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NOVEMBER 10, 2004

TO: WOCA BOARD
LeeAnneDra Marchese
Bill Twelker
Steve Twitchell
Rich Vallone

cc Pat Morgan VierraMoore
Peter Bridges – Newland Communities

SUBJECT: WHITNEY OAKS TRAFFIC SURVEY

REFERENCE: TY LIN TECHNICAL MEMORANDUM – NOVEMBER 4, 2004

Attached is the report from TY Lin, the traffic consultant, hired earlier this year by the WOCA Board to advise us on the speeding issues. Their assignment was to analyze the speed and traffic volume data collected by TRA last February, gauge resident opinion relative to speeding on our private streets and based on the results make any appropriate traffic calming suggestions. This report concludes TY Lin's current contract with the Whitney Oaks Community Association.

Based on the response rate of about 55% (combined Springfield and Whitney Oaks) TY Lin feels we have a strong basis on which to draw conclusions.

The conclusions reached by TY Lin based on the analysis of traffic data and the recent survey is as follows:

- The majority of the residents felt there was NO serious speeding problem on our streets.
- The majority of the residents desire to leave the speed limit on our private streets at 20 MPH rather than possibly raising it to 25 MPH.
- The majority of residents do not want to pursue either private or public enforcement of traffic rules on our private streets.
- The majority of residents were against physical calming devices such as speed bumps. However, there was considerably more interest in this approach in the family areas of Whitney Oaks than in Springfield.

The first two pages recap the survey by actual numbers and percentages. They have been broken down by Springfield and Whitney Oaks as it was felt opinions would vary and any traffic calming solutions might be different. Early on in our meetings, following the speed data collection last March, it was determined by the committee which includes two Springfield Board members, that there was probably no need to do any further speed calming in Springfield. Last Thursday night several of those present at the meeting thought targeted action in Whitney Oaks would be better than no action and others seemed to feel no action was needed based on the survey results.

The last three pages summarize actual streets where speeding was reported in the survey as well as the source of the report by street. The last page relates to public streets. **I plan on discussing these with Rocklin Police and Public Works, unless the Board has any objections.**

Last Thursday, November 4, the Traffic Committee and interested residents met with Arlene DeLeon of TY Lin to review the survey and discuss the recommendations for any additional traffic calming. Consensus was not reached other than to look into marking our pedestrian trails where they cross our streets. This could also have the benefit of slowing traffic in those areas. I have also included with the survey a recommendation letter written by a resident on Abby Drive in support of the pedestrian trail markings for your review.

We also agreed to look into the cost of a portable speed bump that might be moved around to one of several locations over a period of time. Ms DeLeon advised that a manufacturer might be willing to install one at no charge as a "demonstration project" at a Whitney Oaks location for a limited period of time. If this is pursued, it is suggested by TY Lin that we again contract with a consultant to prepare any specifications that may be needed regarding any advisory signs and/or pavement markings to accompany the bumps. **The installation of "speed bumps" is not considered a popular solution in Whitney Oaks and Ms DeLeon stated that unless there is 70% resident consensus they recommend against such devices.** She felt possibly stripping bike lanes on the problem streets and doing some center stripping around curves was a better solution for us in light of the survey results. The stripping would give drivers the appearance of a narrower street and cause them to reduce speed. She also felt the use of the radar display board which we just finished deploying could be used on an occasional basis. It would continue to be an effective form of educational reinforcement relative to our speed limit at a cost of under \$400 per week.

I can assure you that even though the survey supports the conclusions that most of the residents and committee member do not feel we have a speeding problem; that does not mean we should not do anything where reports of speeding incidents continue. There are committee members who don't want to do anything, some that still feel some form of enforcement (private) is the only solution as there is **little proof** that more passive solutions such as additional stripping will be effective. They also feel that any addition of stripping and / or signage will detract from the aesthetics of Whitney Oaks.

I will issue a report on behalf of the committee on the survey results to all residents in the next Whitney Oaks Newsletter. I will also request additional opinions from them based on the findings. The Traffic Committee will meet again and try to reach some consensus that can be put in the form of a motion to the Board other than the pedestrian trail markings

The net result may be we do nothing more based on our data collection, survey, and signage already in place. That being said I do not believe we could have reached this point without first doing the speed data collection, survey and seeking the advice of a traffic consultant. I believe the Board has a good foundation for making decisions on the speeding matter.


