



## **AGENDA**

CITY OF SEASIDE

TRAFFIC

ADVISORY COMMITTEE

REGULAR MEETING

440 HARCOURT AVE (COUNCIL CHAMBER)

Tuesday, November 18, 2025

5:00 PM

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***NOTICE:*** *The City Council and the City's Boards, Commissions and Committees, will hold its public meetings in person, with a virtual option for public participation based on availability. The City of Seaside utilizes Zoom tele-conferencing technology for virtual public participation; however, we make no representation or warranty of any kind, regarding the adequacy, reliability, or availability of the use of this platform in this manner. Participation by members of public through this means is at their own risk.*

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### **VIRTUAL PUBLIC PARTICIPATION INSTRUCTIONS**

- 1.** To view this meeting: Please click on the following link to the City of Seaside YouTube Channel: <https://www.youtube.com/c/CityofSeasideCalifornia>
- 2.** To view or participate in this meeting: Using the Zoom application on your smart phone, laptop, tablet or desktop and click on this link: <https://ci-seaside-ca-us.zoom.us/j/83054885120>  
**WEBINAR ID:** 830 5488 5120
- 3.** To listen or participate by phone: Please call (669) 900-9128  
Enter the **WEBINAR ID:** 830 5488 5120 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](mailto: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:** When the Chair calls for public comment, members of the public participating in person and wishing to address the Committee may approach the podium when the Chair calls for public comment.

When the Chair calls for public comment, members of the public participating on Zoom and wishing to address the City Council can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press \*9 to "Raise Hand"; press \*6 to unmute.

- 5.** In accordance with the City's Remote Meeting Participation Policy for Public Comment: The City of Seaside reserves the right to refuse, limit, and/or revoke use of video conferencing

technology and the option for virtual public participation. Granting use of the virtual participation in no way constitutes an endorsement of any person or group to display hateful conduct, including sending or posting hateful images, making violent threats, or targeting others with hateful or abusive speech. The City may remove any participant that violates its agreement or applicable policy with proper notice as outlined in the conditions of use/meeting access.

**1. CALL TO ORDER**

**ROLL CALL - TRAFFIC ADVISORY COMMITTEE**

David R. Pacheco	Committee Member
Nick Borges	Police Chief
Paul Blaha	Fire Chief
Thomas Korman	City Engineer
Andrew Myrick	Housing and Planning Manager

**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**

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 SEPTEMBER 16, 2025 REGULAR MEETING**

**5. BUSINESS ITEMS**

**A. CONSIDER THE INSTALLATION OF BLUE CURB IN FRONT OF 1111 HAMILTON AVENUE**

**B. CONSIDER CHANGING CONTRA COSTA STREET FROM TWO WAY TO ONE WAY SOUTHBOUND BETWEEN BROADWAY AVENUE TO THE ALLEY**

**6. STAFF COMMUNICATION**

**7. ADJOURNMENT**

Next Regularly Scheduled Meeting:  
December 16, 2025  
5:00 PM

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The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. The City Council chamber is equipped with a portable microphone and assisted listening devices are available at all meetings. Live streamed meeting videos as well as videos of past meetings are available on the City's website at:

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

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## DRAFT MINUTES

CITY OF SEASIDE  
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING  
CITY COUNCIL CHAMBERS  
Tuesday, September 16, 2025 5:00 PM

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### 1. **CALL TO ORDER**

The meeting called to order at 5:00 P.M.

### **ROLL CALL - TRAFFIC ADVISORY COMMITTEE**

#### **Present:**

David R. Pacheco, Committee Chair  
Nick Borges, Police Chief  
Paul Blaha, Fire Chief  
Thomas Korman, Public Works Director  
Andrew Myrick, Housing and Planning Manager

### 2. **REVIEW OF AGENDA**

### 3. **PUBLIC COMMENT**

### 4. **APPROVAL OF MINUTES**

#### **A. APPROVE MINUTES FOR THE AUGUST 19, 2025 REGULAR MEETING**

Approved by Pacheco, Blaha, Borges, Korman. Abstain: Myrick

#### **B. APPROVE MINUTES FOR THE MAY 20, 2025 REGULAR MEETING**

Approved by Pacheco, Blaha, Borges, Korman, Myrick

### 5. **BUSINESS ITEMS**

#### **A. CONSIDER THE APPROVAL OF TANDEM PARKING AT 6 HEITZINGER PLAZA**

Public Comment: N/A

***ACTION: Approve Tandem Parking at 6 Heitzinger Plaza***

RESULTS: 5-0-0-0

AYES: Pacheco, Blaha (2<sup>nd</sup>), Borges (1<sup>st</sup>), Korman, Myrick

NOES: None

ABSTAIN: None  
ABSENT: None

Comments: Myrick: Clarify that the TAC can not APPROVE this item, only provide recommendation to send to Planning Commission.

