



A G E N D A

CITY OF SEASIDE
TRAFFIC
ADVISORY COMMITTEE

SPECIAL MEETING
440 HARCOURT AVE (CONF. ROOM)
Tuesday, September 27, 2022
4:00 PM

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Enter the meeting ID 826 1888 0465 when prompted. There is no participate code – press the pound sign # after the recording prompts you.
4. To make public comment, the following options are available:

Before the Meeting via Email: Written comments can be emailed to pwinfo@ci.seaside.ca.us Include the following subject line: "Public Comment Item #____" (insert the agenda item number relevant to your comment). Written comments must be received by 2:00 p.m. on the day of the meeting.

During the Meeting via Oral Comments: When the Chair calls for public comment, attendees can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press *9.

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Members of the public participating in person and wishing to address the City Council may approach the podium when the Chair calls for public comment.

1. CALL TO ORDER

TRAFFIC ADVISORY COMMITTEE

David R. Pacheco	Committee Member
Nick Borges	Acting Police Chief
Mary Gutierrez	Fire Chief
Trevin Barber	Assistant City Manager
Nisha Patel	City Engineer

2. REVIEW OF AGENDA

If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).

3. PUBLIC COMMENT FOR COMMISSIONS

Members of the public wishing to address the Commission 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 (3) minutes. Comments on specific agenda items are heard under that item. For the public record, please state your name.

4. APPROVAL OF MINUTES

A. APPROVE MINUTES FROM THE AUGUST 2, 2022 SPECIAL MEETING

5. BUSINESS ITEMS

A. CONSIDER THE REVISED TRAFFIC CALMING PROGRAM

B. CONSIDER NEW BUS STOP ON THE NORTHWEST CORNER OF NOCHE BUENA STREET AND SAN PABLO AVENUE

C. CONSIDER THE INSTALLATION OF RED CURB EAST OF 1538 HILBY AVENUE

D. CONSIDER ADDITIONAL DRIVEWAY APPROACH AT 700 AMADOR AVENUE

E. CONSIDER THE INSTALLATION OF RED CURB AT 1210 & 1212 SAN PABLO AVENUE

F. CONSIDER THE INSTALLATION OF RED CURB IN FRONT OF 1841 JUAREZ STREET

6. STAFF COMMUNICATION

7. ADJOURNMENT

Next Regularly Scheduled Meeting:

TBD

TBD

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<http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

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**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: September 27, 2022

SUBJECT: CONSIDER THE REVISED TRAFFIC CALMING PROGRAM

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee receive a presentation, provide comments, and recommend City Council approval of the revised Traffic Calming Program.

BACKGROUND

The current Traffic Calming Program was approved by the City Council on November 17, 2011 and further ratified by Council on July 7, 2016. Revisions are needed to the current Program to improve the prioritization of traffic calming applications, apply a ranking system for evaluating applications, consider project funding requests, and increase efficiency by managing the Program on an annual cycle.

Significant changes include the following:

1. Removal of cut through traffic calming measures;
2. Elimination of criteria and thresholds needed to qualify for traffic calming measures;
3. Implementation of a rank-based evaluation process. A rank-based evaluation process includes a point system for each of the following factors: traffic volume, traffic speed, collision history, pedestrian facilities, bicycle facilities, adjacent land use, and unique conditions; and
4. Annualization of Program, which means all traffic calming applications will be reviewed, evaluated, and ranked at the same time every year. Based upon funding, the highest ranked applications will move forward for approval and implementation.

Revised Traffic Calming Program

The revised Traffic Calming Program (Program), has been designed to help manage

traffic speed-related concerns along local and collector streets throughout Seaside. The information provided in the Program describes the application process as well as information for residents who would like to learn more about the Program and apply for traffic calming measures on their street. It is still a resident-driven application-based Program, however, the most significant difference is that the Program will be managed on an annual cycle. An annual program cycle provides timelines for application review, data collection, traffic calming project approvals and funding request. An annual program is more transparent, predictable, and easier to understand for residents.

The revised Traffic Calming Program (Attachment 1) is organized by the following sections that are briefly described below:

Traffic Calming Overview -This section defines traffic calming and its intent and purpose, what traffic calming measures can achieve through education, enforcement, and engineering. This section also includes what traffic calming is not and why.

Seaside's Traffic Calming Program -This section describes the updated Traffic Calming Program for the City of Seaside, including a description of the streets across the City that may be eligible for traffic calming. The goal of the Program is to improve the safety and quality of life, promote compliance with traffic laws while minimizing reliance on police resources, approach traffic calming in a fair, consistent, transparent and comprehensive manner. The Program focuses on lower-cost measures that are effective at slowing vehicular speeds on local and collector streets. Traffic calming solutions are resident-directed, block-by-block solutions to address mid-block speeding on local and collector streets.

Application Process -This section describes the nine-step process required to implement neighborhood traffic calming projects. This is an annual program, and the process will be followed along the same timelines each year, as described in the table below.

DESCRIPTION	RESPONSIBILITY	DATES
STEP 1 – REQUEST ACTION		
Report the concern to the City's Public Works Department via the Traffic Safety Application	Applicant	Year round, though the deadline for applications for the upcoming year is September 30 of each year
STEP 2 – EVALUATION AND RANKING		
Data collection effort	Public Works Department	October/November
Application ranking	Public Works Department	October/November
STEP 3 – INFORM APPLICANTS		
Applicants are informed by email of the results of their applications	Public Works Department	November/December
STEP 4 – EDUCATION AND/OR ENFORCEMENT		
Education and enforcement tools are employed to calm traffic	Applicant and/or Public Works Department	December/January
STEP 5: ENGINEERING AND DESIGN		
Recommended traffic calming measures are designed	Public Works Department	January – March
STEP 6: TRAFFIC ADVISORY COMMITTEE APPROVAL		
Proposed traffic calming projects are reviewed by the City's Traffic Advisory Committee	Public Works Department / Traffic Advisory Committee	March – May
STEP 7: CITY COUNCIL APPROVAL		
Proposed traffic calming measures are ratified by the City Council	Public Works Department / City Council	May – June
STEP 8: TRAFFIC CALMING IMPLEMENTATION AND/OR CONSTRUCTION		
Project designs are finalized and construction begins	Public Works Department	June – September
STEP 9: MONITORING		
Project effectiveness may be evaluated	Public Works Department	October – November

Traffic Calming Toolbox - Provides an overview of the specific traffic calming measures that the City may use to address traffic calming in Seaside. The traffic calming devices are listed in order from the least expensive and quickest to implement to those that are more expensive and would require construction. These range from supplemental signs and pavement markings to neighborhood traffic circles.

NEXT STEPS

Incorporate TAC comments into the Traffic Calming Program. After TAC approves the Program, staff will present the revised Traffic Calming Program for City Council consideration. Staff proposes to move forward with previously submitted traffic calming applications upon approval of the revised Traffic Calming Program.

ATTACHMENTS

1. DRAFT-Seaside Traffic Calming Program



CITY OF SEASIDE
TRAFFIC CALMING PROGRAM
JULY 27, 2022

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1. Introduction

The updated City of Seaside Traffic Calming Program has been designed to help manage speed-related traffic concerns along local and collector streets across the City.

Through this application-based program, residents identify vehicular speed-related concerns on their street to the City. Traffic calming measures may then be installed on streets pending a robust evaluation process led by the City's Public Works Department.

This update to the City of Seaside's Traffic Calming Program was developed by the City's Engineering staff with input from the Traffic Advisory Committee (TAC). In addition, the program was reviewed by the City Attorney and City Risk Manager.

The information provided within this document describes the updated process associated with the City's Traffic Calming Program as well as information for residents who would like to learn more about the Program and apply for traffic calming measures on their street.

Section 2 provides a broad overview of traffic calming, including what it is and is not.

Section 3 describes the updated Traffic Calming Program for the City of Seaside, including a description of the streets across the City that may be eligible for traffic calming

Section 4 describes the application process for residents, including the timelines and information on how the City will evaluate applications.

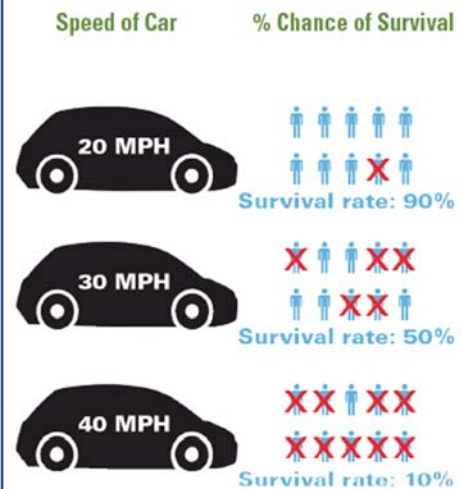
Section 5 provides an overview of the specific traffic calming measures that the City may use to address traffic calming in Seaside.

The Traffic Calming Program is meant to be a "living document" that may be updated over time to consider or reflect new or amended priorities for the Program, funding levels, and traffic calming effectiveness.

SPEED & SAFETY RELATIONSHIP

Vehicle speed is the biggest factor in determining if someone survives getting hit by a car.

A person walking hit by a car going 30 MPH is **six times** more likely to die than a person hit by a car moving at 20 MPH.



Seaside's Traffic Calming program makes the City's streets safer and more comfortable for everyone by **designing streets that encourage slower speeds.**

Do I Live on a Street Eligible for Traffic Calming?

Streets with the following characteristics are likely to be eligible residential streets:

- Streets that are classified as "Local" or "Collector" in the Seaside General Plan
- Streets with only two travel lanes (i.e., one travel lane in each direction)
- Streets without bus routes
- Streets that do not have fire stations on them

2. Traffic Calming Overview

What is Traffic Calming?

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming measures that are implemented successfully are effective and self-enforcing.

More specifically, traffic calming is used to:

- Achieve slow speeds for vehicles
- Reduce collision frequency and severity
- Increase the safety and perception of safety for non-motorized users of the street
- Reduce the need for police enforcement
- Enhance the street environment

Traffic calming measures intended to address vehicle speeds are implemented to enhance traffic and pedestrian safety and preserve neighborhood character and livability. There are a number of traffic calming measures that are available to achieve this effect. Specific measures that may be used on Seaside's streets are generally used to address issues with speeding and safety. Different types of traffic calming measures are appropriate on different types of streets. These typically include the use of the 3 E's: **engineering, education, and enforcement**.

