# A G E N D A

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Tuesday, November 17, 2015
5:00 PM

*PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING*

**1. CALL TO ORDER**

**2. ROLL CALL - ESTABLISHMENT OF QUORUM**

| | |
|---|---|
| David R. Pacheco | Committee Member |
| Vicki Myers | Police Chief |
| Brian Dempsey | Fire Chief |
| Rick Medina | Senior Planner |
| Tim O'Halloran | City Engineer |

**3. PUBLIC COMMENT**

*Members of the public wishing to address the Traffic Advisory Committee on matters within the jurisdiction of the City of Seaside, but not on this agenda, may do so during the Public Comment period for up to three minutes. Public Comments on specific agenda items are heard under that item. For the public record, please state your name.*

**4. APPROVAL OF MINUTES**

**A. APPROVE OCTOBER 20, 2015 MINUTES**

**5. BUSINESS ITEMS**

**A. CONSIDER SIGNAGE ON THE 600 BLOCK OF TRINITY AVENUE FOR TRAFFIC CIRCULATION.**

**B. CONSIDER DISABLED PARKING SPACE FOR RESIDENT AT 1252 LUZERN STREET.**

**C. CONSIDER RED CURB ON THE SOUTHEAST CORNER OF BAKER STREET AND SAN LUCAS STREET.**

**D. CONSIDER EXTENDING RED CURB ON THE NORTHEAST CORNER OF OLYMPIA AVENUE AND WINTON STREET.**

**E. CONSIDER AMENDING ORDINANCE 10.32.101 UNHITCHED TRAILER, CAMPER, AND BOAT PARKING – PROHIBITED ON ANY STREET; EXCEPTION**

## 6. STAFF COMMUNICATION

## 7. ADJOURNMENT

Next Regularly Scheduled Meeting:
Tuesday, December 15, 2015
Seaside City Hall
5:00 PM

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**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 4.A.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **APPROVE OCTOBER 20, 2015 MINUTES**

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## PURPOSE

The purpose of this item is to review and approve the Traffic Advisory Committee minutes from the October 20, 2015 regular meeting.

## RECOMMENDATION

It is recommended to approve the minutes from the October 20, 2015 regular meeting.

## BACKGROUND

Attached are the minutes from the October 20, 2015 regular meeting.

## FISCAL IMPACT

There is no fiscal impact associated with this item.

## ATTACHMENTS

1. October 20, 2015 TAC Minutes

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**CITY OF SEASIDE**
**TRAFFIC ADVISORY COMMITTEE**
**REGULAR MEETING MINUTES**
**October 20, 2015**

**1. CALL TO ORDER –** 5:00 p.m.

**2. ROLL CALL**

Roll call was taken with the following members in attendance:
Dave Pacheco X Tim O'Halloran X Louis Lumpkin X Rick Medina X Brian Dempsey X

Staff; Leslie Llantero

**3. APPROVAL OF MINUTES –** September 16, 2015

**Lumpking/Dempsey M/S/P** approval of September 16, 2015 minutes

**4. PUBLIC COMMENT - None**

**5. BUSINESS ITEMS**

A. Consider amending ordinance 1032.101 unhitched trailer, camper, and boat parking – prohibited on any street; exception.

Ms. Llantero presented staff report.

**Dempsey/Lumpkin M/S/P** – Approve to proceed with the initial study for Planning Commission and City Council approval for the amended language as identified in Attachment 1 as amended based upon committee comments.

B. Consider re-striping the parking lots within the coastal zone boundaries to include recreational vehicles parking.

Ms. Llantero presented the staff report.

**Lumpkin/Medina M/S/P** – Approve to move forward with a Coastal Development Permit to re-stripe the parking lots within the Coastal Zone Boundaries to include recreational vehicle parking based upon Coastal Commission recommendations on the number of recreation vehicle parking spaces.

**7. STAFF COMMUNICATION**

Ms. Llantero requested the name of the resident requesting the one-way signage for the 600 block of Trinity Avenue, item will be agendized for the November 17, 2015 TAC meeting.

DRAFT

## 8. ADJOURNMENT

The meeting was adjourned at 5:53 p.m.

Respectfully submitted:

_____
Leslie Llantero

DRAFT

**Amend 10.32.101**
**Trailer, Recreation Vehicle and Prohibited Vehicle parking – prohibited on any street; Exception**

No person shall park any trailer, recreational vehicle or prohibited vehicle at any time upon any street, alley, right-of-way or publicly owned lot in the city except as follows:

1. Permitted by "construction related activity" or any landscape business in the vicinity between the hours of 7 am and 5 pm daily. For the purpose of this section, the term "construction related activity" includes any active loading and unloading of construction material for the purpose of construction work or landscape maintenance, in accordance with valid development permit (e.g. use permit, encroachment permit, building permit). For landscape businesses or independent contractors to be exempt, a copy of a valid City Business License must be attached to the trailer.

2. Trucks with sideboards extending above the cab will be permitted to park not longer than 24 hours.

3. If the registered owner of a ~~trailer, boat, or~~ recreational vehicle is a resident of a residence on the public street where the ~~trailer, boat or~~ recreational vehicle is parked for the purpose of loading, unloading, cleaning, or other activity preparatory or incident to travel. ~~parking shall be limited to 24 hours within a 7 day period.~~

4. One vehicle not exceeding a gross vehicle weight rating (GVWR) of five tons which is owned and operated by a water, gas, electric, or telephone public utility and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. One light-duty class A tow truck with a manufacturer's gross vehicle weight rating (GVWR) of ten thousand to nineteen thousand five hundred pounds, and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. Such tow trucks must be registered with a city, county, or state agency to provide emergency towing services.