Carl Guterman
Traffic Committee - Chair

TECHNICAL MEMORANDUM

DATE: November 4, 2004

PROJECT: Whitney Oaks Traffic Calming Study

TO: Whitney Oaks Traffic Committee

FROM: Arlene DeLeon, TYLIN International/CCS

SUBJECT: Whitney Oaks and Springfield Traffic Survey Results

Background

This memorandum presents the results and findings from the traffic survey sent to each of the homeowners within the Springfield and Whitney Oaks residential gated community. The survey was prepared to determine community consensus as it relates to the degree of speeding traffic throughout the community. The survey was also expected to identify overall community acceptance to devices that may be used to deter speeding as well as acceptable means of enforcement desired by the community. As the data was being compiled we recognized that due to the nature of the gates within the community, residents within the Springfield and Whitney Oaks areas need to be viewed separately and individually for traffic between those two areas are restricted in accordance with the gate code for the specified area. There are a total of 1877 housing units between the two areas, 868 in Springfield and 1009 in Whitney Oaks the family oriented area. Within the Whitney Oaks area an additional 70 homes are to be constructed over the next twelve months. Using the current housing total of 868, with 570 responses, the Springfield area had a 66% response rate. The Whitney Oaks area with 460 out of 939 possible had a 49% response rate. This represents an unprecedented positive response rate to a survey where 30% is considered excellent.

Results and Conclusion

Attached is a summary of the responses to the individual questions posed. According to the opinion of the respective area the results state that 86% of the residents in the Springfield area felt there was NO serious speeding problem compared to 65% of the Whitney Oaks area. When asked if the current speed limit of 20 mph was acceptable 68% of the Springfield area residents and 75% of the Whitney Oaks residents agreed. There is no doubt in consensus with regards to private enforcement; 86% and 85% of the Springfield and Whitney Oaks residents would not like to pursue private enforcement of the speed limit. And when asked if they agreed with the installation of physical traffic calming devices such as wide speed bumps, 86% of the Springfield residents and 58% of the Whitney Oaks residents objected. Hence, based on this resident survey, the 20 mph speed limit is acceptable and the perceived speeding problem is not a significant enough concern to take any direct

action such as police enforcement or by installing traffic calming devices. Nonetheless we offer the following observations and recommendations.

Recommendation

Drivers are expected to operate their vehicles in a reasonable and prudent manner adjusting their speeds to the surrounding roads and conditions. The main spine throughout the Whitney Oaks community is Clubhouse East and Clubhouse West, a meandering 32' wide road without the presence of parked cars. This provides motorists with a comfortable width for traveling with little or no obstruction making the moderate speed nearer to 25 the average for the area. Since it is known that motorists react to the surroundings even public agencies have begun advocating narrower streets within residential communities. Many of the new public residential subdivisions have 28' wide streets with parking along one side. Narrowing the roadway gives the street a tighter appearance that causes drivers to reduce their typical operating speed.

An inexpensive way to achieve a similar goal is to strip the street by fully accommodating additional modes of transportation. Bicycle travel would be enhanced through the introduction of bike lanes. For Clubhouse Drive re-striping the road to introduce a centerline through the curved portions and maintaining an outside 5' bike lane in each direction resulting in two 11' travel lanes will give the appearance of narrower space that could induce slower speeds. We also noticed the lack of markings at pedestrian trail points where it met the street. These crossing locations could be easily identified by striping and signing crosswalk locations. Together it would change the appearance of the street provide for alternative travel modes for a modest cost. Other than implementing enhancements within the area, the survey clearly points to the acceptance of current traffic flows and speeds. As a subtle reminder of the posted speed, sporadic deployment of the radar display board is effective. If the Committee determined that a more direct approach to know and habitual offenders is warranted, the Association could contact the property owner advising them that recorded repeated offenses could result in the imposition of fines.

Traffic Survey Recommendations

Hiking Trail Safety Crossings:

I would like the traffic committee to consider the identification of hiking trail crossings in order to reduce automobile speed in those particular areas within Granite Ridge. There are three hiking trail crossings within the community.

Abby Road Trail

Located on the downhill slope, and on a curve, it is virtually impossible for the driver who is traveling west to see if it is occupied. Adults and children frequently use this trail and are in danger of being struck when crossing the street.

