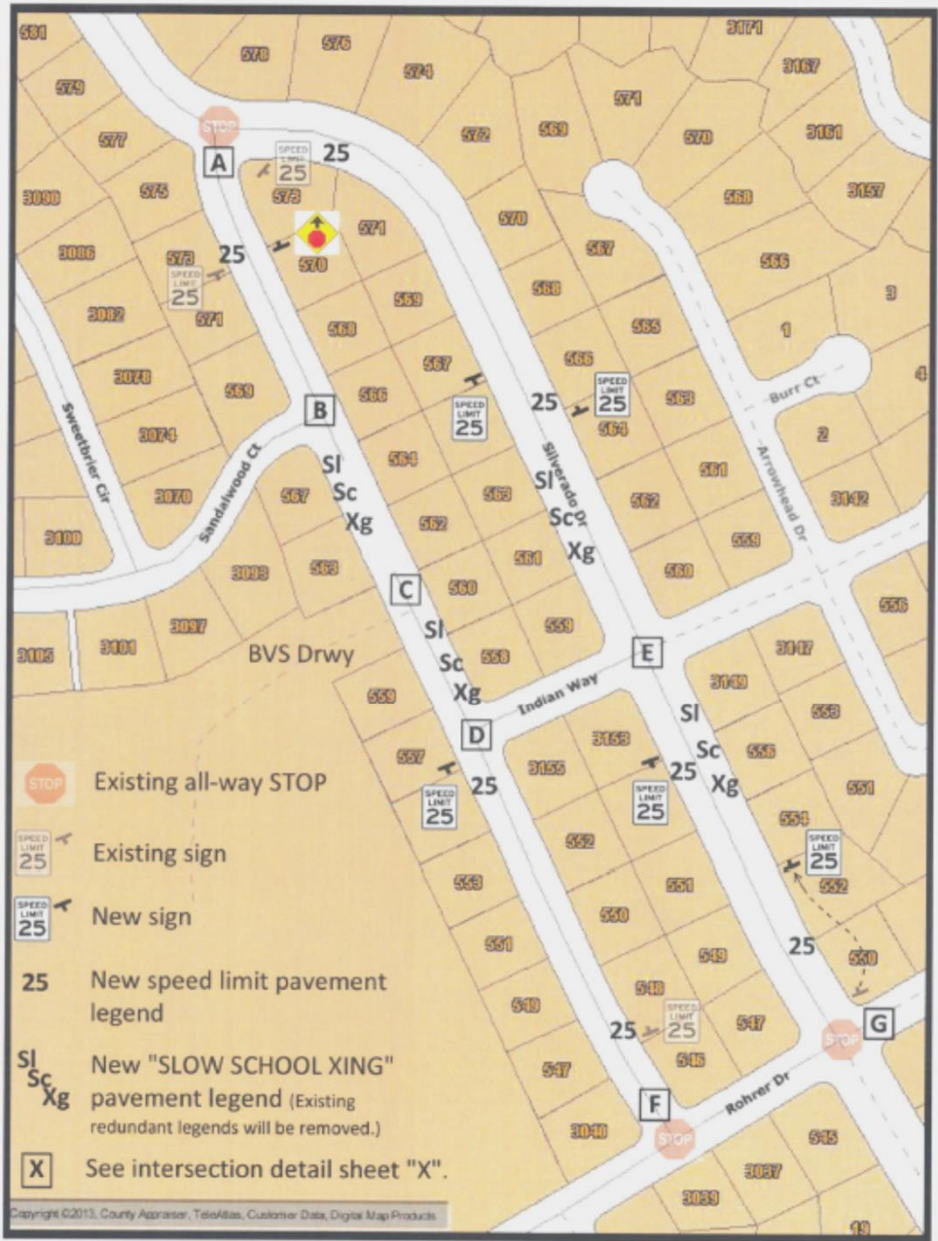
NAT's Draft Traffic Calming Plan

NAT's Level 2 Plan of signing a & striping features to:

- Reinforce existing speed limit with new signs and stencils.
- Reinforce existing school crosswalks.
- Add striping to enhance pedestrian safety at intersections.

What does this Plan look like?





Merriwood Dr and Silverado Dr
Signs and Striping Plan



200 ft

CityGIS

A: Silverado/Merriewood



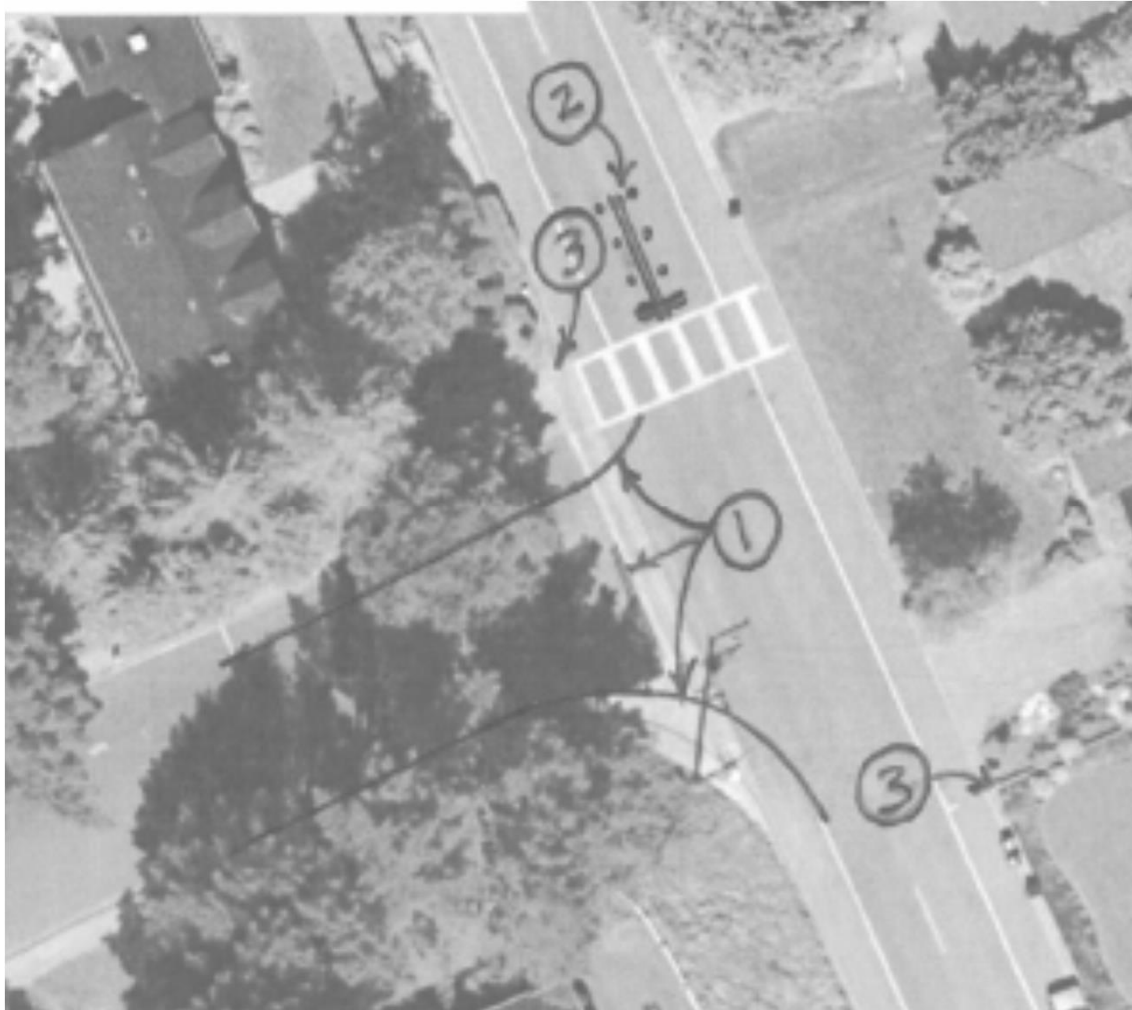
1. Extend white edge line.
 2. Extend white edge line w/ reflective pavement markers. Add diagonal bars (white) in shoulder area.
- Crosswalk stripes will be refreshed.