Definitions

**Amend**
**10.04.056 Recreational vehicles**

Recreational Vehicles - For the purpose of this chapter a "recreational vehicle" shall mean any travel trailer or other vehicular portable structure designed to be used as a temporary occupancy for travel or recreation use, including, but not limited to, any motor home, truck slide-in camper, fifth wheel trailer, tent trailer, animal trailer, any trailer used for transporting recreational vehicles, any type of three- or four-wheeled sport vehicle, and boat or boat trailer, any raft, aircraft, dune buggy, snowmobile, personal water craft, all-terrain vehicle, and vehicle dolly. Passenger vans which have been converted for use as a recreational vehicle and do not exceed nine feet in height are exempt from this section.

DRAFT

**Add section**
**10.04.057 Trailer**

Trailer – For the purpose of this chapter a "trailer" shall be as defined by California Vehicle Code Section 630, including trailers for vehicles, boats or personal watercrafts.

**Add section**
**10.04.058 Prohibited Vehicles**

For the purpose of this chapter a "prohibited vehicle" shall mean any commercial vehicle, truck tractor, semi-trailer, independent trailer, walk-in van, box van, walk-in truck, trucks with sideboards exceeding the height of the cab, tow truck, any flatbed pickup, any vehicle designed to provide food or equipment sales or transport, any vehicle affixed with power attachments or tools, any vehicle which exceeds a gross vehicle weight rating (GVWR) of eleven thousand five hundred (11,500) pounds, any school bus or passenger carrying vehicle which exceeds sixteen persons in capacity or twenty-two feet in length, and any vehicle exceeding 9 ½ feet in height.

California Vehicle Code 630 – A "trailer" is a vehicle designed for carrying persons or property on its own structure and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon any other vehicle. As used in Division 15 (commencing with Section 35000), "trailer" includes a semitrailer when used in conjunction with an auxiliary dolly, if the auxiliary dolly is of a type constructed to replace the function of the drawbar and the front axle or axles of a trailer.

TAC Notes: TAC would like to see more punishment identified in the ordinance to give the Police the ability to tow vehicles/trailer/recreational vehicles that are abusing the ordinance. Suggestions include a gradual scale of fines and the ability tow after a certain amount of were given.

DRAFT

**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 5.A.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **CONSIDER SIGNAGE ON THE 600 BLOCK OF TRINITY AVENUE FOR TRAFFIC CIRCULATION.**

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## PURPOSE

The purpose of this item is to have the Traffic Advisory Committee consider signage on the 600 block of Trinity Avenue to improve traffic circulation.

## RECOMMENDATION

It is recommended to install One Way signs on the east and west end of Trinity Park. The existing Keep Right sign shall remain.

## BACKGROUND

The 600 block of Trinity Avenue is a two way street with a large oblong park that acts as a center median. The park measures approximately 480 feet long and 80 feet wide. There is parking provided along both sides of the street and adjacent to the park. There are Keep Right signs posted at the west and east ends of the park directing traffic around the park (see attachment 1).

It has come to our attention that vehicles have been preceding the wrong way in some instances.

## STAFF ANALYSIS

The California Manual on Uniform Traffic Control Devices (California MUTCD) is published by the State of California, Department of Transportation (Caltrans) and is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code (CVC).

The MUCTD allows the use of Keep Right signs at locations where it is not readily apparent that traffic is required to keep to the right. With regards to medians, it is standard to place Keep Right signs on medians with widths less than 30 feet.

The MUTCD allows the use of One Way signs at locations where vehicular traffic is allowed to travel in one direction only. It is standard to place one way signs on medians with a width of 30 feet or more. One way signs also may be placed on medians with widths less than 30 feet.

Since Trinity Park acts like an over-sized median and is over 30 feet in width, it may be appropriate to install one way signs at the west and east ends of the park to alert vehicles the direction of travel.

## ENVIRONMENTAL REVIEW

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Class 1, Section 15301: Existing Facilities Class 1 exemptions consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

*Evidence: The proposed project would consist of installation of directional signage which would not have impact on the expansion or modification of the existing roadway therefore there are no significant impacts associated with the installation of directional signage and the project is exempt of CEQA.*

## FISCAL IMPACT

Fiscal impact is approximately $700 for the installation of One Way signs.

## ATTACHMENTS

1. 600 & 700 block of Trinity Avenue
2. MUTCD-Keep Right
3. MUTCD - One Way

600& 700 block of Trinity Ave. looking eastbound

One way sign proposed to be placed on Trinity Park at the west and east ends. It is proposed to keep the Keep Right signs.

600& 700 block of Trinity Ave. looking westbound

Option:

02 The SLOWER TRAFFIC KEEP RIGHT sign may be used as a supplement or as an alternative to the TRUCKS USE RIGHT LANE sign. Both signs may be used on multi-lane roadways to improve capacity and reduce lane changing.

03 The TRUCKS USE RIGHT LANE (R4-5) sign may be used on multi-lane roadways to reduce unnecessary lane changing.

*Guidance:*

04 *If an extra lane has been provided for trucks and other slow-moving traffic, a Lane Ends sign (see Section 2C.42) should be installed in advance of the point where the extra lane ends. Appropriate pavement markings should be installed at both the upstream and downstream ends of the extra lane (see Section 3B.09 and Figure 3B-13).*

Support:

05 Section 2D.51 contains information regarding advance information signs for extra lanes that have been provided for trucks and other slow-moving traffic.