**6. STAFF COMMUNICATION**

None

**7. ADJOURNMENT**

Meeting adjourned at 5:07 P.M.

**Respectfully submitted,**

\_\_\_\_\_  
**Paul Ensley, Sr. Administrative Assistant**

\_\_\_\_\_  
**David R. Pacheco, Chair**



**CITY OF SEASIDE  
STAFF REPORT**

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

**TO:** Traffic Advisory Committee

**BY:** Patrick Grogan, Associate Engineer  
Aaron Hahn, Junior Engineer

**DATE:** November 18, 2025

**SUBJECT: CONSIDER THE INSTALLATION OF BLUE CURB IN FRONT OF  
1111 HAMILTON AVENUE**

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**RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee consider the installation of blue curb in front of 1111 Hamilton Avenue.

**BACKGROUND**

Staff received the Traffic Advisory Committee (TAC) Request Application (attachment 1), dated September 9, 2025, from a resident requesting the installation of blue curb in front of 1111 Hamilton Ave.

1111 Hamilton Ave is one of two residences on a residential parcel. The other house is to the west and is on the corner of Hamilton Ave and Terrace St. Hamilton Ave is a two-way residential street, with a posted speed limit of 25 miles per hour (mph). Hamilton runs east-west, and has parallel parking on both sides of the street. The street is approximately 35.5 feet wide, from face of curb to face of curb. Sidewalks measuring approximately 5 feet wide are present on this block. Single-family residences are present on this block.

Staff conducted a site visit at 1111 Hamilton (attachment 2 & 3). During the site visit, it was noted that there were several cars parked on the street, with little parking available. The lot has approximately 126 feet of street frontage along Hamilton, and 81 feet of street frontage along Terrace St. There is a driveway from Terrace St, which is 13.5 feet wide at the curb. This driveway connects to a parking area at the rear of the

house. The resident keeps a commercial truck parked there, and the other residents often park their own cars there, blocking her in. The resident stated that she has a handicap parking permit, and due to arthritis, she cannot move around very easily. She stated that because parking spots are rarely available near her residence, she has to walk a block or two after parking.

Per SMC 10.32.240 A.5, Curb markings to indicate no stopping and parking regulations. "Blue indicates parking limited exclusively to the vehicles of physical handicapped persons."

Public Right of Way Accessibility Guidelines (PROWAG) section R310.2 outlines the requirements for American with Disabilities Act (ADA) compliant parallel parking spots. This regulation is summarized as follows:

#### R310.2.1 Dimensions

Parallel on-street parking spaces shall be at least 24 feet (7.3 m) long minimum and 13 feet (4.0 m), and shall not encroach on the traveled way, except where spaces are altered but the adjacent pedestrian circulation path is not. Any accessible parallel on-street parking spaces provided may have the same dimensions as the adjacent parallel spaces if they are provided nearest a compliant crossing with a curb ramp or blended transition. The right of way should not be less than 9 feet in width.

#### R310.2.2 Pedestrian Access Route Connection

Each parallel on-street parking spaces shall connect to pedestrian access routes. Where curb ramps and blended transitions are used, they shall not reduce the required width or length of the parking spaces and shall be located at either end of the parking space.

In order to conform with the above regulations, curb and sidewalk alterations (attachment 4) would be required in order to place the ADA parking space in front of 1111 Hamilton. The current width from the centerline of the right of way to the back of the sidewalk is approximately 22.75 feet. A minimum width of 27.5 feet, from centerline to the back of the sidewalk, is required to install the appropriate curb and sidewalk alterations. Alternatively, a section of blue curb may be painted to designate an ADA-compliant parking spot adjacent to a corner curb ramp, or midblock crossing with a curb ramp. The corner of the property at Hamilton Ace and Terrace St has an ADA compliant ramp, though it cannot be used because there is not enough space between the corner and the nearest driveway approach for a standard parking space.

Due to the lack of compliant curb ramps, staff evaluated the following alternative solution to fulfill the applicant's request.