B: Merriewood-Sandalwood



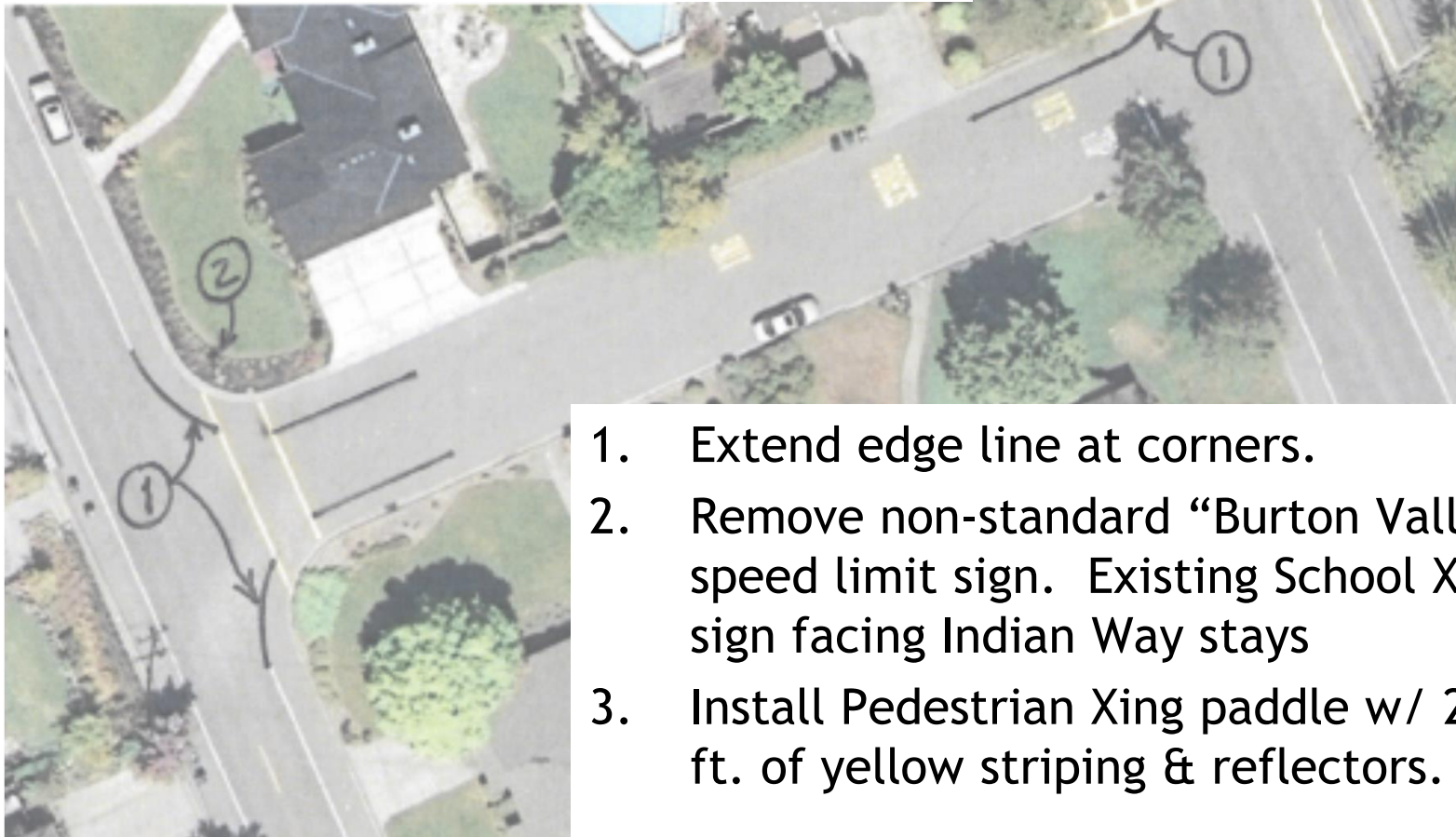
1. Extend edge lines around corners.
2. Add limit line.