Option:

06 The TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY (R6-3A(CA)) sign (see Figure 2B-10(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

07 The ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY (R6-4A(CA)) sign (see Figure 2B-10(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

Standard:

08 The END TRUCK LANE (R53A(CA)) sign (see Figure 2B-10(CA) shall be placed at the end of a truck lane.

09 The END TRUCK LANE CONTROL (R53E(CA)) sign (see Figure 2B-10(CA) shall be placed at the end of a segment of roadway in which trucks are restricted to a particular lane.

10 The TRUCKS RIGHT LANE ONLY (R53B(CA)) sign (see Figure 2B-10(CA) shall be used when a climbing lane is provided and it is necessary to prohibit trucks from passing slower moving vehicles. Signs shall be placed at the beginning of the restriction and at approximately 0.25 mile intervals. When the restriction is necessary during certain hours, the Specific Hours/Day (R82A(CA)) Plaque (see Figure 2B-10(CA)) shall be placed below the R53B(CA) sign.

11 A TRUCK LANE (R4-6) sign shall be placed in advance of the truck lane. An END TRUCK LANE (R53A(CA)) sign shall be placed at the end of the restriction. See Figure 3B-14(CA) for signing and marking the end of an extra lane.

Option:

12 The TRUCKS USE RIGHT LANE (R4-5) sign may be placed to advise trucks that they must use the right lane except to pass slow moving vehicles as provided in CVC 21654.

Standard:

13 The YIELD TO UPHILL TRAFFIC (R55(CA)) sign (see Figure 2B-10(CA) shall be used facing downhill traffic where a climbing lane has been provided and where a one-direction no passing marking has been placed to allow downhill traffic to pass. Refer to CVC 21661. See Section 3B.01 for further details.

14 The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign shall be used at the beginning of passing lanes. Refer to CVC 21654. See Figure 3B-14(CA) for application of signing and markings for lane reductions.

## Section 2B.32 Keep Right and Keep Left Signs (R4-7, R4-8)

Option:

01 The Keep Right (R4-7) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the right-hand side of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the left-hand side of a roadway feature or obstruction.

*Guidance:*

02 *At locations where it is not readily apparent that traffic is required to keep to the right, a Keep Right sign should be used.*

03 *If used, the Keep Right sign should be installed as close as practical to approach ends of raised medians, parkways, islands, and underpass piers. The sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right-hand side of the sign.*

**Standard:**

04 **The Keep Right sign shall not be installed on the right-hand side of the roadway in a position where traffic must pass to the left-hand side of the sign.**

At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs shall be installed (see Figures 2B-16 and 2B-17).

Option:

05 ~~The Keep Right sign may be omitted at intermediate ends of divisional islands and medians.~~

06 Word message KEEP RIGHT (LEFT) with an arrow (R4-7a or R4-7b) signs (see Figure 2B-10) may be used instead of the R4-7 or R4-8 symbol signs.

07 Where the obstruction obscures the Keep Right sign, the minimum placement height may be increased for better sign visibility.

08 A narrow Keep Right (R4-7c) sign (see Figure 2B-10) may be installed on the approach end of a median island that is less than 4 feet wide at the point where the sign is to be located.

**Standard:**

09 **A narrow Keep Right (R4-7c) sign shall not be installed on a median island that has a width of 4 feet or more at the point where the sign is to be located.**

*Guidance:*

10 *At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the Keep Right (R4-7) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.*

11 *Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R4-7 sign size used, if feasible, should be from the expressway column as 36 x 48 inch, not the 24 x 30 inch size in the conventional road column.*

## Section 2B.33 STAY IN LANE Sign (R4-9)

Option:

01 A STAY IN LANE (R4-9) sign (see Figure 2B-10) may be used on multi-lane highways to direct road users to stay in their lane until conditions permit shifting to another lane.

*Guidance:*

02 *If a STAY IN LANE sign is used, it should be accompanied by a double solid white lane line(s) to prohibit lane changing.*

## Section 2B.34 RUNAWAY VEHICLES ONLY Sign (R4-10)

~~*Guidance:*~~

Standard:

01 **A RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-10) ~~should~~ shall be installed near a truck escape (or runaway truck) ramp entrance to discourage other road users from entering the ramp.**

02 The NO STOPPING ANY TIME (R26A(S)(CA)) signs (see Figure 2B-24(CA)) shall be placed as required to keep motorists from stopping in the path of runaway trucks.

## Section 2B.35 Slow Vehicle Turn-Out Signs (R4-12, R4-13, and R4-14)

Support:

01 On two-lane highways in areas where traffic volumes and/or vertical or horizontal curvature make passing difficult, turn-out areas are sometimes provided for the purpose of giving a group of faster vehicles an opportunity to pass a slow-moving vehicle.

## Section 2B.40 ONE WAY Signs (R6-1, R6-2)

**Standard:**

01 **Except as provided in Paragraph 6, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-13) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.**

02 **ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figure 2B-14.**

03 **At an intersection with a divided highway that has a median width at the intersection itself of 30 feet or more, ONE WAY signs shall be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways (see Figure 2B-15).**

04 ~~**At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs and/or ONE WAY signs shall be installed (see Figures 2B-16 and 2B-17). If Keep Right signs are installed, they shall be placed as close as practical to the approach ends of the medians and shall be visible to traffic on the divided highway and each crossroad approach. If ONE WAY signs are installed, they shall be placed on the near right and far left corners of the intersection and shall be visible to each crossroad approach.**~~

04a The ONE WAY (R6-1) sign shall be used on one-way streets, divided highways, ramp terminals and other similar locations to indicate streets or roadways upon which vehicular traffic is required in one direction only.