The trail is currently unmarked, no crosswalk is in place and is also partially obscured by weeds and or brush on the north side of the road. At the exit point on the north side there is no sidewalk and therefore the users must cross the street to reach the safety of a sidewalk.

In addition, during the summer, downhill traffic is driving directly into the setting western sun which adds to the unsafe condition.

Possible Solutions:

1. Design and install resident approved 'Hiking Trail' signs to warn motorists.
2. Paint crossing walks to link the trail to street sidewalk or opposite trail entrance.
3. Clear weeds/brush at north trail entrance to provide an improved sight line.
4. Incorporate a reduced speed zone for that area. The indicated speed may be incorporated into the 'Hiking Trail' sign or painted into the crosswalk.

Red Hawk Court/Black Oak Drive

This trail entrance is located at the intersection of Red Hawk Court and Black Oak Drive. This particular trail may not pose a traffic problem as the hikers exiting will have a clear view of vehicles in both directions. However, it still may be wise to incorporate a crossing or trail head sign as there is no sidewalk on the trail entrance side. The sign once again should be tastefully done and resident approved.

Raintree Court/Black Oak Drive

Two trails are located in the proximity of Raintree Court and Black Oak Drive. The first one is directly across from Raintree Court and is similar to the trail located at Red Hawk Court. The second trail entrance is north of Raintree Court on Black Oak with an entrance/exit point adjacent to the mail box. This trail perhaps does not pose a problem as it is on the side of the sidewalk and provides excellent views of traffic.

A tasteful sign marking the entrance may be all that is warranted and will serve as a reminder to drivers to approach with caution.

Summary:

The traffic committee should consider the hiking trails in the overall plan for controlled traffic safety in the Granite Ridge community. The committee should study the possibility of placing community approved signs and/or marking cross walks for those particular areas.

WOCA TRAFFIC SURVEY RECAP

Responses are from a possible 868 units in Springfield and 939 units in Whitney Oaks

	SPRINGFIELD	WHITNEY OAKS
responses	<u>570</u>	<u>460</u>

1. Is there a serious speeding problem in your neighborhood?

	SPRINGFIELD	WHITNEY OAKS
Yes	14%	35%
No	86%	65%

2. Do you agree with the current 20 MPH speed limit as posted at our gate entries and on our private streets?

Yes	68%	75%
No	37%	25%

3. Would you like to see the speed limit raised to 25 MPH which is the speed limit for public residential streets according to the California Vehicle Code?

Yes	45%	34%
No	55%	66%

4. If private enforcement were an option would you agree to pay extra dues to cover the cost of that enforcement?

Yes	14%	15%
No	86%	85%

5. Do you agree with the installation of physical traffic calming devices (i.e. wide speed bumps) or narrowing devices (i.e. planters along the curb) to address speeding?

Yes	14%	42%
No	86%	58%

6. Would you like WOCA to petition the City of Rocklin to enforce traffic laws within our private streets? Note: This would require overwhelming support from you the residents and increasing our speed limit from 20 to 25 MPH. We do not know at this time if this would result in added cost to WOCA residents from the City of Rocklin.

Yes	8%	16%
No	92%	84%

WOCA TRAFFIC SURVEY RECAP

OCTOBER 28, 2004 – REVISION 2 (added 49 responses)

RESPONDENTS	SPRINGFIELD	WHITNEY OAKS	TOTAL
	<u>570</u>	<u>460</u>	<u>1030</u>

1. Is there a serious speeding problem in your neighborhood?

	SPRINGFIELD	WHITNEY OAKS	TOTAL
Yes	77	158	235
No	479	292	771

2. Do you agree with the current 20 MPH speed limit as posted at our gate entries and on our private streets?

Yes	353	344	696
No	204	110	314

3. Would you like to see the speed limit raised to 25 MPH which is the speed limit for public residential streets according to the California Vehicle Code?

Yes	250	155	405
No	308	299	607

4. If private enforcement were an option would you agree to pay extra dues to cover the cost of that enforcement?

Yes	23	65	88
No	537	376	913

5. Do you agree with the installation of physical traffic calming devices (i.e. wide speed bumps) or narrowing devices (i.e. planters along the curb) to address speeding?