C: Merriewood / Burton Valley School Driveway



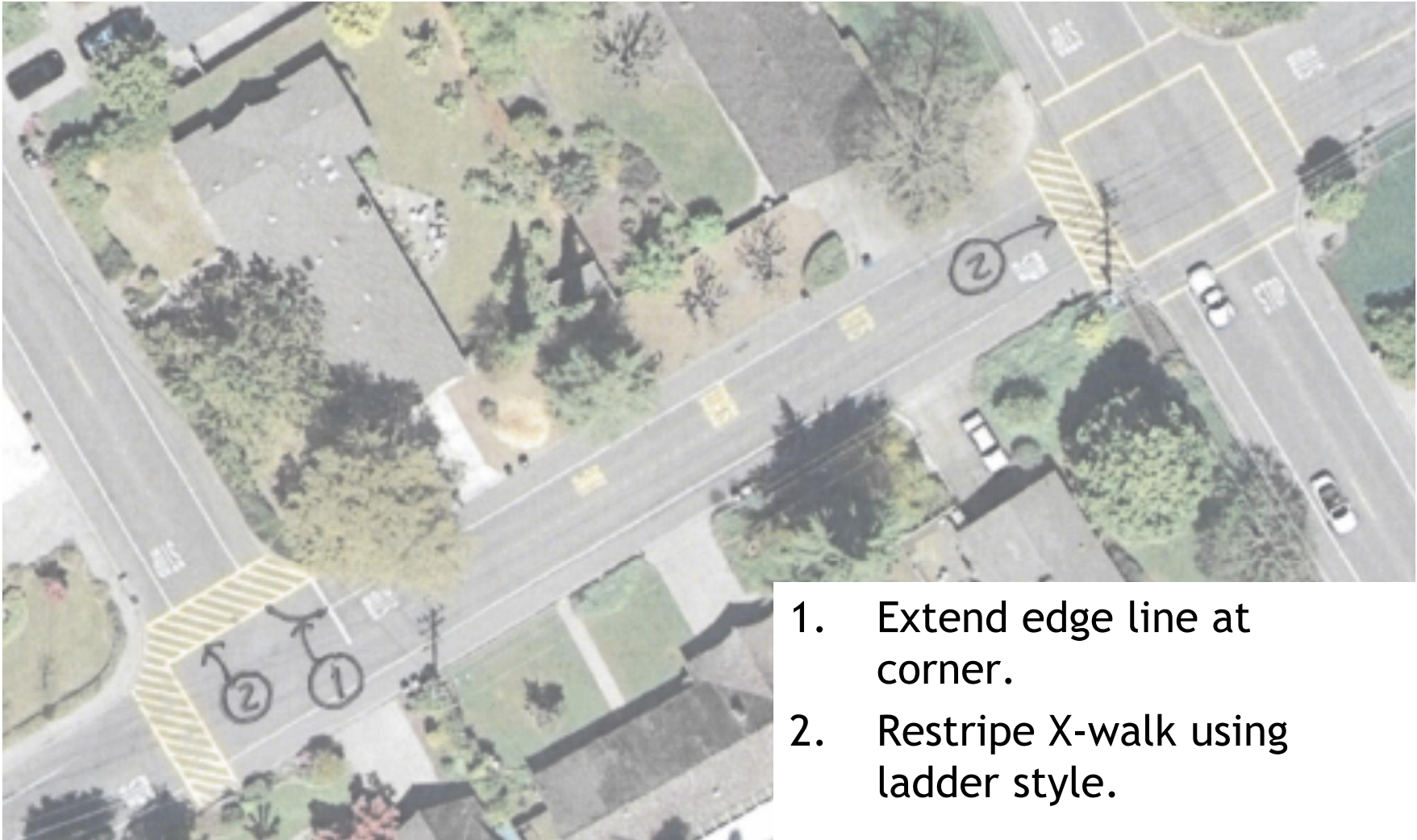
1. Extend edge lines around corners. Add limit line.
2. Install double-sided Ped-Xing paddle with 25 ft. double yellow stripes w/ reflective markers.
3. School Xing signs to remain.

D & E: Indian Way (Merriewood-Silverado)



1. Extend edge line at corners.
2. Remove non-standard “Burton Valley” speed limit sign. Existing School Xing sign facing Indian Way stays
3. Install Pedestrian Xing paddle w/ 25 ft. of yellow striping & reflectors.

F & G: Rohrer Drive (Silverado-Merriewood)