The City of Seaside defines traffic calming as "the management of vehicular traffic speeds and volumes through educational, enforcement, and/or engineering measures to minimize the negative impacts on residents, pedestrians, bicyclists, and school children." The City's desire to 'calm' our streets is further described in the City's General Plan, which states that the City shall "use traffic calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system." (Policy C-1.5). **This program will focus on speed-related traffic calming.**

Education and Enforcement

Traffic calming measures may be complemented by **education** and **enforcement** efforts. Education initiatives empower residents to influence driver behavior to address subjects such as vehicular speeding, pedestrian safety, bicyclist behavior, distracted driving, and other behaviors that impact safety. These campaigns can take a variety of forms, including neighborhood signs and banners, flyers, bus shelter advertising, and neighborhood pledge programs. Enforcement activities employ the use of local police presence to make drivers aware of local speed limits and other traffic laws.

Engineering

Engineering treatments are traffic calming measures that are designed and constructed to manage speeds; this typically involves physical safety improvements such as speed cushions, speed tables, raised crosswalks, median islands, traffic circles, changes to lane widths, lane shifting, etc. These measures have been proven to reduce speeding and increase safety. Typically, speed cushions are the most common traffic calming measures given their effectiveness in managing vehicular speeds. Other

measures may be proposed if they are deemed more effective on a given street and/or are more cost effective. Please refer to Section 5 where each of the traffic control measures that are approved to be implemented on Seaside streets are described in greater detail.

This Traffic Calming Program relies primarily on the use of engineering treatments and education campaigns to address documented speeding concerns on the City's local and collector streets. However, this will not preclude Public Works from coordinating with the Seaside Police Department for enforcement of streets with the most egregious speeding issues.

What Traffic Calming Is Not

The City's Traffic Calming Program does not directly address cut-through traffic on Seaside's streets. Cut-through traffic can be difficult to quantify and can be more of a neighborhood-scale concern if through-traffic is simply addressed by 'pushing' the problem to another street. The intent of this program is to make Seaside's streets safer and more comfortable for all by reducing the speeds of vehicular traffic.

In addition, traffic calming does not include the use of regulatory measures such as stop signs. Unlike traffic signals or stop signs at intersections, which do not reduce mid-block speeds, traffic calming measures that are part of this program encourage slower vehicular speeds along the length of a block rather than at intersections.

However, this Program does not replace a resident's ability to contact Public Works or the Police Department about maintenance or other issues that do not fit the definition of 'traffic calming.' These requests will continue to be handled through standard City procedures. You can submit a request using the See Click Fix website (<https://seeclickfix.com/seaside>) or by emailing the TAC at PWinfo@ci.seaside.ca.us or call the Police Department at (831) 899-6748.

Stop signs designate right of way for drivers at intersections and can only be installed if certain warrants are met. Installed properly, a stop sign is a valuable and effective traffic control device. It is intended to help drivers, pedestrians, and bicyclists at an intersection know who has the right of way.

Stop signs are frequently ignored if not warranted and can be seen by drivers as "nuisances" or "speed breakers," and therefore have a higher chance of intentional violation. Often, those vehicles that do stop only slow down in the immediate vicinity of the stop sign and make up for lost time by driving faster between intersections. Misplaced stop signs can also create a false sense of security for pedestrians and an attitude of contempt in a motorist.

National guidelines, or warrants, have been developed to indicate when new stop signs should be installed. The warrants take into consideration, among other things, the probability of vehicles arriving at an intersection at the same time, the length of time traffic must wait to enter, and the availability of safe crossing opportunities.

3. Seaside's Traffic Calming Program

The City of Seaside's Traffic Calming Program is a resident-driven, application-based program that addresses speeding on local (residential) and collector streets in Seaside. See below for a description of the different categories of streets in Seaside. The program seeks to enhance street safety and neighborhood livability by reducing the negative impacts of fast-moving vehicular traffic on streets and creating safer and more comfortable streets for people walking, biking, and driving.

The goals of Seaside's Traffic Calming Program are to:

- Improve the safety and quality of life for residents, pedestrians, bicyclists, motorists, and students.
- Promote compliance with traffic laws while minimizing reliance on police resources.
- Approach traffic calming in a fair, consistent, transparent, and comprehensive manner.
- Establish a program that functions consistently with, and as a complement to, other City transportation programs and policies such as those related to Safe Routes to School.
- Recognize the unique character and integrated nature of the City's streets so that traffic and speeding are not shifted onto other neighborhood streets.
- Regularly use all available means of community outreach to encourage the availability and use of the program to interested residents, as well as inform the broader community.
- Monitor and evaluate traffic calming measures and procedures over time so that the adopted program remains timely and effective.
- Use traffic calming measures appropriate to the identified issue.

This Program focuses on lower-cost measures that are effective at slowing vehicular speeds on local and collector streets. Traffic calming solutions through the program are resident-directed, block-by-block solutions to address mid-block speeding on local and collector streets.

Seaside's engineers will evaluate the need for traffic calming on a block-by-block basis; a separate application must be submitted for any neighboring blocks.

The Program will be scheduled on an annual cycle, with the Program's phases described in subsequent sections taking place at the same time periods each year. An annual program cycle is more transparent, predictable, and easier to understand for Seaside residents versus a program with applications accepted and evaluated on a rolling-basis. In addition, the annual cycle provides residents with more certainty given expected annual funding levels and can provide shorter waiting time between acceptance into the program and implementation timelines. Finally, an annual program cycle results in a more efficient use of

staff resources. The process from the time an application is submitted to the time when traffic calming is implemented is described in Section 4.

Although applications will be evaluated in the fall of each year, residents may have questions throughout the year about the traffic calming process and about whether their street might be an appropriate candidate. Seaside Public Works staff will be available to respond to these questions and requests. In addition, if residents submit applications in advance of the annual deadline, Seaside staff will review the applications for completeness within 30 days of receipt and will request missing information, if applicable.

Email PWinfo@ci.seaside.ca.us and include "Traffic Calming" in the subject line to have questions answered about this program, traffic calming on your street, the status of your submitted application, or anything else related to slowing speeds!

What Streets in Seaside are Eligible for Traffic Calming?

Different categories of streets serve different transportation functions. Streets within the City of Seaside receive classifications based upon the transportation function that they serve. As described in the Seaside General Plan (August 2004), the City's streets are defined using a hierarchical classification system, and street categories are differentiated by size, function, and capacity.

Of the seven street categories described in the General Plan, the following are eligible to be considered for traffic calming:

- **Local Streets** provide direct access to abutting properties and have the function of serving local traffic movements within residential and commercial areas. All streets that are not designated as major streets are local streets. Local streets include both two-lane streets and one-way streets.
- **Collector Streets** provide traffic circulation between higher volume and higher speed arterial and local streets. They connect neighborhoods with neighborhood-related activity centers and provide limited direct access to abutting properties.

Arterial streets are not eligible for traffic calming under this program. They have the following definition:

- **Arterial Streets** provide the principal network for cross-town traffic. They also connect the City to external highway and freeway systems. Arterials generally have moderate traffic speeds and carry significant amounts of traffic. Primary traffic generators are and/or should be located on arterials. Minor Arterial streets carry lower traffic volumes and support a mix of local and through traffic.

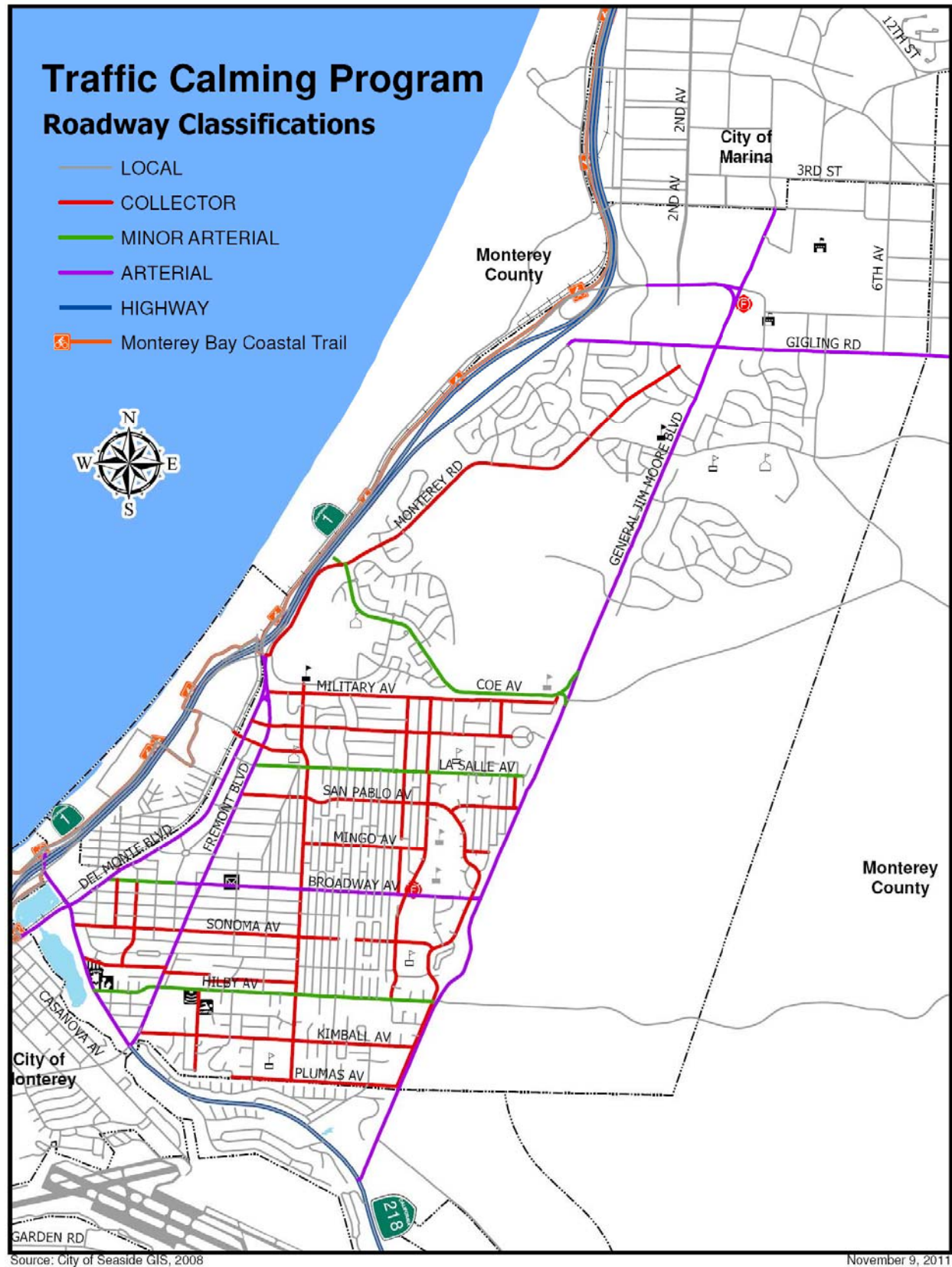
Arterial streets are ineligible because they serve a very different function and, correspondingly, carry significantly higher volumes of vehicles in addition to public transit and emergency response vehicles. Efforts to improve safety on these streets will be sought either in coordination with other projects or as independent projects prioritized based on need.