04b When grouped with STOP (R1-1) sign or with another regulatory sign, the ONE WAY sign shall be placed at the top.

Option:

04c The R6-1 signs may be placed on the far right and in the median on the left side of traffic entering the highway where the median is more than 30 feet wide as shown in Figure 2B-15.

05 At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may also be placed on the far right corner of the intersection as shown in Figures 2B-16 and 2B-17.

05a At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may be installed on the near right and far left corners of the intersection. They may also be placed on the far right corners of intersections for added emphasis. See Figures 2B-16 and 2B-17.

06 ONE WAY signs may be omitted on the one-way roadways of divided highways, where the design of interchanges indicates the direction of traffic on the separate roadways.

**Standard:**

07 **If used at unsignalized intersections with one-way streets, ONE WAY signs shall be placed on the near right and the far left corners of the intersection facing traffic entering or crossing the one-way street (see Figure 2B-14).**

08 **If used at signalized intersections with one-way streets, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.**

09 **At unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed on the near right and the far side of the intersection facing traffic on the stem approach (see Figure 2B-14).**

10 **At signalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.**

Option:

11 Where the central island of a roundabout allows for the installation of signs, ONE WAY signs may be used instead of or in addition to Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) to direct traffic counter-clockwise around the central island.

*Guidance:*

12 *Where used on the central island of a roundabout, the mounting height of a ONE WAY sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.*

Support:

13 Using ONE WAY signs on the central island of a roundabout might result in some drivers incorrectly concluding that the cross street is a one-way street. Using Roundabout Directional Arrow signs might reduce this confusion. However, using ONE WAY signs might be necessary in States that have defined a roundabout as a series of T-intersections.

Option:

14 The BEGIN ONE WAY (R6-6) sign (see Figure 2B-13) may be used notify road users of the beginning point of a one direction of travel restriction on the street or roadway. The END ONE WAY (R6-7) sign (see Figure 2B-13) may be used notify road users of the ending point of a one direction of travel restriction on the street or roadway.

Option:

15 Authorities in charge of any highway may designate, by ordinance or resolution, any roadway, part of a roadway, or specific lanes for one-way traffic. Refer to CVC 21657.

Standard:

16 No such ordinance shall be effective with respect to a State highway until approved by Caltrans.

Option:

17 If, by local ordinance, a State highway through a city has been made one of a pair of one-way streets, the Commission may adopt the additional street into the State Highway System. Refer to Streets and Highways Code Section 111.5. See Section 1A.11 for information regarding this publication.

18 On streets and highways under local jurisdiction where medians are less than 30 feet wide, raised or unpaved, the R6-1 signs may be placed in the median.

*Guidance:*

19 *The appropriate height of the R6-1 signs when placed in the median should be 1.5 feet.*

20 *The R6-1 signs should also be placed parallel to the one-way street at the appropriate far corner to a wrong-way turn. They should also be placed opposite the exits from alleys and other public ways.*

Standard:

21 At intersections and ramps, the R6-1 signs shall be placed as provided in Section 2E.53.

Option:

22 The ONE WAY (R6-2) sign may be used as an alternative to the R6-1 sign where space is limited and the R6-2 sign is more appropriate.

*Guidance:*

23 *At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the ONE WAY (R6-1, R6-2) signs, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.*

24 *Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R6-1 sign size used, if feasible, should be from the expressway column as 54 x 18 inch, not the 36 x 12 inch size in the conventional road column.*

## Section 2B.41 Wrong-Way Traffic Control at Interchange Ramps

**Standard:**

01 **At interchange exit ramp terminals where the ramp intersects a crossroad in such a manner that wrong-way entry could inadvertently be made, the following signs shall be used (see Figure 2B-18):**

**A. At least one ONE WAY sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.**

~~**B. At least one DO NOT ENTER sign shall be conspicuously placed near the downstream end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly from the crossroad.**~~

~~**C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.**~~

**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 5.B.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **CONSIDER DISABLED PARKING SPACE FOR RESIDENT AT 1252 LUZERN STREET.**

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## PURPOSE

The purpose of this request is to have the Traffic Advisory Committee consider a request for a disabled parking space for a resident at 1252 Luzern Street.

## RECOMMENDATION

It is recommended to approve request for disabled parking space for the resident of 1252 Luzern Street. Placement of the disabled parking space shall be placed adjacent to 1249 Luzern Street.

## BACKGROUND

Mr. Burns is requesting a disabled parking space at 1249 Luzern Street. Ms. Burns has indicated to staff that Mr. Burns is oxygen dependent and needs assistance in and out of the vehicle and due to the steepness and narrowness of their driveway this is not possible (see attachment 1).

## ANALYSIS

The 1200 block of Luzern Street is a cul-de-sac located north of Hilby Avenue. The 1200 block of Luzern Street is approximately 28 feet wide, measured from curb to curb, with parking permitted on the west side of the street only and parking is prohibited within the cul-de-sac, see attachment 2.