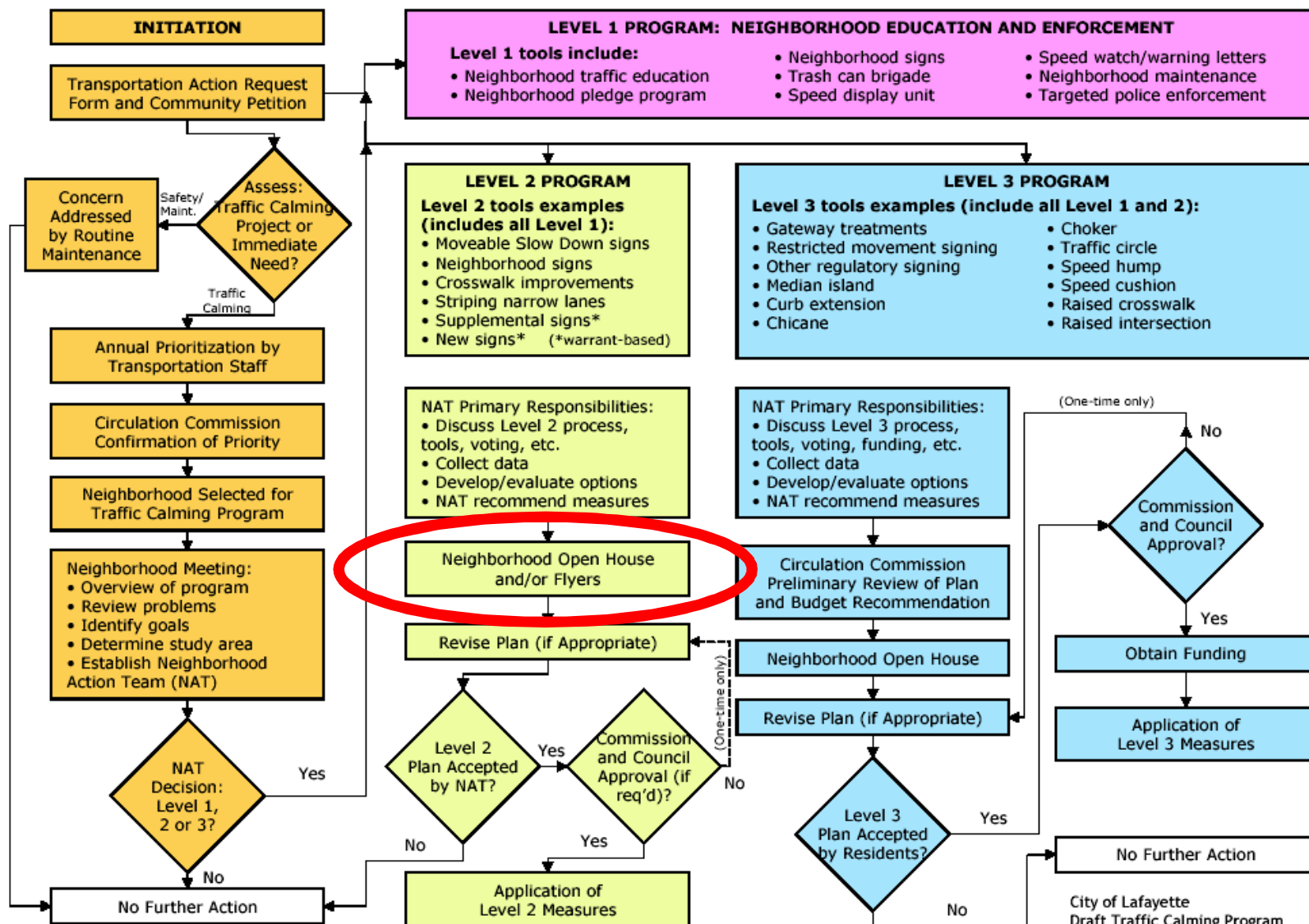


1. Extend edge line at corner.
2. Restripe X-walk using ladder style.

2-Step Process

- Agree on and implement Level 2 Plan
- Evaluate effectiveness in 6-12 months
- Consider Level 3 Plan if necessary
(Requires a neighborhood vote)

Lafayette Traffic Calming Process



Next Steps



1. NAT votes on Level 2 Plan
2. Consideration by Circulation Commission
3. Consideration by City Council

Questions and Answers



To view the Traffic Calming Guidebook on-line
visit: www.ci.lafayette.ca.us

Click on Getting Around, then Traffic Concerns



City of Lafayette Traffic Calming Guidebook

March 2003




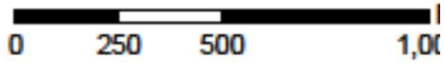


**Traffic Collisions
2006-2011, and 2013**

Frequency

- 1
- 2 - 4
- 5 - 10
- 11 - 20
- 21+


 Prepared by the City of Lafayette
 September 10, 2013

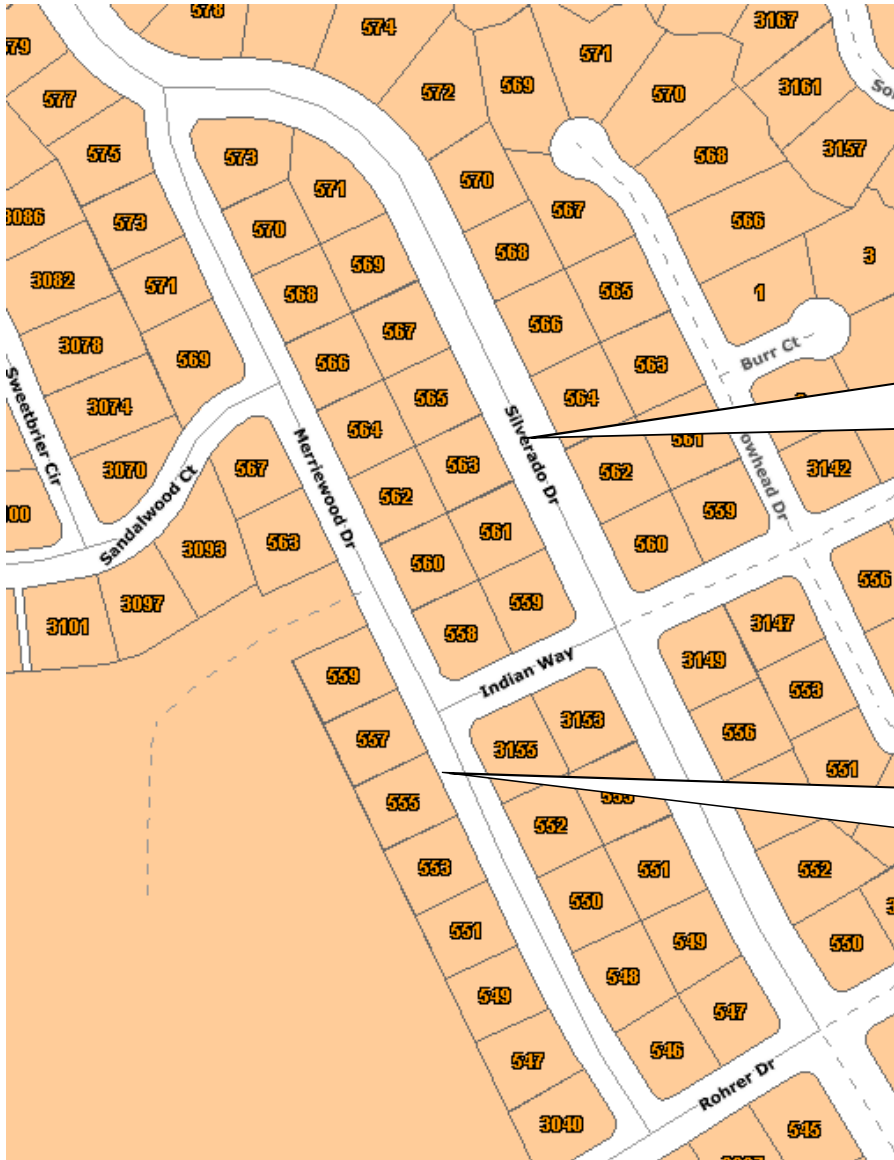


Police Department Data

| | 85 th % Speed | Mon | Tues | Wed | Thur | Fri | Sat | Sun | Wkday. ADT |
|----------------------------|-----------------------------|------------|------------|------------|------------|------------|------------|------------|---------------|
| Merriewood (2/13-20/13) | 32 MPH | 1442 | 3665 | 3715 | 2794 | 1485 | 1351 | 1250 | 2620 |
| Peak Hr. Vol. | | 145 | 588 | 512 | 441 | 121 | 139 | 123 | |
| Peak Hour | | 4:19 PM | 8:19 AM | 2:19 PM | 8:19 AM | 5:19 PM | 1:19 PM | 2:19 PM | |
| Silverado (2/27-3/6/13) | 31 MPH | 2351 | 2521 | * | 2153 | 2437 | 2330 | 2064 | 2366 |
| Peak Hr. Vol. | | 196 | 234 | * | 204 | 201 | 198 | 194 | |
| Peak Hour | | 3:00 PM | 6:00 PM | * | 3:00 PM | 2:00 PM | 5:00 PM | 1:00 PM | |

* = Incomplete data.