Alternative: Paint 20 feet of green curb 20 feet east of the existing driveway on the property. California Vehicle Code section 22511.5 allows a person displaying a disabled

placard or license plate to park for an unlimited amount of time in time-restricted parking spaces. The general public would still be allowed to park in the space within the 20 minute time restriction.

Due to the lack of right-of-way width and required improvements to conform with the ADA regulations, Staff recommends placing green curb in front of 1111 Hamilton Ave.

**FISCAL IMPACT**

There is no fiscal impact associated with this item, as the applicant is responsible for the cost of the colored curb installation and sign installation, and the cost of any alterations to the curb and sidewalk necessary to install an ADA parking space. The cost to install a colored curb is \$522 per 20 linear feet. The cost to install a sign and post for a handicap parking spot is \$522.

**ATTACHMENTS**

- 1. Application
  - 2. Aerial View
  - 3. Photo Exhibit
  - 4. Relevant Code Sections and Figures
- 
-



# 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 3<sup>rd</sup> 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: Lorenza F. Martinez Date: 09/09/2025

Address: 1111 Hamilton Ave Seaside CA 93955 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 handicap (parking)

**FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS**

Request: I need the parking space in front of the property 1111 Hamilton Ave Seaside CA 93955 because ~~para~~ I am disabled and my doctor gave me disability for life because of my Arthritis and recent surgery. I have handicap parking permit. There is usually never parking because a lot of people there have multiple vehicles. My driveway is occupied with a commercial vehicle that remains there. That is why I kindly request a parking space in front of my home.

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, Lorenza F. Martinez 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

09/09/2025  
Date



Requested location of Blue Curb



Proposed Curb Location.



Front of Property.



Example of parking availability, taken at 11am.



Rear parking area.



Example of recessed ADA compliant parking space being constructed on Lincoln St.



Example of recessed ADA compliant parking space being constructed on Lincoln St.

*Transit shelters* shall comply with R309.2.

### **R309.2.1 Connection to Boarding and Alighting Areas**

*Transit shelters* shall be connected by *pedestrian access routes* complying with R302 to boarding and alighting areas complying with R309.1.1 or *boarding platforms* complying with R309.1.2.

### **R309.2.2 Clear Space**

*Transit shelters* shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within *transit shelters*, the clear space shall be located either at one end of a seat or so as to not overlap the area within 18 inches (455 mm) from the front edge of the seat.

### **R309.2.3 Environmental Controls**

Where provided, environmental controls within *transit shelters* shall be proximity-actuated.

### **R309.2.4 Protruding Objects**

Protruding objects within *transit shelters* shall comply with R402.

## **R310 On-Street Parking Spaces**

### **R310.1 General**

On-street parking spaces shall comply with R310.

### **R310.2 Parallel On-Street Parking Spaces**

Parallel on-street parking spaces shall comply with R310.2.

#### **R310.2.1 Dimensions**

Parallel on-street parking spaces shall be 24 feet (7.3 m) long minimum and 13 feet (4.0 m) wide minimum. Parallel on-street parking spaces shall not encroach on the *traveled way*.

EXCEPTIONS: 1. Where parallel on-street parking spaces are *altered* but the adjacent *pedestrian circulation path* is not, any *accessible* parallel on-street parking spaces provided may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the *crosswalk* at the end of the block face or nearest a midblock *crosswalk*, and a *curb ramp* or *blended transition* is provided serving the *crosswalk*.

2. In *alterations*, where providing parallel on-street parking spaces with the dimensions specified in R310.2.1 would result in an available right-of-way width less than or equal to 9 feet (2.7 m), measured from the *curb line* to the right-of-way line, the *accessible* parallel on-street parking spaces may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the *crosswalk* at the end of the block face or nearest a midblock *crosswalk*, and a *curb ramp* or *blended transition* is provided serving the *crosswalk*.

### **R310.2.2 Pedestrian Access Route Connection**

Parallel on-street parking spaces shall connect to *pedestrian access routes*. Where *curb ramps* and *blended transitions* are used, they shall not reduce the required width or length of the parking spaces and shall be located at either end of the parking space. Where two or more *accessible* parallel on-street parking spaces complying with the dimensions specified in R310.2.1 are contiguous on a block face, each *accessible* parallel on-street parking space shall have an independent connection to the *pedestrian access route*. *Curb ramps* and *blended transitions* shall be provided in accordance with R203.6.1.3 and shall comply with R304. *Detectable warning surfaces* are not required on *curb ramps* and *blended transitions* used exclusively to connect *accessible* on-street parallel parking spaces to *pedestrian access routes*.