Yes	80	191	271
No	479	260	739

6. Would you like WOCA to petition the City of Rocklin to enforce traffic laws within our private streets? Note: This would require overwhelming support from you the residents and increasing our speed limit from 20 to 25 MPH. We do not know at this time if this would result in added cost to WOCA residents from the City of Rocklin.

Yes	41	65	106
No	494	340	834

WHITNEY OAKS TRAFFIC SURVEY

OCTOBER 31, 2004

Below is a listing of streets within the **Whitney Oaks** gates where individual residents pointed out speeding concerns. The street with the number of respondents is located on the left hand side. The right hand side lists the street of the source of the report. The total number of street speeding problems called out is 135 out of 460 respondents.

WHERE	SOURCE	
HILLCREST (31)	Vivien Western Ct Hillcrest Chasen Ct Pheasant Lane	Old Oak Tree Wedgewood Aaron Thistle Ct. Western Way
CLUBHOUSE EAST (26)	Matiella Clubhouse Clubhouse Ct	Stone Temple Legend Clubview Ct
CLUBHOUSE WEST (21)	Clubhouse West Clubview	Chip Woodhouse
BLACK OAK (25)	Black Oak Weddington Sylvan	Red Hawk Abby
ABBY (11)	Black Oak Sylvan	Abby
WEDGEWOOD (7)	Wedgewood	Thistle Ct
AARON (4)	Aaron	Wedgewood
VIVIEN (3)	Chasen	Vivien
RAINTREE (2)	Raintree	
PHEASANT LANE (2)	Pheasant Lane	Vivien
SILVER PEAK (1)	Silver Peak	
BURLWOOD (1)	Burlwood	
HOOD (1)	Hood	

In addition to the above a number of the respondents felt the biggest offenders of our 20 MPH speed limit were contractors.

A few respondents stated our 20 MPH signs at the entrance gates were ugly and we were wasting their money.

Several respondents sent along their thanks and gratitude for taking on this project.

WHITNEY OAKS TRAFFIC SURVEY

OCTOBER 31, 2004

Below is a listing of streets within the **Springfield** gates where individual residents pointed out speeding concerns. The street with the number of respondents is located on the left hand side. The right hand side lists the street of the source of the report. The total number of specific street problems called out is 70 out of 570 respondents in Springfield.

WHERE	SOURCE	
COLDWATER (29)	Coldwater Cody Ct Shirehorse Pioneer Way	Spring Ct Cricket Club Benjamin
NEWLAND HEIGHTS (16)	Newland Heights Springfield	Greenview Ct Crestwood
SPRINGFIELD (9)	Springfield Newland Heights	Crestwood
TAHOE VISTA (5)	Tahoe Vista	
PIONEER WAY (3)	Pioneer Way	Vincent
CRESTWOOD (3)	Crestwood	Springfield
BLACK OAK (2)	Shirehorse	Coldwater
CODY CT (1)	Cody Ct	
SCENIC (1)	Scenic	
ALL STREETS (1)	Scenic	

In addition to the above a number respondents felt the biggest offenders of the 20 MPH speed limit were delivery people and non-residents.

A few respondents felt the 20 MPH signs at the entrances were ugly.

We had some respondents who stated we should stop wasting their money on this project

Last but not least a few residents sent their thanks to us for taking on this task

WHITNEY OAKS TRAFFIC SURVEY

OCTOBER 31, 2004

Below is a listing of city streets accessing **Whitney Oaks and Springfield** where individual residents pointed out speeding concerns. The street with the number of respondents is located on the left hand side. The right hand side lists the street of the source of the report. The total number of specific street problems called out is 41 out of 1030 respondents in Springfield and Whitney Oaks.

WHERE		SOURCE
WHITNEY DRIVE (13)	Black Oak	Jenamar
	Mariella	Legend
	Abby	Clubhouse
	Pioneer Way	
PARK DRIVE (23)	Black Oak	Hillcrest
	Vincent	Pioneer Way
	Coldwater	Horseshoe Ct
	Spring Ct	Benjamin
	Buckboard	Tahoe Vista
	Sasparilla	
CREST DRIVE (5)	Foxhill	Tahoe Vista

In addition to the above several respondents stated the need for a **Stop Signs on Whitney Drive at Clubhouse East**. They felt it was very dangerous trying to make left and right hand turns out of Legends Drive and Clubhouse East without a Stop Signs on Whitney Drive.