Locations of Traffic Data Collection (5/31-6/2/2012)



Location #2
(#562-566 Silverado Dr.)

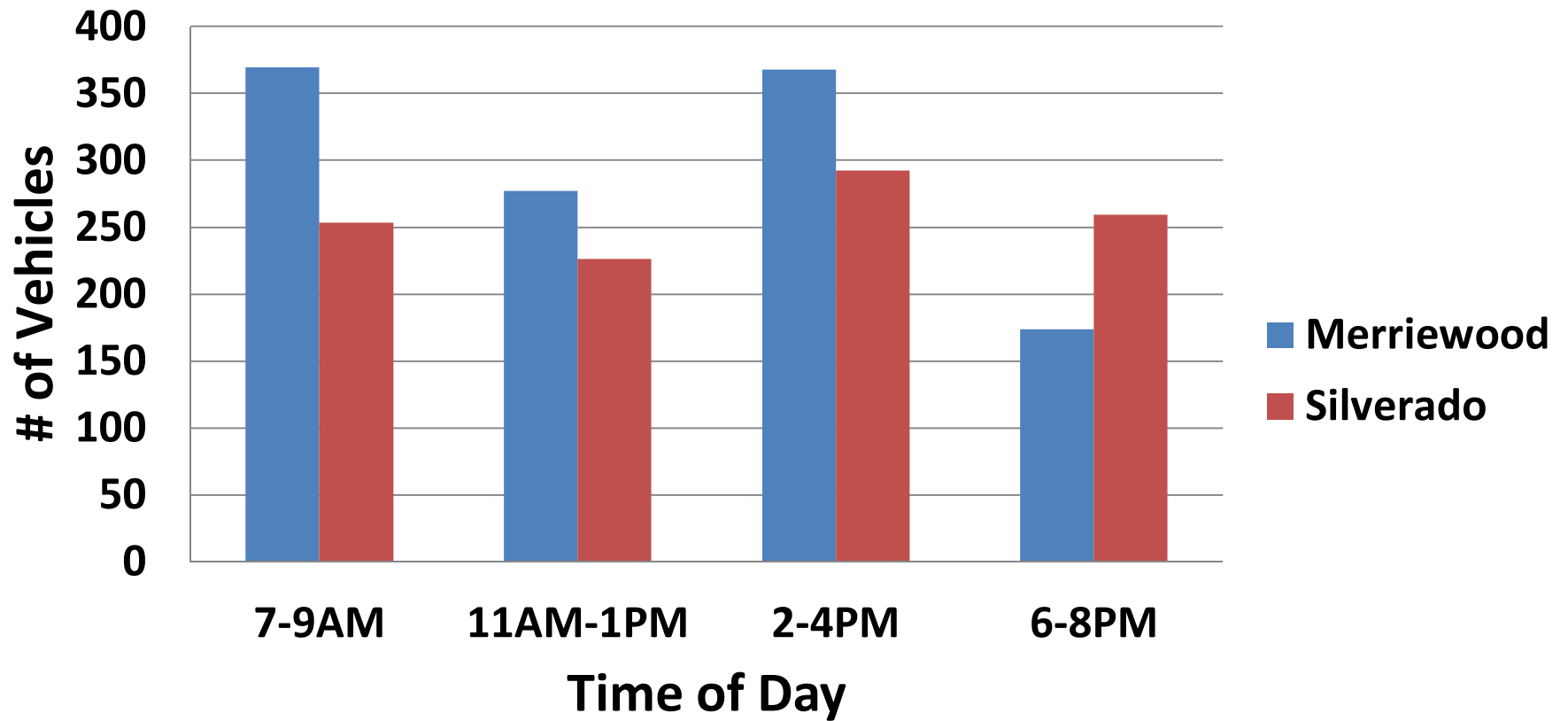
Location #1
(#555 Merriewood Dr.)

24-Hour Traffic & Speed Data (Collected in May-June 2012)