Mr. & Ms. Burns live at 1252 Luzern Street which is located on the east side of the street. Their driveway is approximately 10 feet wide with retaining walls on either side of the driveway. The driveway leads to a one car garage. The slope of the driveway inclines approximately 23%. There are several stairs leading to the front entrance to the house. Where the disabled parking is requested adjacent to 1249 Luzern, the slope of the street is approximately 8.2% and increases to approximately 10% the further towards Hilby Avenue.

City policy states than an on-street disabled parking space is considered in residential areas only when the off-street parking space (residential driveway) cannot be used to load and unload a disabled person because of special circumstances. Due to Mr. Burns condition, the inaccessibility of the driveway at 1252 Luzern Street, and the prohibited parking along the east side of the street, staff recommends to approve a disabled parking space at 1249 Luzern Street.

## ENVIRONMENTAL REVIEW

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Class 1, Section 15301: Existing Facilities Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alterations of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

Evidence: The propose project would consist of installation of a handicap sign with associated reserved parking space which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant associated with the installation of on-street handicap parking space.

## FISCAL IMPACT

There is no fiscal impact. The applicant is responsible for the cost of installation of the disabled parking space.

## ATTACHMENTS

1. Request Application
2. Photos

Leslie Llantero, Assistant Engineer
899-6832

# Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3rd Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: FRANK D. BURNS 9-10-15 Date:

Address: 1252 LUZERN Street Phone: (831) 394-7045

Type of Request (check all that apply):

☐ Parking Designations ☐ Crosswalk ☐ Curb Markings (White, Yellow, etc.)

☒ Disabled Parking* ☐ Warning Sign ☐ Traffic Signal/Stop Sign

☐ Other _____ ☐ Signing/Striping

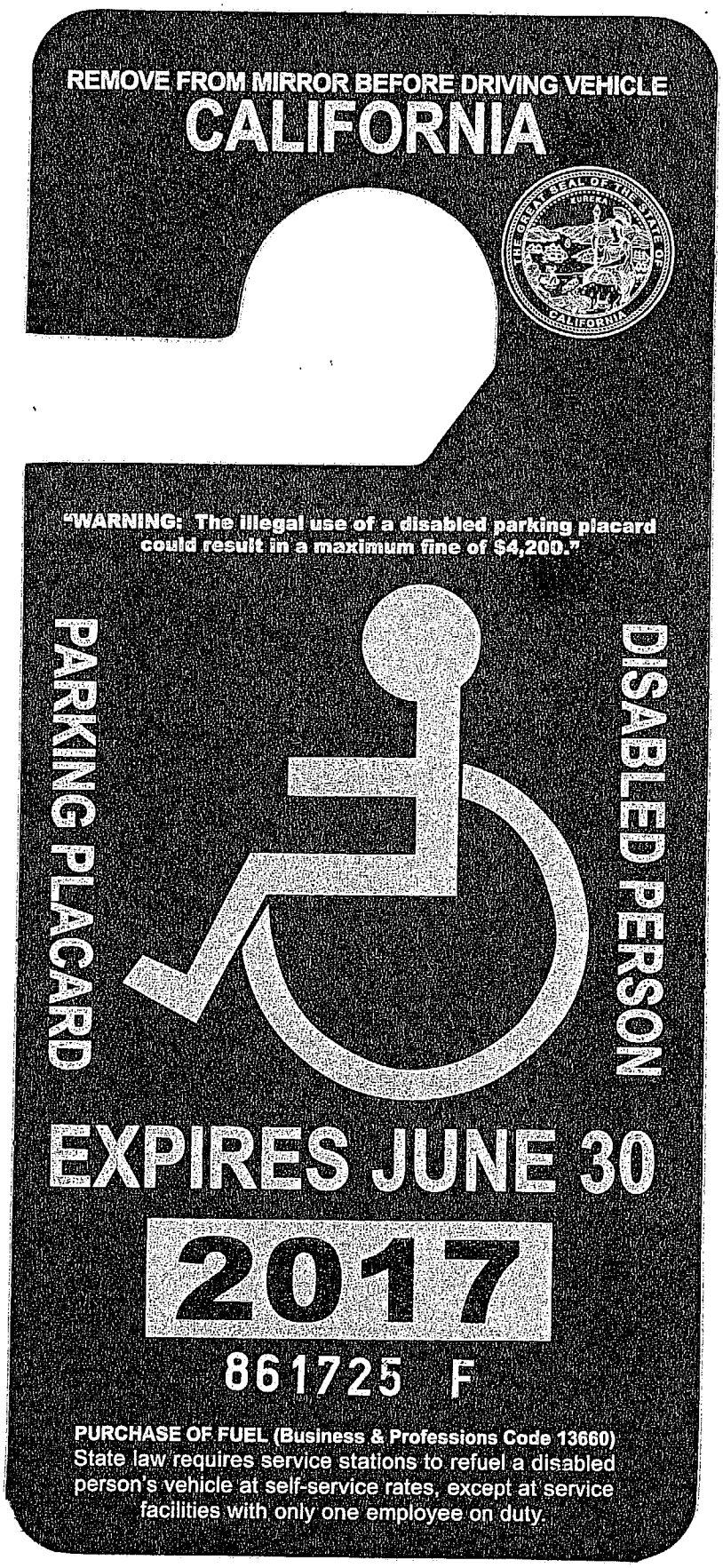
*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: I would like a Disabled Parking Curb on my Street. There is No parking on the right side of the Street. and my husband is oxygen dependant, and because of the influx of cars - if we leave home & on returning, there is not a place to park unless down the Street & he cannot walk up the hill without Grave Consequence. our Driveway is narrow & steep and with the car parked in it - I cannot get the walker and him Safely out of the car. A Disabled Parking Space would greatly help us. I am Submitting a picture of his earlier Hospitalization (He was on a respirator for 3 weeks) - and He had a Light Stroke in Late July. Thank you for your time and consideration.