When developing traffic calming approaches, the various functions that a street serves must be taken into consideration. Neighborhood livability must be balanced with safety concerns and transportation, transit, and emergency service needs. Certain traffic calming techniques, if not implemented properly, could be counterproductive to competing needs.

The following streets serve as emergency response routes and require Fire Department approval for traffic calming treatments. See Appendix 1 for more information.

- Flores Street
- Hamilton Avenue
- Hilby Avenue
- Hillsdale Street
- Kimball Avenue
- Mescal Street
- Military Avenue
- Mingo Avenue
- Monterey Road
- Noche Buena Street
- Normandy Road
- Ord Grove Avenue
- Phoenix Avenue
- San Lucas Street
- San Pablo Avenue
- Second Street
- Terrace Street
- Waring Street
- Yosemite Street

The following figure shows City of Seaside streets and their functional classifications (from the Circulation Element of the Seaside General Plan, dated August 5, 2004).



Street Eligibility Criteria

The Seaside Public Works Department will measure speeds once applications are submitted. However, before you apply, you can also take a look at the resources below to see if your street may be likely to qualify.

Streets with the following characteristics are likely to be eligible local streets:

- Streets that are classified as “local” or “collector” in the Seaside General Plan (see map above)
- Streets with only two travel lanes (i.e., one travel lane in each direction)
- Streets without bus routes
- Streets that do not have fire stations on them

Seaside’s engineers will evaluate the need for traffic calming on a block-by-block basis; a separate application must be submitted for any neighboring blocks.

Traffic Calming Application Evaluation Criteria

If your street is eligible for traffic calming and a complete application is received by Seaside’s Public Works Department, data on your street will be collected to determine the severity of the speeding concern and identify other safety considerations. *The street must have documented vehicular speeding in order to be further considered.*

Other data that could be considered in determining whether streets receive traffic calming include the following. See Appendix 2 for a sample scoring sheet.

- **Vehicle counts** – Additional qualifying points will be given to those streets with higher traffic volumes.
- **Collisions** – The number of collisions that have been reported to the Police Department will be considered. Those streets with a higher number of reported collisions will receive additional qualifying points.
- **Adjacent Land Uses** – Adjacent land uses such as proximity to parks, school zones, commercial areas, community centers, bus routes, and bicycle networks could increase the ranking of your block.

4. Application Process

This section describes the process required to implement neighborhood traffic calming projects. This is an annual program, and the process will be followed along the same timelines each year, as described in the table below.

The following table is a summary of the key steps, who is responsible for initiating each step, and the approximate dates for each step. Applicants must complete each step before continuing to the next one.

DESCRIPTION	RESPONSIBILITY	DATES
STEP 1 – REQUEST ACTION		
Report the concern to the City's Public Works Department via the Traffic Safety Application	Applicant	Year round, though the deadline for applications for the upcoming year is September 30 of each year
STEP 2 – EVALUATION AND RANKING		
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Proposed traffic calming projects are reviewed by the City's Traffic Advisory Committee	Public Works Department / Traffic Advisory Committee	March – May
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Proposed traffic calming measures are ratified by the City Council	Public Works Department / City Council	May – June
STEP 8: TRAFFIC CALMING IMPLEMENTATION AND/OR CONSTRUCTION		
Project designs are finalized and construction begins	Public Works Department	June – September
STEP 9: MONITORING		
Project effectiveness may be evaluated	Public Works Department	October – November

Step 1 – Request Action (Year-Round, deadline on September 30 of each year)

Residents who would like to apply for traffic calming on their block are encouraged to submit an application (Appendix 4). Application forms for the annual program cycle will be available on October 1 of each year. Please submit your completed Traffic Calming Request Form in accordance with the

instructions provided on the form and below. This is the first step in the process of evaluating traffic calming for each street. ***The deadline for submitting completed applications and petitions for the current Traffic Calming Program cycle is September 30 of each year.***

A request can be filed by an individual, on behalf of a group of residents, or by any concerned group. Applicants must live on the block that is listed on the application.

A separate traffic calming application should be completed for each individual block with a traffic speed concern.

To be considered for traffic calming, you must obtain signatures from a majority of residences on your block, using the petition form that is attached to the application (see Appendix 4). Signatures are required as part of the application process to ensure community support before the planning process begins. If your block is selected for traffic calming, residents on your block will be given the opportunity to vote on the proposed traffic calming measure recommended by Seaside Public Works staff in advance of implementation.

Groups of blocks or entire neighborhoods cannot be considered for traffic calming as part of this program because this would require additional funding and staff resources in order to conduct the proper traffic analyses and a resulting community-wide planning process. These neighborhood-scaled projects typically lead to longer planning, design, and implementation timelines.

Please submit completed applications and petitions using one of the methods outlined below.

- a. Email – scan all pages of the completed application and petition and send to:
pwinfo@ci.seaside.ca.us. Please include “Traffic Calming Application” in the subject line.
- b. US Mail or Hand Delivery – send all pages of the completed application and petition to:
Traffic Calming Program
Seaside Public Works Department – Engineering Division
440 Harcourt Avenue
Seaside, CA 93955

Step 2 – Evaluation and Ranking (October/November)

Once valid applications with petitions are received, Seaside staff will collect data and assess traffic conditions on the block listed on the application, ranking traffic calming requests against others received in the same application year (see the Evaluation Worksheet in Appendix 2). The data that will be collected includes traffic speeds and vehicle counts as well as a review of the number of collisions that have taken place in each location. Once the data has been collected for all applications, they are prioritized based on traffic speeds, vehicle counts, collisions and adjacency to particular land uses within a short proximity to the street, which can include schools, parks, transit stops, health care facilities, and retail activity, among others. These land uses typically attract more people who travel by foot or on bicycle.

The projects will go to the TAC for approval based upon the evaluation and ranking. The number of accepted projects will depend on the available funding and what devices are recommended, as described in the Engineering Treatments section below.

Because the traffic calming program is on an annual cycle, the evaluation process for each block under consideration will take place at the same time each year; typically, in October and November.

Step 3 – Inform Applicants (November/December)

Once the highest-rated locations have for traffic calming are identified, Seaside staff will begin the process of reviewing these locations for the most appropriate engineering and/or education solution.

Seaside staff will inform all applicants of the results once the list of projects is identified. These responses could take one of these forms:

- Approved – locations are recommended for education and/or enforcement or engineering treatments in the current cycle.
- Denied – locations do not rank in the current cycle. Applicants wishing to be considered for traffic calming in future years are welcome to reapply. These applications will not otherwise be considered in future cycles.

This will take place in November and December of each year.

Step 4 – Education and/or Enforcement (December/January)

City staff may first suggest possible solutions for approved applications that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement-based measures. Education efforts will consist of applicant-driven measures such as portable driver speed feedback signs, yard signs, neighbor observations, and neighborhood meetings. Enforcement measures include driver speed feedback signs and targeted enforcement activity on the part of the Public Safety's traffic enforcement officers.

After a period of no less than six months, the City will evaluate the effectiveness of the education and enforcement measures and determine if engineering treatments may be appropriate.

Step 5 – Engineering Treatments (January - March)

Seaside engineering staff will work on conceptual design and cost estimates for the recommended traffic calming measure(s) deemed most appropriate for each block. The design process for each project will be conducted by Seaside staff, or their engineering consultants, with comments from the Fire Department and Police Department.

For locations where the recommended device would require parking removal or displacement or may be considered a potentially controversial choice for the location, Seaside staff may offer to meet with interested residents. Seaside staff would work with the primary applicant to find a meeting location and would send the meeting announcement to all residents on the affected block.

The purpose of these neighborhood meeting would be for Seaside staff to present the pros and cons of one or two devices that would be appropriate for the location and take feedback from neighbors to advise the project's final design. Buy-in from residents would be obtained before proceeding to the TAC for approval.

For locations requiring this additional community outreach, the implementation cycle may be delayed compared to locations receiving standard measures.

Step 6 – Traffic Advisory Committee Approval (March - May)

The City's Traffic Advisory Committee (TAC) acts as an advisory board to the City Council and reviews all requests for traffic safety regulatory or control devices, signs and markings. The TAC is comprised of one City Councilmember, the Police Chief, the Fire Chief, the Community Development Director, and the City Engineer/Public Works Director.

The TAC will review each proposed traffic calming project at a regularly scheduled meeting, which are held once per quarter. Public Works staff will present the traffic calming project to the TAC and will seek a final recommendation from this group.

The TAC will either approve, deny, or return back to staff for further consideration. All actions taken by the TAC are recommended to the City Council for ratification.

Step 7 – City Council Action (May - June)

After TAC recommendation, each traffic calming project will be scheduled for City Council's consideration. The project will be presented at a City Council meeting and members of the public will have the opportunity to provide additional comment on the project, if desired.

If the proposed traffic calming project is approved by the City Council, the project will move on to the Construction phase.

Step 8 – Traffic Calming Implementation and/or Construction (June - September)

If the project is approved, the plans will be sent to the appropriate City department for implementation. Depending on the cost, construction of the approved traffic calming measures will be conducted by City staff or their contractors through a public bid process.

The implementation timeline is based on a number of factors, including type of measure(s), cost, construction schedule, and other construction in the area.

Step 9 – Monitoring (October – November)

Once a Traffic Calming Plan has been fully implemented and in effect for a period not less than one year, the City may choose to evaluate the effectiveness of the project by monitoring speeds and/or collisions. Based on this evaluation, City staff may recommend modifications to, or removal of traffic calming measures.

5. Traffic Calming Toolbox

The following section includes a brief description, key advantages and disadvantages, and sample photographs of each tool that has been approved for use on streets in the City of Seaside.

Traffic calming devices have been ordered from the least expensive and quickest to implement to those that are more expensive and would require construction. The City reserves the right to disallow certain devices on a project-by-project basis.

- Supplemental signs and pavement markings
- Striping centerlines
- Lane narrowing (striping)
- Staggered street parking
- Driver speed feedback signs (portable or nonportable)
- Median islands (painted or raised)
- Speed cushions
- Speed tables
- Raised crosswalks
- Midblock chokers
- Intersection curb extensions
- Neighborhood traffic circles

Supplemental Signs and Pavement Markings

On some streets, additional signage or pavement markings could assist in drawing motorist's attention to particular roadway conditions. Advance warning signs (e.g., pedestrian crossing ahead), supplemental regulatory signs (e.g., an added speed limit sign), "Share the Road" signs, and pavement markings (e.g., "Keep Clear", "Ped Xing") can be used, when warranted, based on engineering studies.

