



CASANOVA OAK KNOLL

NEIGHBORHOOD ASSOCIATION

July 2005 www.cona.info phone 831-375-6241 email -- conamonterey@aol.com

CONA traffic calming is working!

Phase I & II completion results in lowered automobile speeds on Airport Road

In addition to lowered speeds, we now enjoy new landscaped entrances to our neighborhood. The association has received many positive comments regarding the new crosswalks aiding pedestrian safety on Airport Road.

Monterey traffic engineers have the following new information to report:

The interns took vehicle counts on Airport Road on 6/29/05. The 85th. percentile is 33 mph.; the 10/13/03 speed survey showed the 85th. as 35.5 mph; the 9/27/95 speed survey showed 85th. as 31 mph. The 85th. percentile has dropped 2.5 miles per hour since the calming devices were placed.

State law requires we reduce speeds (85th. percentile) to 29 mph before the

city can reinstitute radar traffic enforcement

The Monterey Neighborhood Improvement Program has approved three new entry signs for our neighborhood. As reported in the last CONA newsletter, this item was cut last year to enable construction to proceed on Phase I. We now have funding for Phases III & IV.

These phases will be under design in the near future. The engineers feel the new elements will reduce speeds enough so that traffic radar enforcement can return to our area.

It has been unbelievable observing traffic during the traffic calming construction. Cars were speeding through the posted 15 mph construction zone

and drivers were arguing with the workers over what "road closed" meant.

Last month a car driving up Airport Road (10:30 a.m.) missed the curve above Edinburgh, drove through a picket fence on Lilac and into that neighbors oak tree.

A few months before at 2:00 a.m. a pick-up speeding up Airport lost control and in a 180-degree turn onto Lerwick smashed several vehicles, crashed through a fence, went airborne, and totaled a mini-van in a driveway.

The new curbs on the medians are showing numerous tire marks, a definite sign of a lack of driving attentiveness and/or speeding vehicles. We still have much more to do.

Navy Fleet Numerical zoning may be changed!

The Monterey City Council will decide at their July 19th. meeting whether to rezone Fleet Numerical or leave the current zoning in place. The City of Monterey earlier this year adopted a General Plan Update, the first in over 20 years. Two months later, in a rushed schedule the Council ordered one Planning Commission hearing and one Council hearing to address rezoning 450 acres of land in the City of Monterey. 20 acres of Fleet Numerical, (contributing

over 40% of the traffic on Airport Road), 135 acres of NPS campus, and 298 acres of La Mesa village. The current underlying zoning is now R-1-20, single-family 20,000 sq. ft. lots. City staff is recommending changing to PC (Planned Community) zoning.

This change would legitimize current uses. The problem may arise in the future if the Navy sells this land to a private developer, what ownership right would come to a commercial user?

CONA has in place our neighborhood plan. We held many public meetings in the neighborhood to develop consensus. The city **will not** hold any meetings in our neighborhood to hear your concerns until the Navy decides to sell this property.

The question you must ask now is whether this change in zoning affects our future bargaining position with a private developer.

CONA PARK DAY—AUGUST 7, 2005 @ 1:00 P.M.

Monterey on Ice

The North Fremont Business Improvement District (BID) has undertaken its first promotional event. This fall they plan to install a covered ice rink in the Monterey Fairgrounds Pattee Arena. They are soliciting many organizations for help in funding this event. Current projections estimate that approximately 26,000 people will attend this attraction from Thanksgiving to Christmas. More details will come as the district meets its deposit requirements. This should be the main attraction on the peninsula during the upcoming holidays.

Cypress Center

As everyone can see, Chevron is open and many businesses are opening. Black Bear restaurant is under construction and plans to open in the fall.

East Monterey revitalization

The City of Monterey is hiring an additional half-time code enforcement officer who will be working out of city planning. This new position will be devoting his efforts to just four residential neighborhoods: CONA, Oak Grove, Villa del Monte, and Del Monte Grove/Laguna Grande. The focus will be addressing deteriorating housing and blight in a positive manner. Using grants, special funds and encouragement to alleviate problem properties that continue to receive neighbor complaints. Special emphasis and aid will be given to seniors who are unable to keep up their property appearance.

The city wants to take a more proactive role in resolving continuing code violation issues. The new program will start in the fall. For now, please direct all code enforcement issues to Al Fasulo at 646-3750.

Attention: Ralston & Shirl Pat Way

CONA has received several complaints regarding overflow parking from Casanova apartments affecting these two streets. Residents have been returning home to find available parking dominated by extra vehicles (mentioned frequently are large trucks) originating from the apartment complexes. If this problem has been your experience please call the association number 375-6241 or email to www.cona.info.

Traffic calming questions

The following is a list of the most commonly asked questions about the CONA traffic plan:

Q. How was the plan designed?

A. Our residents asked the city for solutions to speeding cars on residential streets. The city requires a council-approved detailed plan in place before any measures are undertaken. NIP provided the funds to hire a national consultant who specializes in traffic calming to come to our neighborhood. After many public meetings, the problems were identified and the traffic engineers designed a time-tested series of traffic tools (medians, crosswalks, curb bump-outs) to slow traffic. These solutions were broken up into phases so that it would be possible to apply to NIP for funding.

Q. Who designed the landscaping?

A. The city parks department. They have extensive experience in urban landscaping. Plants in medians have to deal with excessive heat, surrounded by asphalt and vehicles generating heat. Most of the plants will fill out and flower next year. The two Strawberry trees on Fairgrounds can be compared to their counterparts on Del Monte opposite the Skating Rink (those are 5+ years now). Many of the flowering plants can be seen in the medians of N. Fremont.