Request Procedures are outlined on the back of this form. For any questions regarding the Traffic Advisory Committee (TAC) please contact 899-6825.

called ~ 3:30
10/20 → ∅ return call on 10/20
10/26 - @ 11:35


REMOVE FROM MIRROR BEFORE DRIVING VEHICLE
CALIFORNIA
"WARNING: The illegal use of a disabled parking placard could result in a maximum fine of $4,200."
PARKING PLACARD
DISABLED PERSON
EXPIRES JUNE 30
2017
861725 F
PURCHASE OF FUEL (Business & Professions Code 13660)
State law requires service stations to refuel a disabled person's vehicle at self-service rates, except at service facilities with only one employee on duty.

CITY OF SEASIDE, CA
831 899-6717

REC#: 3979 9/10/2015 10:29 AM
OPE: TERM: 030
REF:

TRAN: 100.3665 TRAFFIC ADVISORY COM
1252 LUZERN ST
TRAFFIC ADVISORY CO 51.00CR

TENDERED: 51.00 CHECK
APPLIED 51.00-

CHANGE: 0.00

1200 Block of Luzern

**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 5.C.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **CONSIDER RED CURB ON THE SOUTHEAST CORNER OF BAKER STREET AND SAN LUCAS STREET.**

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## PURPOSE

The purpose of this item to have the Traffic Advisory Committee consider red curb on Baker Street south of San Lucas Street.

## RECOMMENDATION

It is recommended to place approximately 40 feet of red curb on the east side of Baker Street south of San Lucas Street. Red curb will include the red curbing the disabled curb cut.

## BACKGROUND

Staff has received this request from a resident who indicated that it is difficult to see on coming traffic when exiting San Lucas Street due to the angle the street meets Baker Street when vehicles are parked blocking the view of on coming vehicles.

San Lucas Street is one-way northbound from Olympia Avenue to Baker Street. San Lucas Street is classified as a residential street which measures 36 feet wide measured from face of curb to face of curb for approximately 360 feet north of Olympia Avenue then narrows to 21 feet wide measured from face of curb to face of curb to Baker Street. Parking is permitted on both side of the street for the wider section then parking is prohibited along the west side of the street when the street narrows (see attachment 1). As shown in attachment 1, San Lucas Street intersects with Baker Street south of Birch Avenue and Baker Street intersection.

Baker Street is also classified as a residential street which measures approximately 36 feet wide measured from face of curb from face of curb with two way north-south traffic. Parking is permitted along both sides of the street. Just south of the intersection of Baker & San Lucas along the east side of the street there is an accessible curb cut approximately 25 feet long, which per the California Vehicle Code prohibits parking blocking access. The speed limit for both these streets is 25 miles per hour.

## STAFF ANALYSIS

*Site Visit*
Staff conducted a site visit at the intersection of San Lucas Street and Baker Street. Staff observed vehicles parking near the intersection and at times in front of the disabled curb cut. Due to the angle the San Lucas meets Baker Street, it is difficult to see on-coming vehicles when vehicles are parked obstructing sight distance.

It is recommend to place 40 feet of red curb along the east side of Baker Street south of San Lucas Street. Red curb should include the accessible curb cut on Baker Street. Installation of red curb will eliminate the parking for one vehicle.

## ENVIRONMENTAL REVIEW

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Class 1, Section 15301: Existing Facilities Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alterations of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

*Evidence: The propose project would consist of installation of approximately 40 feet of red curb which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant impacts associated with the installation of red curb.*

## FISCAL IMPACT

Fiscal impact associated with painting 40 feet of red curb is approximately $700.

## ATTACHMENTS

1. Baker Street & San Lucas

Requested location of red curb which includes the disabled curb cut

Intersection San Lucas and Baker Street

Disabled ramp – parking is prohibited for approximately 24 feet

ENTER

**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 5.D.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **CONSIDER EXTENDING RED CURB ON THE NORTHEAST CORNER OF OLYMPIA AVENUE AND WINTON STREET.**

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## PURPOSE

The purpose of this item to have the Traffic Advisory Committee consider extending the red curb on Olympia Avenue east of Winton Street.

## RECOMMENDATION

It is recommended to deny request to extending the red curb on Olympia Avenue east of Winton Street.

## BACKGROUND

Staff received this request from a resident who just came upon an accident that occurred on Olympia Avenue at Winton Street. He indicated to staff that due to vehicles parking at the corner the view of on-coming traffic on Olympia Avenue is blocked.

## STAFF ANALYSIS

Olympia Avenue is classified as a residential street which measures 36 feet from face of curb to face of curb, allows for one lane of traffic in the east and west bound direction, and provides parking on both sides of the street. Winton Street is also classified a residential street, measures 36 feet from face of curb to face of curb, allows one lane of traffic in the north and south bound direction and provides parking on both sides of the street. Winton Street "T's" into Olympia Avenue (see attachment 1). The speed limit for both these streets is 25 miles per hour. There is approximately 21 feet to red curb on the northeast corner of Olympia at Winton Street. The neighborhood primarily consists of apartment complexes to the south of Olympia Avenue and west of Winton Street and single family residences to the north of Olympia Avenue and east of Winton Street.

There is an incline on Olympia Avenue as shown in these photos.