Advantages

- May highlight lesser-known roadway features
- Increases awareness
- Inexpensive to install

Disadvantages

- Excessive signage or markings reduces effectiveness

Approx. Cost: \$\$



Striping Centerlines

Striping for traffic calming is typically used to narrow lanes to about 10 feet wide. The primary benefit is to delineate lanes and to slow vehicle speeds. In addition, a centerline stripe helps drivers stay on the “right” side of the road and not use the entire roadway width as a travel lane. On wide roadways, the “unused” pavement created by restriping can sometimes be used to stripe a bicycle lane, parking lane, or pedestrian shoulder.

Advantages

- Can be quickly implemented
- Can slow travel speeds
- Improves safety by clearly designating travel paths for vehicles

Disadvantages

- May require additional reinforcement through education and enforcement
- May be incongruous with the typical look of a neighborhood street

Approx. Cost: \$\$



Lane Narrowing (Striping)

Edge-line striping is used to create narrow travel lanes (e.g., 10-foot), in order to give the impression of a skinny street. This visual narrowing encourages drivers to lower their speed. Edge-line striping is most applicable on wider local streets where speeding is an issue. Any “unused” pavement created by re-striping can sometimes be used to stripe a shoulder, parking lane, or bike facility.

Advantages

- Inexpensive to install
- Can be implemented quickly
- Can be used to delineate on-street parking
- Can improve safety by clearly delineating travel paths for various roadway users
- Does not slow emergency vehicles

Disadvantages

- Increases regular maintenance cost

Approx. Cost: \$\$



Staggered Street Parking

Providing designated spaces with markings can reduce the effective width of travel lanes, thereby slowing travel speeds. On streets with enough width, parallel parking alternating between sides of the road forms S-shaped driving path curves that slow driving speeds.

Advantages

- Can slow travel speeds
- Can add parking capacity
- Illustrates legal parking areas to drivers

Disadvantages

- May require additional reinforcement through education and enforcement

Approx. Cost: \$\$



Driver Speed Feedback Signs (Portable or Nonportable)

A speed display feedback sign is a device that measures each approaching vehicle's speed. The vehicle's speed is displayed next to the legal speed limit, reminding speeding drivers to slow to the speed limit. The device is either portable – attached to a moveable trailer – or nonportable – attached to a pole and not easily transferable to another location.

Advantages

- Provides immediate feedback to drivers on their driving speed
- Does not slow emergency vehicles
- Does not require City staff set-up or removal after the initial installation
- Effective in reducing speeds in the short-term

Disadvantages

- Not an enforcement tool
- Effectiveness may be temporary
- Less effective on multi-lane roads
- Subject to vandalism

Approx. Cost: \$\$\$



Median Islands (Painted or Raised)

Median islands are raised or painted islands in the center of a street that can be used to narrow lanes for speed control and/or to create a barrier to prohibit left turns into or from a side street. They can also be used for pedestrian refuges in the middle of a crosswalk.

Advantages

- May reduce collision potential
- Can reduce pedestrian crossing distance when used as a pedestrian refuge
- Provides opportunity for landscaping or other aesthetic features
- Redirects traffic to major streets and reduces cut-through traffic

Disadvantages

- If designed improperly, drivers can maneuver around a channelizing island to make an illegal movement
- Limits turns to and from the side street for local residents and emergency vehicles
- Can shift traffic to other street(s)
- Landscaping requires maintenance by City or residents

Approx. Cost: \$\$-\$\$\$



Speed Cushions

Speed cushions are a variation of a speed hump with a shorter height and space between the cushions. Cushions are approximately 3-inches high, rectangular in shape, 6 feet wide, and 6 to 14 feet in length.

Advantages

- Effectively reduces vehicle speeds
- Does not require parking removal
- May reduce vehicular volumes

Disadvantages

- May divert traffic to other neighborhood streets
- May encourage rapid acceleration between speed humps
- May slow emergency vehicles

Approx. Cost: \$\$\$



Speed Tables

Also known as a raised intersection, a speed table is a flat, raised area covering an entire intersection with ramps on all approaches. It is typically about 4" high and finished with textured pavement.

Advantages

- Effectively reduces vehicle speeds at intersections
- Enhances pedestrian safety
- Aesthetically pleasing

Disadvantages

- May require bollards to define the edge of the roadway
- Storm drainage modifications are necessary
- Slows emergency response times

Approx. Cost: \$\$



Raised Crosswalks

By raising the level of the crossing, pedestrians are more visible to approaching motorists. Raised crosswalks can be up to six inches high, 12 to 24 feet in length, and stretch the width of the street. They are outfitted with crosswalk markings and signage. Raised crosswalks are intended to reduce vehicle speeds where there is a large pedestrian crossing volume.

Advantages

- Improves pedestrian visibility to oncoming vehicles
- Can provide positive aesthetic value with pavement treatments
- Effective in reducing speeds

Disadvantages

- Textured materials, if used, can be expensive
- Impact to drainage needs to be considered
- May slow emergency vehicle response time
- Increased noise to adjacent residences

Approx. Cost: \$\$\$



Midblock Chokers

Chokers are midblock curb extensions that narrow a street by extending the sidewalk or widening the planting strip. Chokers are intended to reduce traffic volumes by making the roadway narrow so that only one car at a time can pass through it, or two cars can pass very slowly in opposite directions.

Advantages

- Reduces traffic volumes and speeds
- Reduces pedestrian crossing width and increases visibility of pedestrians
- May be preferred by emergency response agencies over other traffic calming measures

Disadvantages

- Potential loss of on-street parking
- May require reconstruction of gutters and storm drain features
- May require bicyclists to briefly merge with vehicular traffic

Approx. Cost: \$\$\$



Intersection Curb Extensions

Curb extensions reduce a roadway's width between its curbs, thereby increasing pedestrian visibility to oncoming vehicles and reducing the intersection crossing distance. Curb extensions can be accomplished by extending the curbs at an intersection towards the center of the roadway, or by building raised islands in the roadway, which allow for drainage and bike lane passage. Both measures tighten curb radii at the corner, shortening the pedestrian crossing distance and reducing the speeds of turning vehicles.

Advantages

- Improves pedestrian circulation and space
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Shortens pedestrian crossing distance
- Opportunity for landscaping and entrance feature
- Reduces speeds (especially right-turning vehicles) and traffic volumes

Disadvantages

- May slow right-turning emergency vehicles and large trucks
- Potential loss of on-street parking
- May require reconstruction of gutters and storm drain features
- May require bicyclists to briefly merge with vehicular traffic

Approx. Cost: \$\$\$



Neighborhood Traffic Circles

Traffic circles are raised circular islands, placed in intersections of local streets, around which traffic circulates. They are typically controlled by yield or stop signs on all approaches. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Drivers must first turn to the right, then to the left as they pass the circle, and then back to the right again after clearing the circle. Traffic circles are appropriate on streets with low to moderate traffic volumes and speed limits of 35 miles per hour or less. The islands are often landscaped.

Advantages

- If designed well, can have positive aesthetic value
- May reduce collision potential and collision severity
- Effective in moderating speeds and improving safety

Disadvantages

- Difficult for large vehicles (such as fire trucks) to circumnavigate
- Must be designed so that the circulating lane does not encroach on crosswalks
- May slow emergency vehicle response time
- Potential loss of on-street parking
- Landscaping must be maintained, either by City or by residents