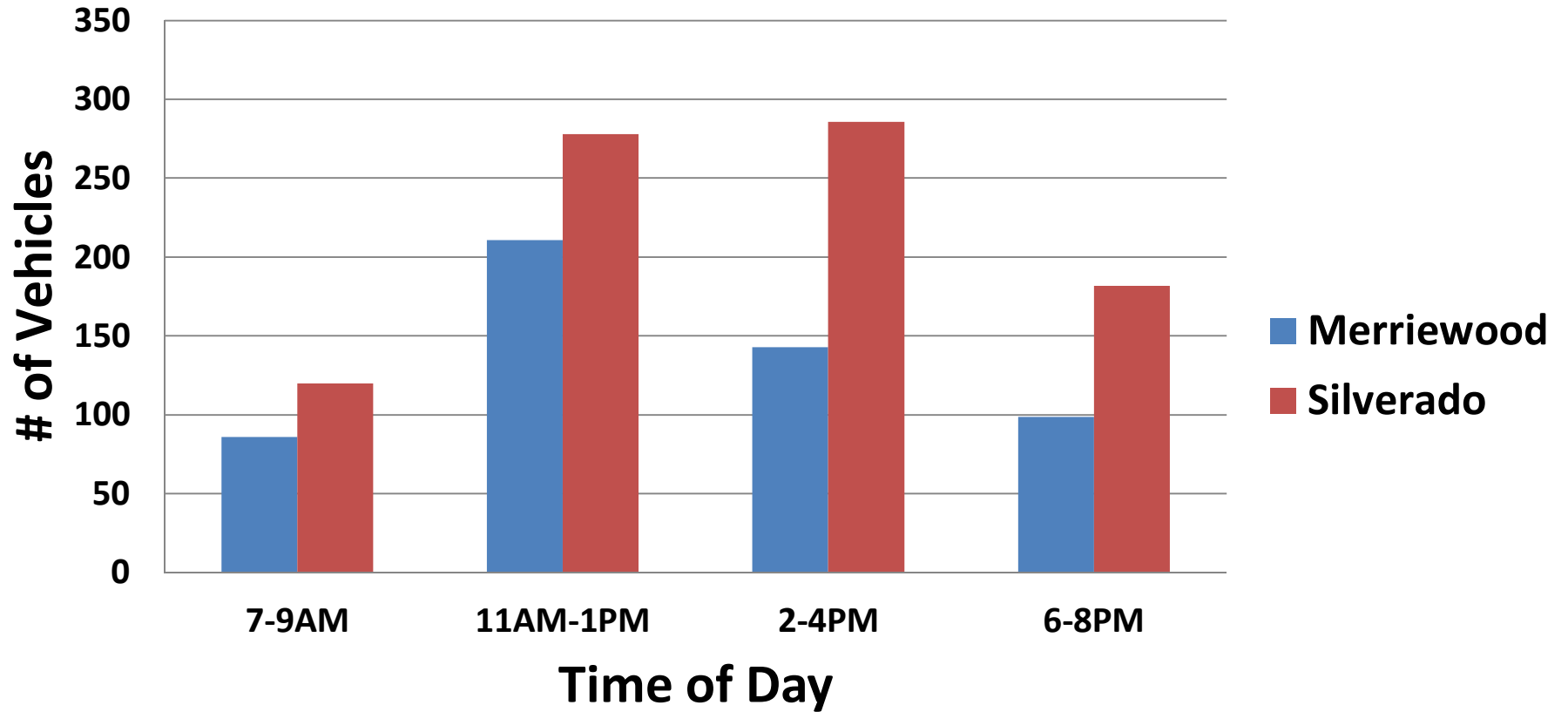
| | Location #1: 555 Merriewood Dr. | | | |
|---------------------|---------------------------------|-----------------|---------------------|--|
| | Daily Veh. Volume | 85th % Speed | % Veh. >= 25 MPH | |
| Thurs. | 1892 vehs. | 33 MPH | 68% | |
| Fri. | 1920 vehs. | 32 MPH | 68% | |
| Sat. | 1081 vehs. | 32 MPH | 63% | |
| Avg. wk. day | 1906 vehs. | 32.5 MPH | 68% | |

| | Location #2: 562-566 Silverado Dr. | | | |
|---------------------|------------------------------------|----------------|---------------------|--|
| | Daily Veh. Volume | 85th% Speed | % Veh. >= 25 MPH | |
| Thurs. | 1935 vehs. | 35 MPH | 88% | |
| Fri. | 2082 vehs. | 35 MPH | 89% | |
| Sat. | 1784 vehs. | 35 MPH | 88% | |
| Avg. wk. day | 2009 vehs. | 35 MPH | 89% | |

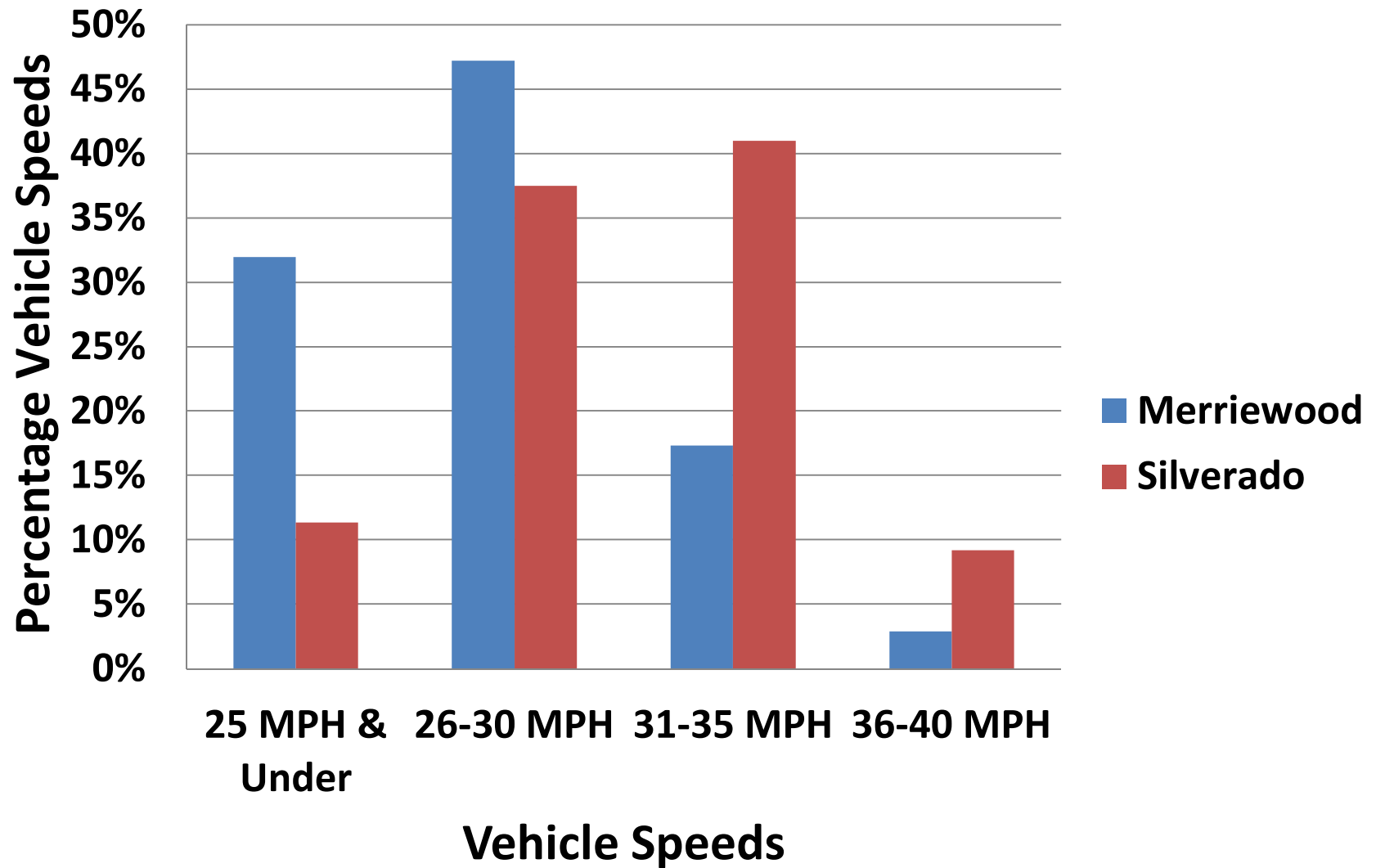
Vehicle Volumes by Time of Day (Weekdays)



