

**CITY OF SAN MARINO  
NORTHWEST NEIGHBORHOOD TRAFFIC CALMING PLAN  
OAK KNOLL AVENUE**

Draft

Revised 9/19/2011

<b>Primary Concerns</b>	Speeding, heavy traffic, vehicle noise/vibrations, bus trips, offset intersection at Monterey, trucks, no street lighting, street too narrow for parked cars, congestion, stop sign violations		
<b>Primary Goals</b>	Reduce speeding, realign Monterey intersection, stricter enforcement, eliminate buses, reduce trucks, reduce noise levels, 25mph speed limit, hard to exit driveways,		
<b>Traffic Volume</b>	7,685 vehicles per day	<b>Prevailing Speed</b>	37 mph (NB), 37 mph (SB)

INITIAL TRAFFIC CALMING MEASURES				
NO	CALMING MEASURE	OBJECTIVE	POTENTIAL CONSEQUENCES	ESTIMATED COST
28	Restripe Monterey Rd. stops as two separate intersections	Better stop sign compliance, discourage cut-thru traffic, improve pedestrian safety (24/7)	Striping aesthetics, driver acclimatization	\$5,000
29	Adjust centerline and alternate curb parking with striping and delineators	Reduce speeds, safer parking (24/7)	Reduced curb parking	\$10,000
30	Portable electronic speed awareness sign north of Courtland (Northbound)	Reduce speeds (24/7)	Sign aesthetics in residential area	\$10,000
31	Eliminate bus route	Eliminate bus noise (24/7)	Less convenience for riders	None
32	Stop sign enforcement	Better compliance (Peak)	Limited police resources	Nominal
35	Reduce left turn green time for eastbound Huntington Dr. to northbound Oak Knoll Ave.	Discourage cut-thru traffic (Peak)	Longer wait if behind left turning vehicle	Nominal

Notes: (24/7) = General traffic calming or safety measure  
(Peak) = Peak hour traffic flow measure  
(See also \_\_\_\_ ) = Combination measure to be done concurrently