Approx. Cost: \$\$\$

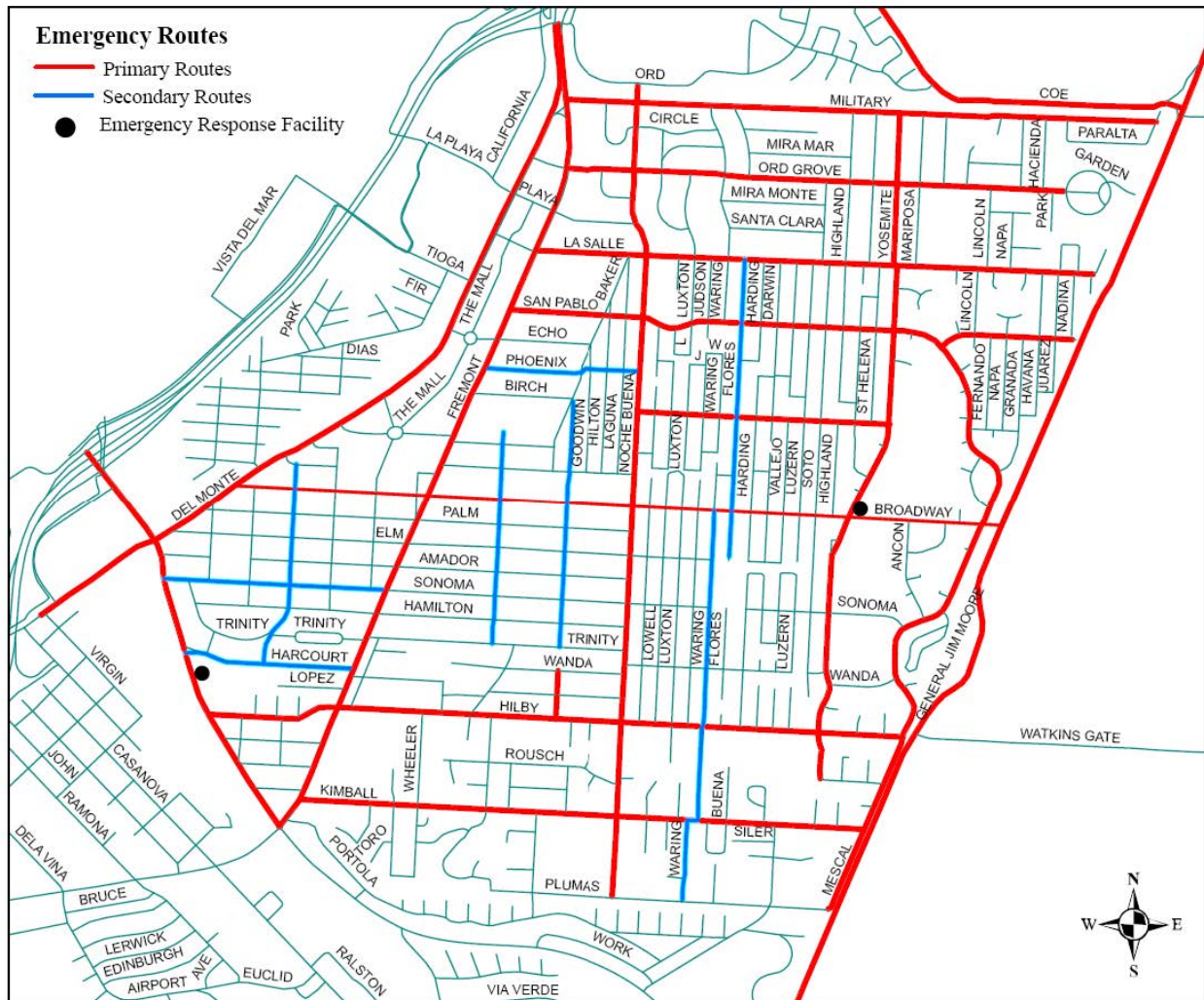


Appendix 1. Emergency Response Considerations

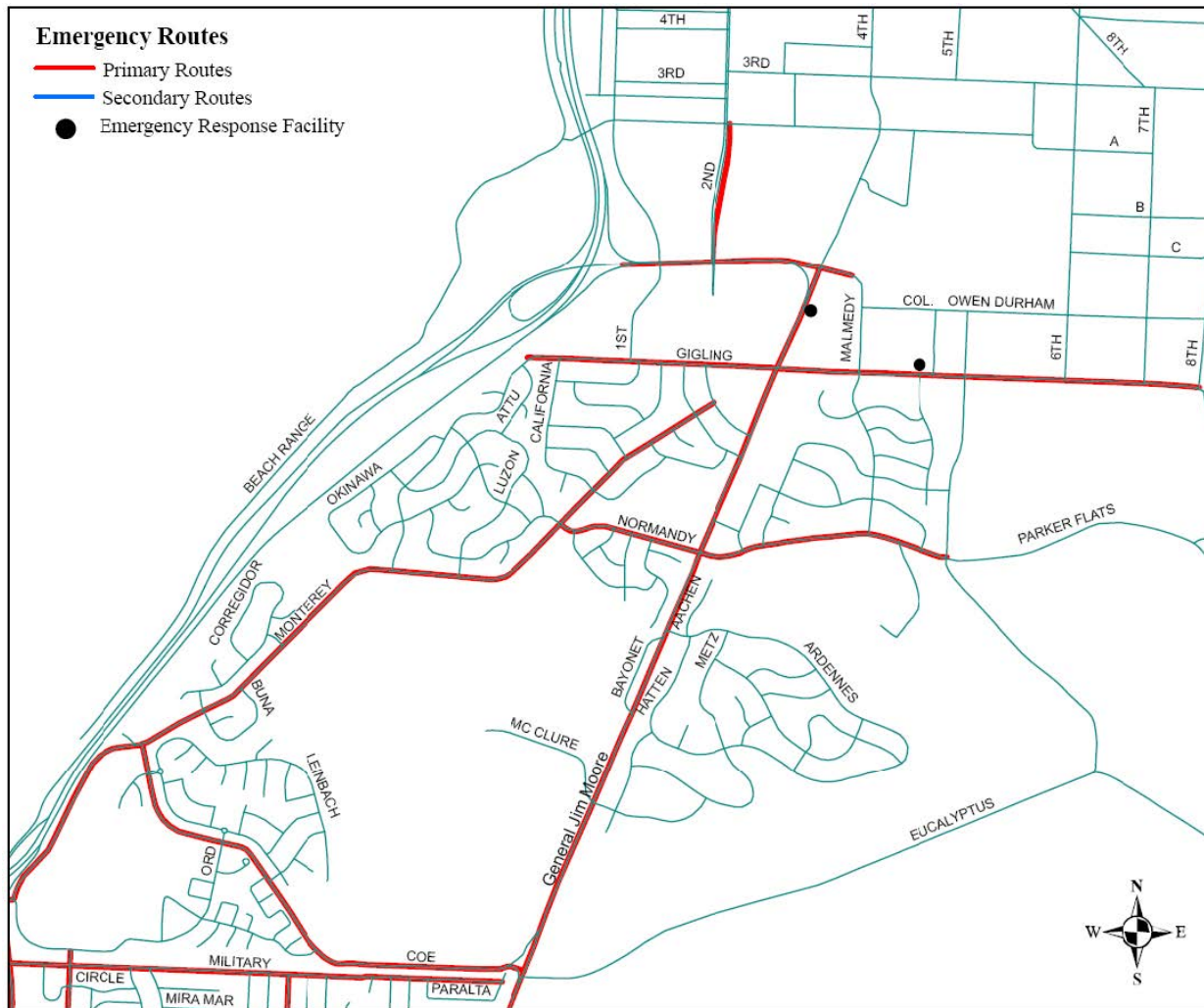
When new traffic calming measures are considered, provisions for emergency response must be clearly addressed. Certain measures (particularly vertical devices such as speed humps, speed tables and raised intersections) are not recommended for use on emergency response routes because of their impact on emergency response times. Also, there is concern that changes in the road surface could cause damage to emergency vehicles. Emergency vehicle access and timely response times shall be maintained in the City of Seaside. To these ends, the following policies have been developed to guide the traffic calming program in the City of Seaside:

1. Police and Fire Department personnel will be involved in the planning process for all proposed traffic calming measures, in order to minimize impacts to emergency response. During this review, several items will be considered, including the following: critical response routes (Refer to Figures 2A and 2B, Emergency Response Routes); special need facilities; access issues and necessary clearances (taking into consideration emergency response vehicle required turning radius, wheelbase and track width, and ground clearance).
2. The use of vertical devices such as raised intersections, speed humps and speed tables will be avoided on established emergency response routes or any street with critical speeds over 30 miles per hour or higher volume collectors (over 750 vehicles per hour).
3. Vertical devices shall not be installed in the direct vicinity of emergency response facilities.
4. The locations of features such as on-street parking and bus stops in the vicinity of proposed traffic-calming devices shall be taken into consideration and modifications shall be made as appropriate.
5. Any new traffic calming innovations will be evaluated on the basis of their effect on emergency response times, before they are approved for use.
6. Residents requesting traffic calming measures will be notified of the potential for slower response times after the devices are installed.

Emergency Response Routes – Seaside Proper



Emergency Response Routes – Seaside North



Appendix 2. Traffic Calming Evaluation Worksheet

This worksheet will be completed by the City of Seaside staff in accordance with the City's Traffic Calming Program. It will be used to prioritize the potential initiation of specific neighborhood traffic calming processes.

Date: _____

Location of Concern: _____

1. Traffic Volumes (mid-week volumes within the last two years)

Greater than 2,000 vehicles per day = 8 points

1,500 to 2,000 vehicles per day = 6 points

1,000 to 1,500 vehicles per day = 4 points

Fewer than 1,000 vehicles per day = 0 points

2. Reported Collision History on Local or Collector Streets

More than five collisions in a three-year period = 12 points

Two to four collisions in a three-year period = 9 points

One to three collisions in a three-year period = 6 points

3. Travel Speeds

85th percentile speed $\geq$ 10+ MPH over speed limit = 10 points

85th percentile speed $\geq$ 6+ MPH over speed limit = 6 points

85th percentile speed $\geq$ 3+ MPH over speed limit = 3 points

4. Pedestrian Facilities

There is essentially no pedestrian space available = 5 points

The pedestrian space needs improvement = 3 points

5. Bicycle Facilities

There are no bicycle facilities = 5 points

There are existing or planned bicycle facilities = 3 points

6. Adjacent Land Uses

The street segment is adjacent to parks, school, transit stop(s), shops, community facilities, etc. = 3 points for each school, 2 points for each other activity center destination (10 points maximum total)

7. Unique Conditions

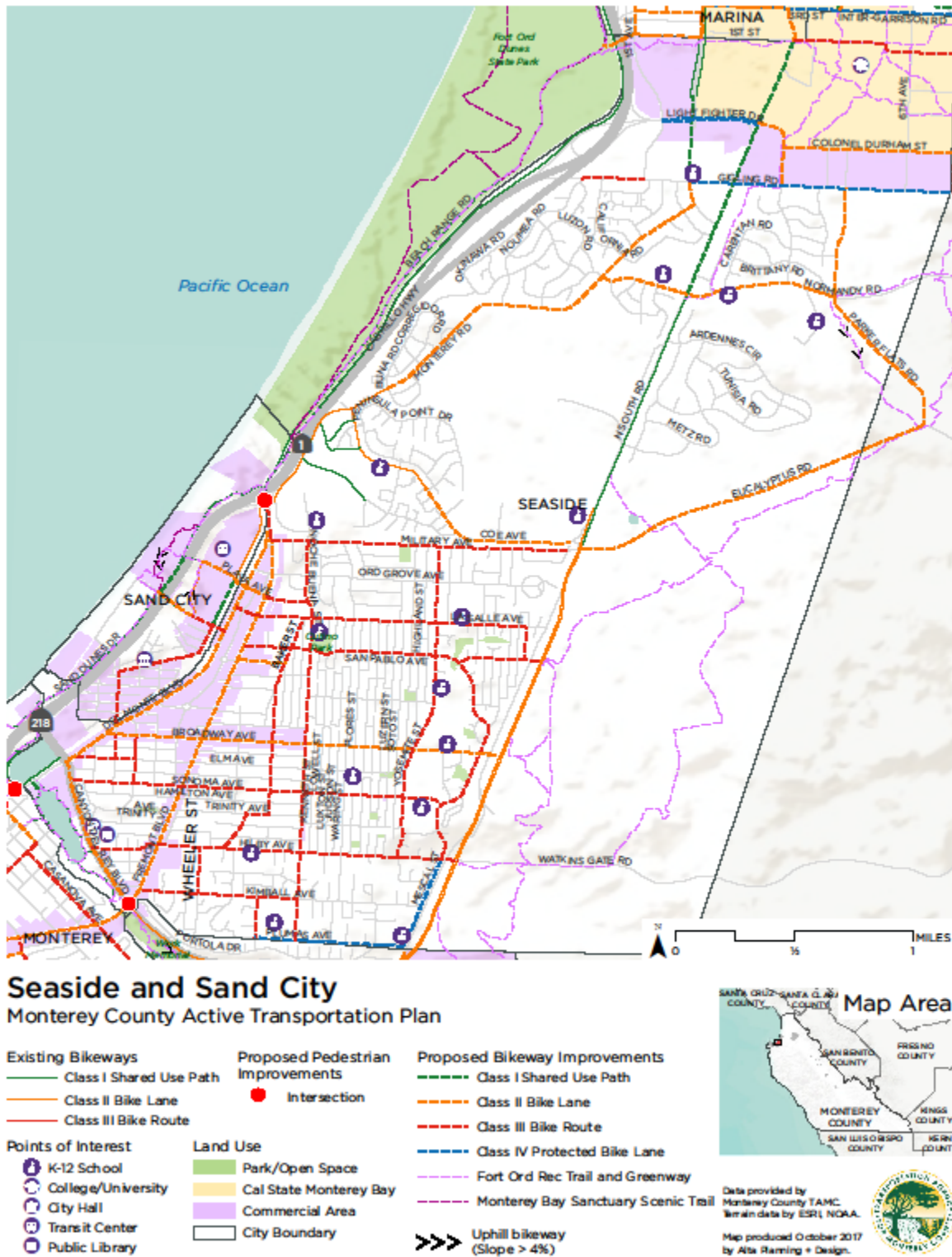
Unique conditions prevail such as sight distance constraints, parking on sidewalks, high truck volumes = 1 point for each unique condition (5 points maximum total)

Total Score: _____

Prepared By: _____

Note: Worksheet may be amended based on use experiences.