1- Looking east on Olympia

2- Looking west on Olympia towards Winton Street.

*Site Visit*
Staff conducted several site visits during the morning and afternoon hours. The site visit found that the street is very congested with vehicles parked along both sides of the street. On several occasions there was a large flatbed with a trailer parked on the corner just east of the red curb. Photos of the large vehicle parked on the corner and when its not can be seen on attachment 1.

Based on the site visits and existing red curb, there is adequate sight distance to see on-coming vehicles and to maneuver the intersection..

## ENVIRONMENTAL REVIEW

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Class 1, Section 15301: Existing Facilities Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alterations of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

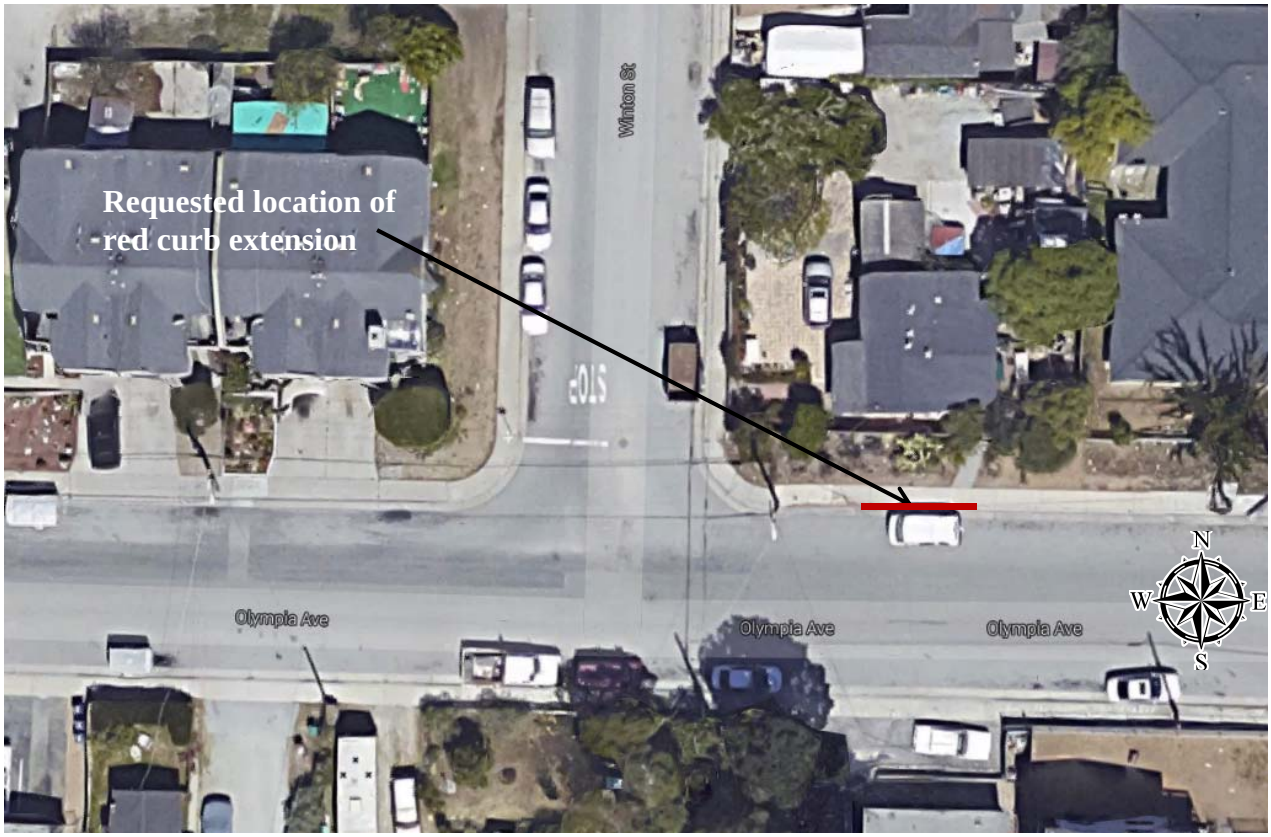
*Evidence: The propose project would consist of installation of approximately 20 feet of red curb which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant impacts associated with the installation of red curb.*

## FISCAL IMPACT

There is no fiscal impact associated with this item.

## ATTACHMENTS

1. Olympia Avenue at Winton Street




Intersection of Olympia Avenue at Winton Street

Looking east on Olympia Avenue

**CITY OF SEASIDE**
**STAFF REPORT**

**Item No.: 5.E.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assitant Engineer

**DATE:** November 17, 2015

**SUBJECT:** **CONSIDER AMENDING ORDINANCE 10.32.101 UNHITCHED TRAILER, CAMPER, AND BOAT PARKING – PROHIBITED ON ANY STREET; EXCEPTION**

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## PURPOSE

The purpose of this item to have the Traffic Advisory Committee review and approve the revised proposed ordinance and definitions. The proposed amendments will prohibit the on street parking of trailers, recreational vehicles, and prohibited vehicles at any time and add definitions of recreational vehicles, prohibited vehicles and trailers to the municipal code.

## RECOMMENDATION

It is recommended to provide comments on the revised proposed ordinance and approve to move forward with the initial study and planning commission and City Council approval for the amended language as identified in Attachment 1.