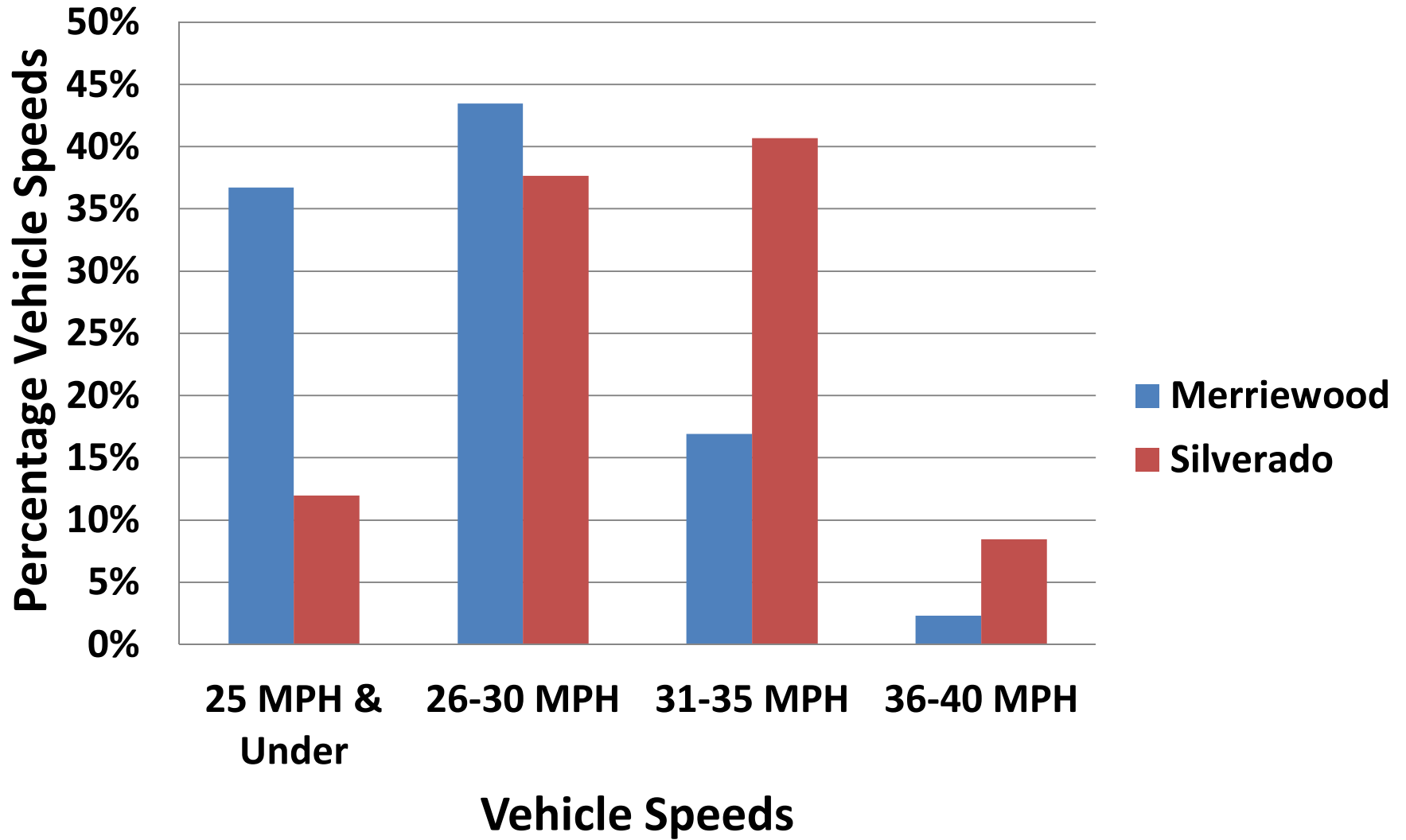
Vehicle Volumes by Time of Day (Saturday)