Appendix 3. Bicycle Network Map



Appendix 4. Traffic Calming Program Application

The City of Seaside defines traffic calming as “the management of vehicular traffic speeds and volumes through educational, enforcement and/or engineering measures to minimize the negative impacts on residents, pedestrians, bicyclists and school children.” **This program will focus on speed-related traffic calming.**

This form is to request review of your speed traffic concern along a Seaside neighborhood public street. Please fill out all sections and submit to:

Mail: Traffic Calming Program, Seaside Public Works Department – Engineering Division, 440 Harcourt Avenue
Seaside, CA 93955
Email: PWInfo@ci.seaside.ca.us

Applicant Contact Information

Name: _____ Email: _____

Address: _____ Phone #: _____

Location of Concern

Please describe the location of traffic concern.

Nature of Concern

Please describe the nature of the neighborhood problem you are concerned with (attach additional sheets if necessary).

Additional Comments and/or Documentation

Please add any additional comments or documents (e.g., map, photograph, sketch), if necessary, to further explain concerns.

Date: _____

Applicant Signature: _____

Please provide the names and signatures of residents and/or property owners within the affected area that support this request. Each person must reside at a different address and be at least 18 years of age. Note that only one signature per residence is allowed. All persons signing this petition agree that the contact person(s) above represent the affected area/neighborhood. Use the back side for additional names and signatures, if necessary. **The majority of residences in the affected area must sign this petition in order for the application to be considered.**

[illegible]



CITY OF SEASIDE STAFF REPORT

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: September 27, 2022

**SUBJECT: CONSIDER NEW BUS STOP ON THE NORTHWEST CORNER OF
NOCHE BUENA STREET AND SAN PABLO AVENUE**

PURPOSE & RECOMMENDATION

MST staff recommends moving the Jazz A bus stop from the entrance of Cutino Park to Noche Buena, north of San Pablo Avenue to be consistent with the new bus routing in the recently approved transit network. Additionally, the request includes extending the sidewalk bulbout for the new bus stop to be consistent with the Americans with Disabilities Act (ADA). Red curb would be painted to prohibit on-street parking in the bus loading zone.

BACKGROUND

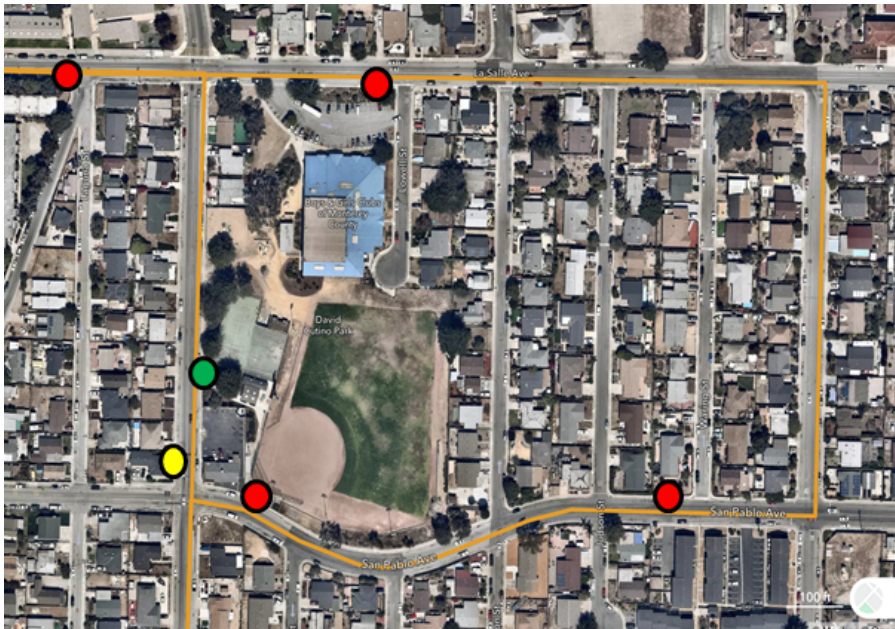
Monterey-Salinas Transit District (MST) is the provider of public transit services throughout Monterey County and operates an extensive network of bus routes through Seaside. In 2021 MST underwent a major planning effort for the Comprehensive Operational Analysis (COA). This included re-evaluating where and how often the bus should run in and around Seaside. Community meetings, rider focus groups and other feedback was incorporated into the final plan for the new MST bus network. The COA was adopted by the MST board on February 14, 2022. The network changes are planned to take effect at the end of 2022. Some new bus stops need to be installed.

MST is the sole public transit operator in Seaside. Several routes extend through the city to get residents to jobs, school, businesses, doctor appointments, and other destinations. The Jazz bus route was developed over 10 years ago and has two branches through the city. Jazz A serves Noche Buena Street and is the subject of this item. Jazz B is the parallel route that serves Yosemite Street.

Jazz A is one of the most heavily used bus routes in MST's system. It connects the

Sand City transit station to downtown Monterey and Cannery Row with stops along the way at Oldemeyer Center, Monterey County WIC program in Seaside, Safeway, Monterey Lanes bowling alley, and Monterey Peninsula College. In June 2022, Jazz A carried over 11,000 passengers.

The routing for Jazz A will be changing when MST updates its transit network later this year. The purpose for the change in routing is to provide more direct service and make travel times quicker for riders. The Sand City-to-Monterey routing will no longer operate on La Salle Avenue, Flores Street or San Pablo Avenue. This will result in several current bus stops becoming inactive (see red circles in graphic below).



The graphic depicts the current southbound Jazz A routing with an orange line. The bus stop denoted with a green circle operates today for residents traveling northbound toward Sand City. It will continue to operate with the new transit network for northbound travel only. Bus stops denoted with red circles will become inactive. The bus stop denoted with a yellow circle represents the proposed new bus stop at Noche Buena Street and San Pablo Avenue. This will be the only bus stop serving the neighborhood for residents heading toward Monterey.

MST is seeking to relocate the bus stop at Cutino Park to a new location at 1801 Noche Buena Street. The proposal includes an extension of the bulb out on the northwest corner of Noche Buena Street/San Pablo Avenue to accommodate the ADA required landing pad. Red curb would result in a loss of about two on-street public parking spaces. Relinquishing the current stop on San Pablo Avenue at the main entrance to Cutino Park, would restore approximately four on-street public parking spaces.



The proposed new bus stop will require ADA landing adjacent to the face of curb. The City will coordinate the installation of the new ADA landing. MST will reimburse the City the cost of the design and installations.

ATTACHMENTS

1. Jazz A Route
-

Attachment 1
Jazz A Proposed Route





CITY OF SEASIDE STAFF REPORT

Item No.: 5.C.

TO: Traffic Advisory Committee

BY: Patrick Grogan, Associate Engineer

DATE: September 27, 2022

**SUBJECT: CONSIDER THE INSTALLATION OF RED CURB EAST OF 1538
HILBY AVENUE**

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee to consider red curb along the south side of Hilby Avenue, to the east of the driveway for 1538, 1538A, and 1540 Hilby Avenue.

BACKGROUND

This item is returning to the Traffic Advisory Committee (TAC) after additional review. The item was originally discussed at the August 2, 2022 TAC meeting.

Staff received the TAC Request Application (attachment 1), dated July 11, 2022, from a resident requesting the installation of red curb on the south side of Hilby Avenue, immediately to the east of the driveway for 1538, 1538A, and 1540 Hilby Avenue. The resident noted that there is no place for trash cans at the curb when vehicles are parked near the driveway, which resulted in the trash service company leaving the cans on the sidewalk or in his driveway. There are three residences which utilize the driveway, resulting in 9 trash cans which can block pedestrian access to the sidewalk or vehicle access to the driveway. The driveway for the residences at 1538, 1538A, and 1540 Hilby Avenue is classified as a private road.

Hilby Avenue is classified as a collector street, with multiple residences fronting the street, resulting in a high volume of vehicles parking on the street. Sidewalks measuring approximately 4 feet wide are present on this side of the street.

Staff conducted one site visit at 1538 Hilby Avenue. During the site visit, it was noted that curb space was limited on the 1500 block of Hilby Avenue due to multiple vehicles

parked on the street. The findings are marked on aerial view map (attachment 2).

After the item was discussed at the August 2, 2022 TAC meeting, the City of Seaside Fire Department staff performed a site visit, and Public Works Engineering staff had an additional discussion with GreenWaste about services offered to single family residential customers in the City of Seaside.

Staff contacted GreenWaste, and they confirmed they do not provide service on private roads, and that residents must place their trash cans on Hilby Avenue for refuse collection service. Single family residential parcels are not offered cart (dumpster) service, or side/back yard pickup in the City of Seaside. During negotiations for the franchise agreement with GreenWaste, a rate schedule for difficult pick up, and side yard pickup was not established. As no rate schedule was established, GreenWaste is not able to charge residents of the City of Seaside for difficult pickup or side yard pickup.

There are several driveway cut outs and a fire hydrant red curb zone on the south side of the 1500 block of Hilby, limiting parking in the area. The fire hydrant red zone is approximately 80 feet to the west of the applicant's driveway. Approving this red zone would further limit available parking space in an already impacted area. Due to the need for parking in the area, staff do not recommend installing 20' of red curb to the east of the driveway, on the south side of Hilby Avenue.

ATTACHMENTS

1. Application
 2. Aerial View
-



Traffic Advisory Committee 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: Johan Iwaideh Date: 7-11-22

Address: [REDACTED] Phone: [REDACTED]

Type of Request (check all that apply):

- ☐ Parking Designations ☐ Crosswalk ☒ Curb Markings (White, Yellow, etc.)
☐ Warning Sign ☐ Traffic Signal/Stop Sign ☐ Signing/Striping
☐ Other Paint curb on Easterly side of Driveway 1538, 1540 Hilby Ave

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: Paint curb red on Hilby Ave on east side
of Driveway to allow for the safe placement
of 9 trash cans for the 3 houses on the lot
on Hilby

No room for Cans is resulting in a Safety
Issue for pedestrians, Several instances
of Greenwast either placing the 9 Cans
on the sidewalk or in the middle of the
Road causing E-Cross issues with 3
homes on the Shared Drive and causing
pedestrians to go off the sidewalk into
a blind Driveway to walk down Hilby
before Greenwast the Garbage Co. came down to get the Cans

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

Greenwast wont.