## BACKGROUND

In 2008 the City of Seaside retained DKS Associates to perform a citywide parking study and implementation plan. This plan was developed based upon the need to obtain a comprehensive assessment of the existing parking conditions citywide and to develop alternative parking restrictions to include implementation procedures as well as a program for enforcement. On November 4, 2010 the City Council accepted the Citywide Parking Study and Implementation Plan (Study) and directed staff to return with a prioritized list of recommendations. The recommendations were based upon public comments from community meetings, field visits, survey results, and analysis of existing City policies. Near-term recommendations were broken up into four different categories: City Policy & Time-Limited Parking Zones, Signage/Striping, Parking Management, and Enforcement.

The Study recommended prohibiting on-street parking of recreational vehicles and unhitched trailers. In 2013, the City Council adopted Ordinance 1010, which prohibited on-street parking of unhitched trailer, campers, and boats.

Since signs prohibiting overnight parking within the Laguna Grande Shopping Center have been install, several motorhomes have moved to parking on the city streets. There has become a need to prohibit recreational vehicles and prohibited vehicles from the city streets and residential neighborhoods. Prohibiting these types of vehicles will decrease the excessive parking of trailers, boats, recreational vehicles and prohibited vehicles on public streets which will allow for the parking of motor vehicles and will increase the visibility and safety of pedestrians and motorists using the public streets.

At the October 20, 2015 Traffic Advisory Committee meeting, the committee requested changes to the proposed ordinance that would permit a registered owner of a recreational vehicles to park on the block where the recreational vehicle was registered and explicitly disallow the parking of boats and recreational trailers. The proposed definition of recreational vehicle includes fifth wheel recreational trailers and boats. Without changing the definitions, the Vehicle Abatement Officer has reviewed the proposed ordinance language and if we include the wording actively loading and unloading under the exception, then it will be enforceable and the language would be strong enough to cite RV owners who consistently moving their recreational vehicle every 3 days to avoid being cited.

The revised proposed amended ordinance language is attached.

## ENVIRONMENTAL REVIEW

An initial study is required to amend the Seaside Municipal Code. This will be conducted prior to approval from the Planning Commission and City Council.

## FISCAL IMPACT

There is not fiscal impact associated with this item at this time.

## ATTACHMENTS

1. Exhibit A - Revised proposed ordinance

**Amend 10.32.101**
**Trailer, Recreation Vehicle and Prohibited Vehicle parking – prohibited on any street; Exception**
No person shall park any trailer, recreational vehicle or prohibited vehicle at any time upon any street, alley, right-of-way or publicly owned lot in the city except as follows:

1. Permitted by "construction related activity" or any landscape business in the vicinity between the hours of 7 am and 5 pm daily. For the purpose of this section, the term "construction related activity" includes any active loading and unloading of construction material for the purpose of construction work or landscape maintenance, in accordance with valid development permit (e.g. use permit, encroachment permit, building permit). For landscape businesses or independent contractors to be exempt, a copy of a valid City Business License must be attached to the trailer.

2. Trucks with sideboards extending above the cab will be permitted to park not longer than 24 hours.

3. If the registered owner of a recreational vehicle is a resident of a residence on the public street where the recreational vehicle is parked for the purpose of actively loading, unloading, cleaning, or other activity preparatory or incident to travel.

4. One vehicle not exceeding a gross vehicle weight rating (GVWR) of five tons which is owned and operated by a water, gas, electric, or telephone public utility and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. One light-duty class A tow truck with a manufacturer's gross vehicle weight rating (GVWR) of ten thousand to nineteen thousand five hundred pounds, and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. Such tow trucks must be registered with a city, county, or state agency to provide emergency towing services.

Definitions

**Amend**
**10.04.056 Recreational vehicles**

Recreational Vehicles - For the purpose of this chapter a "recreational vehicle" shall mean any travel trailer or other vehicular portable structure designed to be used as a temporary occupancy for travel or recreation use, including, but not limited to, any motor home, truck slide-in camper, fifth wheel trailer, tent trailer, animal trailer, any trailer used for transporting recreational vehicles, any type of three- or four-wheeled sport vehicle, and boat or boat trailer, any raft, aircraft, dune buggy, snowmobile, personal water craft, all-terrain vehicle, and vehicle dolly. Passenger vans which have been converted for use as a recreational vehicle and do not exceed nine feet in height are exempt from this section.

**Add section**

DRAFT

**10.04.057 Trailer**

Trailer – For the purpose of this chapter a "trailer" shall be as defined by California Vehicle Code Section 630, including trailers for vehicles, boats or personal watercrafts.

**Add section**

**10.04.058 Prohibited Vehicles**

For the purpose of this chapter a "prohibited vehicle" shall mean any commercial vehicle, truck tractor, semi-trailer, independent trailer, walk-in van, box van, walk-in truck, trucks with sideboards exceeding the height of the cab, tow truck, any flatbed pickup, any vehicle designed to provide food or equipment sales or transport, any vehicle affixed with power attachments or tools~~, any vehicle which exceeds a gross vehicle weight rating (GVWR) of eleven thousand five hundred (11,500) pounds~~, any school bus or passenger carrying vehicle which exceeds sixteen persons in capacity or twenty-two feet in length, and any vehicle exceeding 9 ½ feet in height.

California Vehicle Code 630 – A "trailer" is a vehicle designed for carrying persons or property on its own structure and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon any other vehicle. As used in Division 15 (commencing with Section 35000), "trailer" includes a semitrailer when used in conjunction with an auxiliary dolly, if the auxiliary dolly is of a type constructed to replace the function of the drawbar and the front axle or axles of a trailer.

DRAFT