Q. Why was the ad-lib right turn lane removed at Airport/Fairgrounds Road?

A. Cars used to roll through the parking area and use it as an illegal right turn lane. This allowed commuting cars at peak hour (5:00 p.m.) to use Dundee to avoid the congestion on N. Fremont, endangering children on that street. It also was a hazard to pedestrians trying to cross Fairgrounds Rd

Q. The traffic lanes seem narrow.

A. The redesigned traffic lanes are the full 14-foot standard width. It seems smaller because the street has parking lanes of 10 feet on each side. The medians eliminate those parking areas giving the illusion that the street is narrower thus slowing vehicles.

Q. We like the traffic roundabouts in Laguna Grande neighborhood.

A. Roundabouts require the space of a four-way intersection. CONA only has t-intersections with inadequate space for a roundabout.

The full 2002 Monterey City Council approved CONA Traffic Calming Plan is available online at www.cona.info.

**AIRPORT ROAD
POSTED SPEED LIMIT IS 25 MPH.**

**The current median speed (half above and
half below) is 29 MPH.**

Only 17% are driving 25 MPH or less

City of Monterey Traffic Survey

Monterey's traffic division has recently sent out a survey questionnaire to properties adjacent to the new traffic calming elements. They have taken the statistical results of the vehicle speeds (in front page story) and now they want your individual perceptions on how well the project are working from your perception.

Please fill out and return your surveys as soon as possible.

2005 Neighborhood Improvement Program Results

This was one of the most difficult years in the history of NIP. The committee reduced its funding by \$500,000 to help with the city's budget deficit. Normally, NIP approves 30 to 40 projects from its general fund each year. This year we only approved seven projects. CONA received approval for:

1. Park bench in front of the community center.
2. Three CONA entry signs.
3. CONA traffic calming phase IV.

4. The eighth approved project just outside of the funding limit was the CONA driveway approach project Phase II for an additional 20 driveways. According to NIP rules all surplus ending balances from approved projects will go towards additional cut-off projects. A simple translation is that within past NIP experience this driveway project will be funded with other project savings by this December. Last years CONA lottery drew enough addresses to complete this years list. CONA can reapply for further expansion of this project next year. The competition is strong for NIP money and it is essential to those of you who want this project to participate vocally in this process.

City of Monterey Code Enforcement

The new Code Enforcement Officer for the City of Monterey is Al Fasulo. His previous experience includes 15 years with the Pacific Grove Police Department as a Police Officer, 4 years with the Pacific Grove Fire Department as a Volunteer Firefighter and 3 ½ years with the Monterey Fire Department as a Fire Inspector.

Al has currently been working as the Code Enforcement Officer for the City since August 2004. His workdays are Tuesday, Thursday and Friday from 8:00am-5:00pm. He checks his emails and telephone messages on his off days. He also notes and reports violations on his off-duty days so he can follow up on them upon return to the office.

If you have a specific complaint that requires Code Enforcement involvement, please call Al's direct line at (831) 646-3750. Keep in mind that certain complaints may require the involvement of City departments or agencies other than Code Enforcement, and as such may have to be routed elsewhere for appropriate action.

Despite the volume of complaints received, it is the goal of Code Enforcement to investigate and resolve violations as expeditiously as possible.

In order for your complaint to be processed, please leave your full name, address and contact telephone number, as we cannot accept anonymous complaints.

Casanova Oak Knoll Park Center --- 646-5665
Monterey Code Enforcement --- 646-3750
Monterey Parks/Forester --- 646-3860
Monterey Planning Department --- 646-3885
Monterey City Attorney --- 646-3915

Informational message from the Monterey Peninsula Airport District at CONA's request:

All of the air carriers serving the Airport are operating Stage III aircraft that are significantly quieter than their predecessors. The introduction of stage III airplanes has actually contributed to the elimination of Stage II aircraft in airline fleets. The FAA mandated that airplane manufacturers produce jets that were less noisy and to retrofit older aircraft in order to meet more stringent noise standards.

To put this in perspective, let's look at how jet airplanes are classified. Aircraft are subject to noise designated categories often referred to as Stage I, Stage II, and Stage III. These stages are then further refined to identify aircraft, primarily based on noise output and date of manufacture. For instance, your common Stage I aircraft are the Boeing 707 and Douglas DC8, manufactured in the late 50's to early 60's. For the most part Stage I aircraft utilized an old jet engine technology that emitted a harsh low frequency grumble (much like that of a military jet) This low frequency often resulted in noise complaints because a low frequency sound wave tends to penetrate structures, rattle windows, and generally takes longer to dissipate than high frequency waves.

Stage II aircraft largely utilized similar engines to the Stage I but with modifications to try and eliminate the low frequency noise emissions and increase economy. Quite noticeably these aircraft were not only quieter than their predecessors but also significantly more efficient in fuel consumption. Examples of such aircraft are: Boeing 727 100, early models of Boeing 737's, and the Douglas DC9.



Stage III aircraft entered the scene with improved high bypass turbo jet engines as well as many new airframe design

changes. Variations of stage III types are used extensively by all air carriers due to legislation eliminating Stage II aircraft from airline commercial service in 1999. Some examples of this type of aircraft are: the Boeing 737 and up, the newer Airbus A-300 series and the CRJ series from Bombardier, the type of jet in service at Monterey. The improvements made with these new aircraft produced a total reduction in noise of 30db which is unprecedented when compared to any other source of transportation.

.....Note: Private and military planes do not have these noise restrictions by FAA regulations...CONA note.