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the next available TAC agenda for a future scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next available scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

Description	Fee*
Marking curb – per curb (20' maximum length)	Per current adopted fee schedule
Installation of one sign	

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Johan Twaideh understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

Applicant Signature

Date

7-11-22



Paint 20 feet of red curb to the east of the driveway for 1538, 1538A, and 1540 Hilby.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.D.

TO: Traffic Advisory Committee

BY: Patrick Grogan, Associate Engineer

DATE: September 27, 2022

**SUBJECT: CONSIDER ADDITIONAL DRIVEWAY APPROACH AT 700
AMADOR AVENUE**

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee (TAC) consider the addition of a second driveway at 700 Amador Avenue.

BACKGROUND

The property owner of 700 Amador Ave. is requesting a second driveway approach, to be located on the north side of the property off of Amador Ave. to allow parking on the property.

Amador Ave. is classified as a residential street, with posted speed limits of 25 miles per hour (mph) and one lane of traffic in each direction. Amador is approximately 33 ft. wide, measured from face of curb to face of curb with parallel parking on both sides. Sidewalks measuring approximately 4 feet wide are present on both sides of the street. 700 Amador Avenue is a single parcel with one residence and a detached one car garage on the property. The property has approximately 145 ft of street frontage from Amador Ave. and Alhambra St., with an existing nonconforming driveway with roughly 20 square feet of paved surface area. Off street parking is provided by the one car garage.

STAFF ANALYSIS

The City of Seaside's Municipal code Section 17.34.120 Driveways and Site Access, outlines the requirements for driveways of Single Family Dwellings as follows:

A. Number of driveways. The number and placement of driveways shall be limited as

follows; provided, that second driveways or additional curb cuts may be approved by the Traffic Advisory Committee:

1. Single dwellings and duplexes. A single dwelling or duplex shall be allowed one driveway, except that:

a. A circular driveway may be allowed on a parcel with 70 feet or more of street frontage;

and

b. A parcel within the RS-8 or RS-12 zones with a frontage of 200 feet or more may have two separate driveways; provided, that they are separated by a minimum of 100 feet, or lesser distance as approved by the City Engineer based on considerations of site topography and traffic safety.

B. Distance from street corners. Each driveway shall be separated from the nearest street intersection as follows, except where the City Engineer allows a lesser separation.

1. A minimum of 150 feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street; and

2. For parcels with frontages less than 150 feet, the minimum distance shall be 100 feet.

Per the above stated code sections, 700 Amador Ave. is not eligible for a second driveway, as its frontage is only 145 feet of the required 200 feet, and the driveway would be located approximately 53 feet from the intersecting street of Alhambra, measured as described in section B.1 above, which is less than the required 100 feet as required in section B.2.

Whenever a property has access to more than one street, access shall be generally limited to the lowest volume street where the impact of a new access point will be minimized. The property has an existing driveway off of Alhambra St., which is a lower volume roadway compared to Amador Ave. For purposes of traffic safety, access should be maintained on Alhambra St. as opposed to Amador Ave.

Staff recommends denying the resident's application (attachment 1) for an additional driveway off of Amador Ave., (attachment 2) as the property does not meet the minimum requirements as stated in Seaside Municipal Code Section 17.34.120.

For purposes of traffic safety, a second driveway off of Amador Ave. should be discouraged. Adding additional driveway access off of Amador Ave. when a driveway currently exists off of Alhambra St. (attachment 3), should be discouraged in order to promote safe ingress and egress from the property by continuing access from the lower volume roadway. Therefore, staff recommends denying the request for an additional driveway at 700 Amador Ave.

ATTACHMENTS

1. Application
 2. Aerial View
 3. Photo Exhibit
-



Traffic Advisory Committee 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: Jason Hale Date: 8/4/22
Address: 700 Amador Ave Phone: [REDACTED]

Type of Request (check all that apply):

- ☐ Parking Designations ☐ Crosswalk ☐ Curb Markings (White, Yellow, etc.)
☐ Warning Sign ☐ Traffic Signal/Stop Sign ☐ Signing/Striping
☒ Other Driveway

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: We would like to add a driveway to 700 Amador Ave.
The home has a (very narrow) garage so we
understand this driveway will be considered a 2nd one.
We would like the driveway to be located on Amador
(see attached pics in the email) which would be at
least 100 ft from the garage. There are three people
who live at Amador so we would actually be freeing
up a street space with the addition of this driveway, our
plan is to park three cars in the driveway.
Also, in case it matters, the garage does not have a
driveway. Thank you so much for your consideration.

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

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the next available TAC agenda for a future scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next available scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

Description	Fee*
Marking curb – per curb (20' maximum length)	Per current adopted fee schedule
Installation of one sign	

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

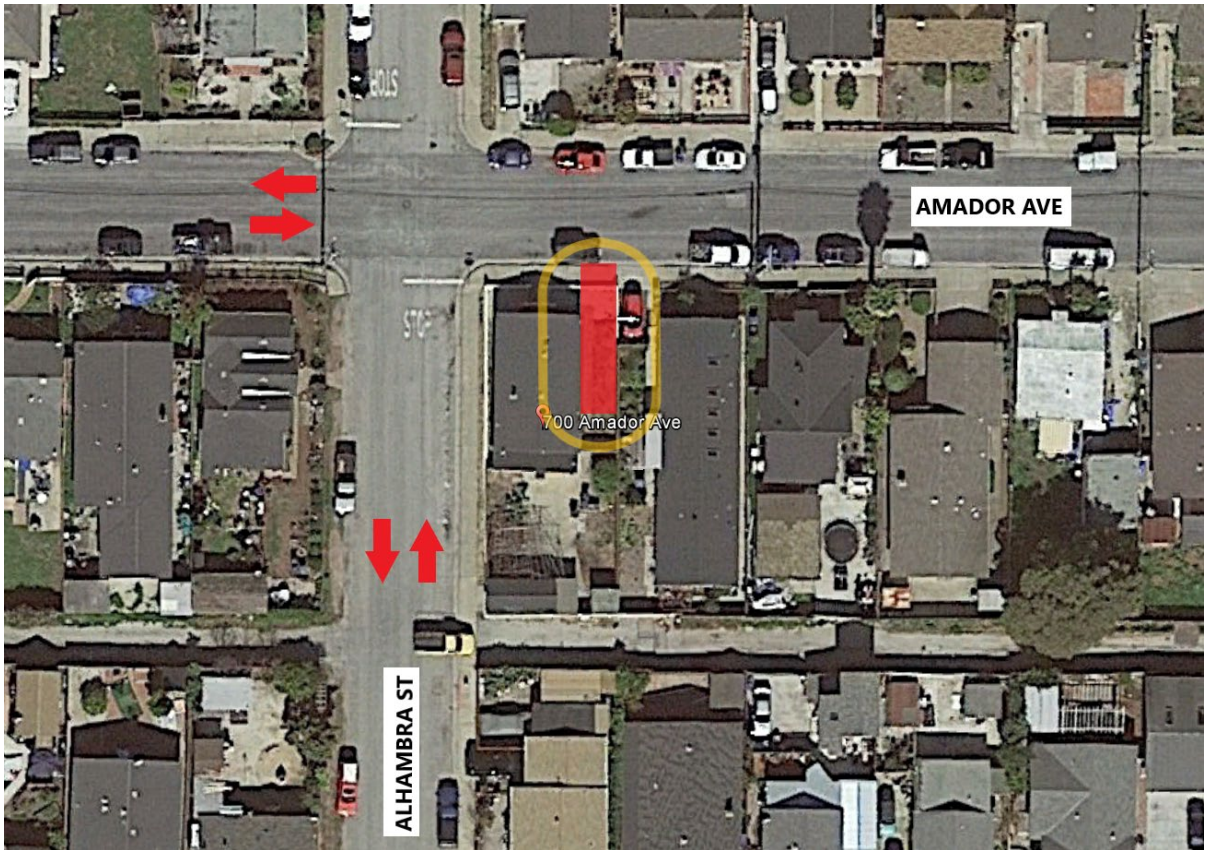
PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Jason Hale understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.


Applicant Signature

8/4/22
Date



Install an additional driveway approach for 700 Amador.



Area of requested driveway approach for 700 Amador.



Front of residence off Amador.



Existing, non-conforming driveway approach on Alhambra.



Side of residence off Alhambra



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.E.

TO: Traffic Advisory Committee

BY: Melissa Savage, Assistant Engineer

DATE: September 27, 2022

**SUBJECT: CONSIDER THE INSTALLATION OF RED CURB AT 1210 & 1212
SAN PABLO AVENUE**

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider the installation of red curb on both sides of the driveway at 1210 & 1212 San Pablo Avenue.

BACKGROUND

Staff received the Traffic Advisory Committee Request Application (attachment 1), dated August 10, 2022, from a resident requesting the installation of red curb on both sides of the driveway at 1210 & 1212 San Pablo Avenue. The resident noted visibility concerns when vehicles park near the driveway, making it difficult to see oncoming traffic when exiting the driveway.

San Pablo Avenue is classified as a collector street, with a posted speed limit of 30 miles per hour (mph) and one lane of traffic in each direction. San Pablo Avenue is approximately 39 ft. wide, measured from face of curb to face of curb with parallel parking on both sides of the street. Sidewalks measuring approximately 4 feet wide are present on both sides of the street. Single-family residences, multi-family residences, and several commercial businesses are located along this block of San Pablo Avenue.

Staff conducted a site visit at 1210 & 1212 San Pablo Avenue (attachment 2). During the site visit, it was noted there is adequate sight distance for oncoming traffic travelling both directions along San Pablo Avenue. Due to multiple residences facing the street, street parking is limited.

Collision data was collected in the area of the request over the last 5 years. During that

time, no police reports for traffic collisions were filed for the 1200 block of San Pablo Avenue.

Staff recommends not installing red curb on either side of the driveway at 1210 & 1212 San Pablo Avenue.