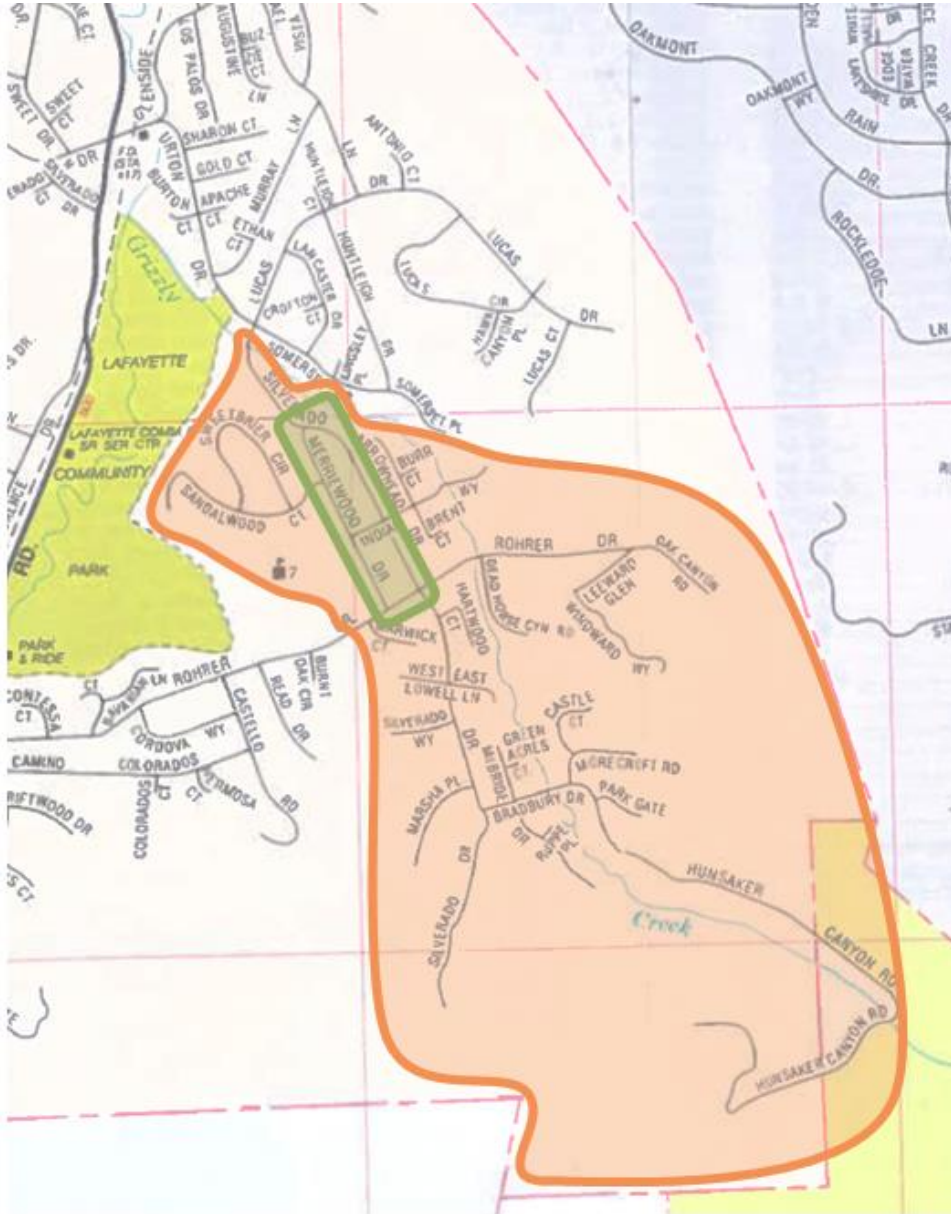
Distribution of Average Weekday Vehicle Speeds



Distribution of Saturday Vehicle Speeds



Preliminary Study and Focus Area

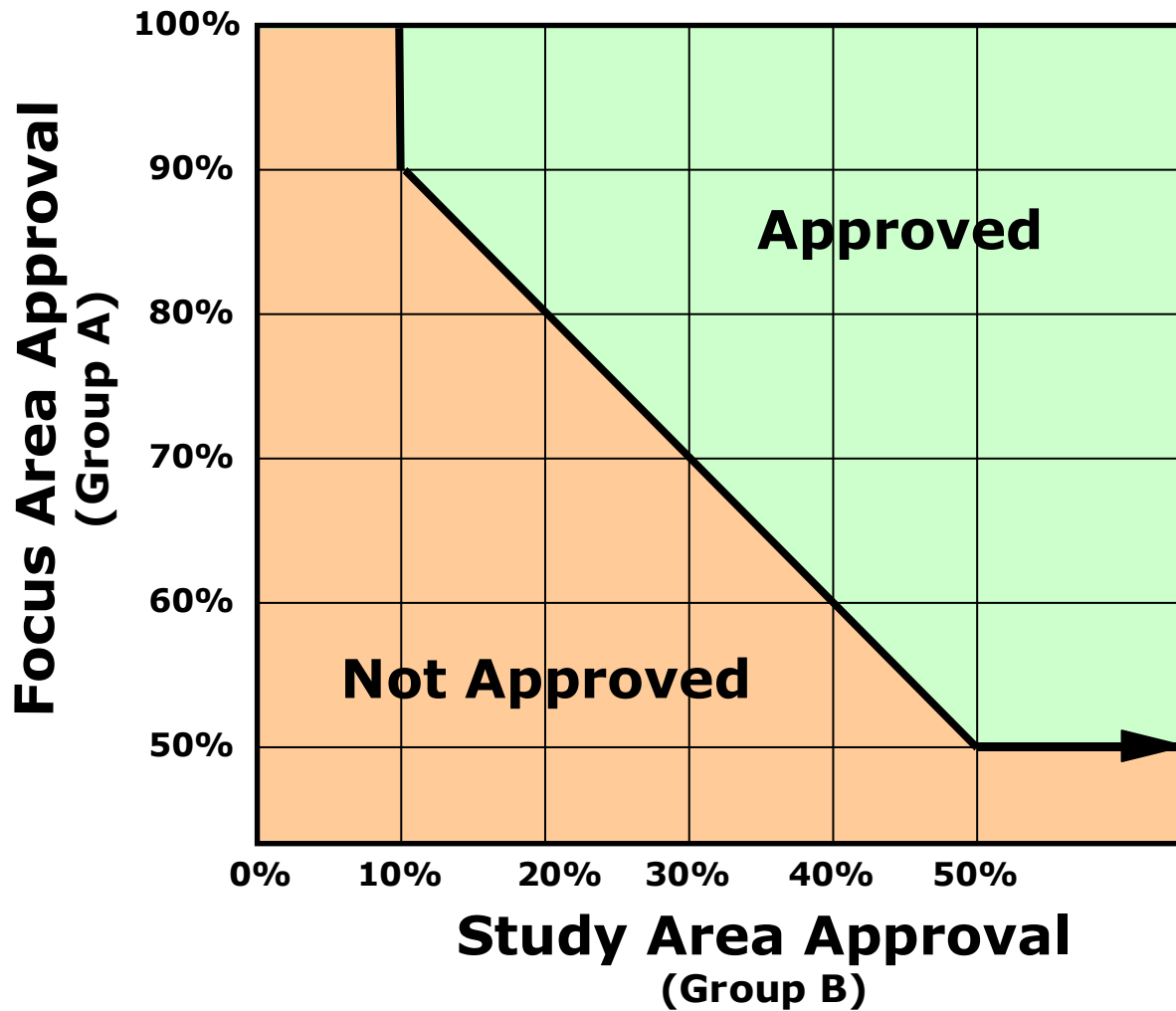


**Study Area = 367
Properties**

**Focus Area = 62
Properties**

Total = 429

Level 3 Voting





City of Lafayette Traffic Calming Guidebook

March 2003