ATTACHMENTS

1. Application
 2. Aerial View
-



Traffic Advisory Committee 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: Olin Jordan Date: 8-10-22

Address: 1210 San Pablo Ave Apt A Phone: [REDACTED]

Type of Request (check all that apply):

- ☐ Parking Designations ☐ Crosswalk ☒ Curb Markings (White, Yellow, etc.)
☐ Warning Sign ☐ Traffic Signal/Stop Sign ☐ Signing/Striping
☐ Other _____

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: I am requesting red curbs on both sides
of the driveway into a complex of 7 condos.
There has been an accident already. It's
very hard to see oncoming traffic in both
directions. Thank you

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

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the next available TAC agenda for a future scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next available scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

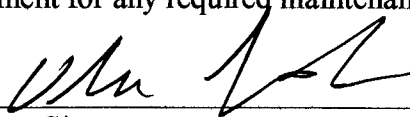
Description	Fee*
Marking curb – per curb (20' maximum length)	Per current adopted fee schedule
Installation of one sign	

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

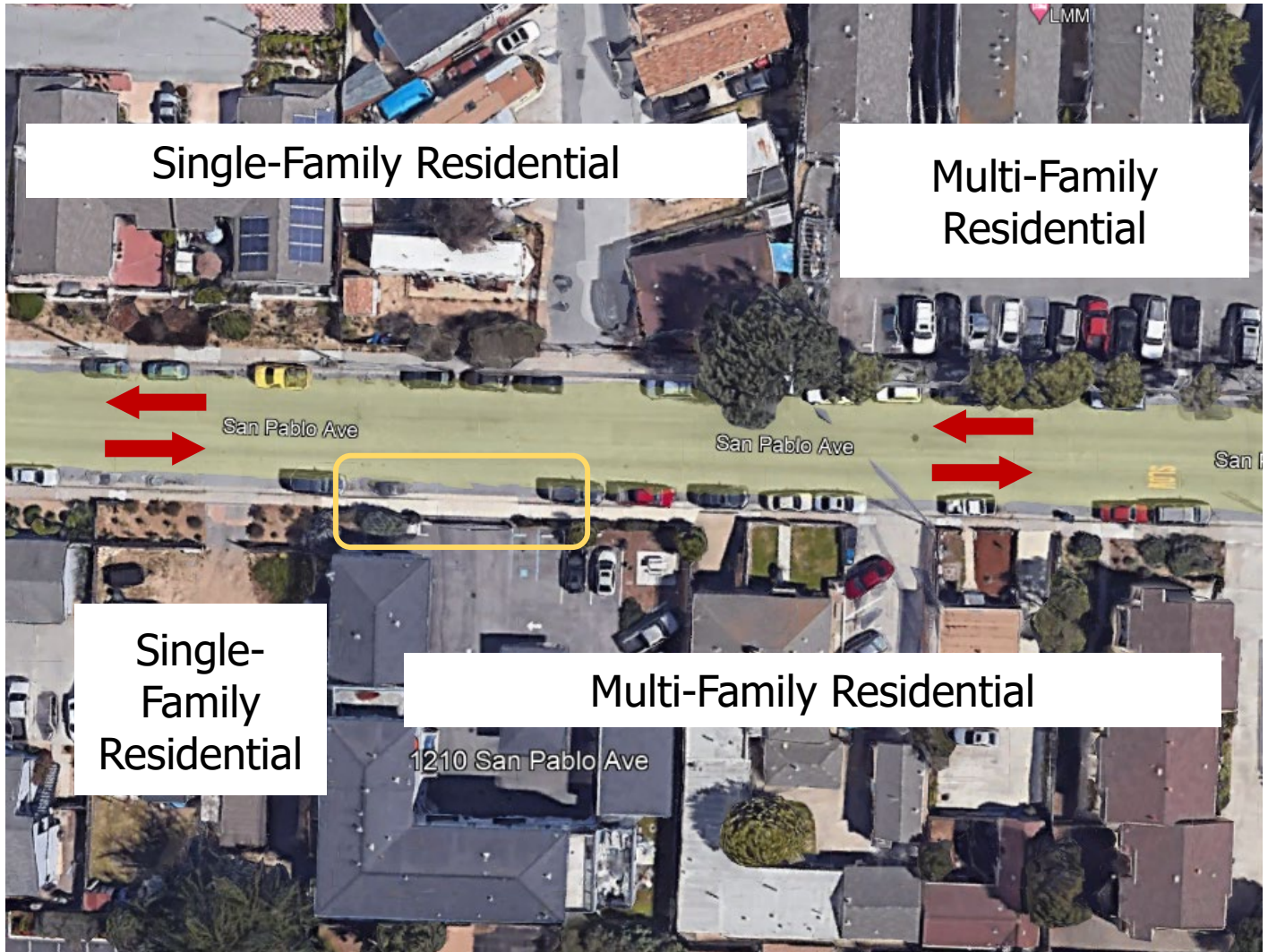
PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Olin Jordan understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.


Applicant Signature

8/10/22
Date



Install red curb on both sides of the driveway at 1210 & 1212 San Pablo.



CITY OF SEASIDE STAFF REPORT

Item No.: 5.F.

TO: Traffic Advisory Committee

BY: Melissa Savage, Assistant Engineer

DATE: September 27, 2022

**SUBJECT: CONSIDER THE INSTALLATION OF RED CURB IN FRONT OF
1841 JUAREZ STREET**

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider the installation of red curb in front of 1841 Juarez Street.

BACKGROUND

Staff received the Traffic Advisory Committee Request Application (attachment 1), dated September 6, 2022, from a resident requesting the installation of red curb in front of 1841 Juarez Street. The resident at 1836 Juarez Street noted difficulty backing into their garage when a vehicle is parked in front of 1841 Juarez Street.

Juarez Street is classified as a residential street, with a posted speed limit of 25 miles per hour (mph) and one lane of traffic in the north direction. Juarez Street is approximately 25 ft. wide, measured from face of curb to face of curb with parallel parking on both sides of the street. Sidewalks measuring approximately 3 feet wide are present on both sides of the street. Single-family residences are located along this block of Juarez Street.

Staff conducted a site visit at 1836 Juarez Street (attachment 2). During the site visit, it was noted that a fire hydrant red curb zone exists approximately 37 feet south of the curb approach of the driveway at 1841 Juarez Street. Due to the fire hydrant zone and multiple residences facing the street, street parking is limited.

Staff recommends not installing red curb in front of 1841 Juarez Street to maintain adequate street parking for residents.

ATTACHMENTS

1. Application
 2. Aerial Exhibit
-



APPLICATION FEE PER THE CURRENT ADOPTED FEE SCHEDULE

Traffic Advisory Committee 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: DAPHNE D. DAHMSDate: September 6, 2022

Address: [REDACTED]

Phone: [REDACTED]

Type of Request (check all that apply):

- ☐ Parking Designations ☐ Crosswalk ☒ Curb Markings (White, Yellow, etc.) RED ZONE
☐ Warning Sign ☐ Traffic Signal/Stop Sign ☐ Signing/Striping 6'-7'
☐ Other _____

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: OVERALL OUR STREET PARKING IS NOT CONGESTED. JUAREZ IS A VERY NARROW STREET. I AM REQUESTING THAT 6'-7' SOUTH OF THE DRIVE AT 1841 BE A DESIGNATED RED ZONE TO ENSURE I CAN SAFELY ENTER AND EXIT MY DRIVEWAY/GARAGE, WHICH IS DIRECTLY OPPOSITE. I BACK INTO MY GARAGE SO I CAN DRIVE OUT FORWARD: EASIER TO BACK UPHILL; IF I COLLIDE, IT'S MY OWN PROPERTY. BACKING OUT I CANNOT SEE (DROPS AWAY) AND HAVE DIFFICULTY NEGOTIATING A TURN WITHOUT HITTING MY RETAINING WALL OR A PARKED VEHICLE. DIFFICULTY WHEN GUESTS OF TEENAGER AT 1848 ARRIVE EN MASSE - 5 OR 6 VEHICLES. IF THEY PARK DIRECTLY ACROSS I RISK HITTING THE FRONT OF THEIR VEHICLE. I CANT ANGLE MY CAR TO BACK IN, AND HAVE TO ASK THEM TO

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

PLEASE MOVE THEIR VEHICLE. A SMALL RED ZONE WOULD INCREASE SAFETY AND CLEARLY DELINEATE AVAILABLE SPACE.

TAC REQUEST PROCEDURE

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Marking curb – per curb (20' maximum length)	Per current adopted fee schedule
Installation of one sign	

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

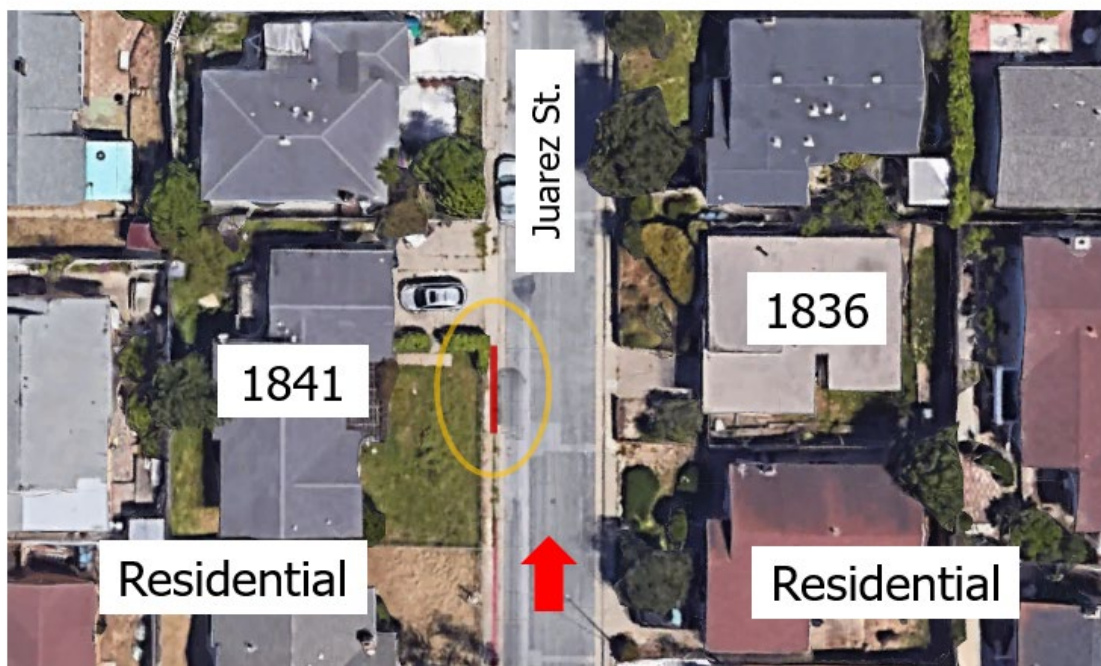
TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Daphne D Dahms understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

Daphne D Dahms
Applicant Signature

September 6, 2022
Date

I WOULD APPRECIATE MEETING WITH THE ENGINEER IN PERSON, TO EXPLAIN THE LOGISTICS AND DEMONSTRATE THE PROBLEM AND MY DIFFICULTY MANEUVERING. I WILL BE



Consider installation of red curb in front of 1841 Juarez Street.