EXCEPTION: In *alterations*, where parallel on-street parking spaces are provided in accordance with Exception 1 or 2 to R310.2.1, the parallel on-street parking space shall be connected to the *curb ramp* or *blended transition* serving the *crosswalk* by a *pedestrian circulation path* complying with R302.6, except that changes in level are not permitted.

### **R310.2.3 Surfaces**

Surfaces of parking spaces shall comply with R302.6, except that changes in level are not permitted.

### **R310.2.4 Clearance Adjacent to Parking Spaces**

The center 50 percent of the length of the *sidewalk*, or other surface, adjacent to an *accessible* parallel parking space shall be free of obstructions, including parking identification signs, parking pay meters, and parking pay stations, and shall comply with R302.6.

### **R310.2.5 Identification**

Parallel on-street parking spaces shall be identified by signs displaying the International Symbol of Accessibility complying with R411. Signs shall be 60 inches (1525 mm) minimum above the ground surface measured to the bottom of the sign.

### **R310.3 Perpendicular Parking Spaces**

Perpendicular parking spaces shall comply with R310.3.

#### **R310.3.1 Access Aisles**

Perpendicular on-street parking spaces shall have adjacent access aisles 96 inches (2440 mm) wide minimum extending the full length of the parking space. One access aisle shall be permitted to serve two parking spaces where front and rear entry parking are both permitted. Where an access aisle serves only one parking space and parking is restricted to either front entry or rear entry orientation, the access aisle shall be located on the passenger side of the vehicle.

### **R310.4 Angled Parking Spaces**

*Accessible* angled parking spaces shall comply with R310.4.

#### **R310.4.1 Width**

The width of an angled parking space shall be 132 inches (3350 mm).

#### **R310.4.2 Access Aisles**

Each angled on-street parking space shall have an adjacent access aisle 60 inches (1525 mm) wide minimum extending the full length of the parking space on the passenger side.

## **R310.5 Common Requirements for Perpendicular and Angled Parking Spaces**

Perpendicular and angled parking spaces shall comply with R310.5

### **R310.5.1 Access Aisle Markings**

The access aisle surface shall be marked to discourage parking in the access aisle.

### **R310.5.2 Access Aisle Location**

Access aisles shall be located at the same level as the parking space they serve and shall not encroach on the *traveled way*.

### **R310.5.3 Pedestrian Access Route Connection**

Access aisles shall connect to *pedestrian access routes*. Where *curb ramps* and *blended transitions* are used, they shall not reduce the required width or length of access aisles and parking spaces. *Curb ramps* and *blended transitions* shall be provided in accordance with R203.6.1.4 and shall comply with R304. A *detectable warning surface* is not required on a *curb ramp* or *blended transition* used exclusively to connect on-street parking access aisles to *pedestrian access routes*.

EXCEPTION: In *alterations*, the access aisle may connect to an existing *pedestrian circulation path* in accordance with R202.2.

### **R310.5.4 Surfaces**

Surfaces of parking spaces and access aisles serving them shall comply with R302.6, except that changes in level are not permitted.

### **R310.5.5 Identification**

Perpendicular or angled on-street parking spaces shall be identified by signs displaying the International Symbol of Accessibility complying with R411. The signs shall be located at the head of the parking space. Signs shall be 60 inches (1525 mm) minimum above the ground surface measured to the bottom of the sign.

## **R310.6 Parking Meters and Parking Pay Stations**

Parking meters and parking pay stations that serve *accessible* parking spaces shall provide *operable parts* complying with R403. The clear space required by R403.2 shall be located so that displays and information on parking meters and pay stations are visible from a point located 40 inches (1015 mm) maximum above the center of the clear space in front of the parking meter or parking pay station.

## **R311 Passenger Loading Zones**

### **R311.1 General**

*Accessible passenger loading zones* shall comply with R311.

### **R311.2 Vehicle Pull-Up Space**

*Accessible passenger loading zones* shall provide a vehicular pull-up space that is 96 inches (2440 mm) wide minimum and 20 feet (6.1 m) long minimum.

### **R311.3 Access Aisle**

Vehicle pull-up spaces shall have adjacent access aisles complying with R311.3 that are 60 inches (1525 mm) wide minimum extending the full length of the vehicle pull-up space. Access aisles shall be at the same level as the vehicle pull-up space they serve and shall not encroach on the *traveled way*.

#### **R311.3.1 Clearance Adjacent to Passenger Loading Zone**

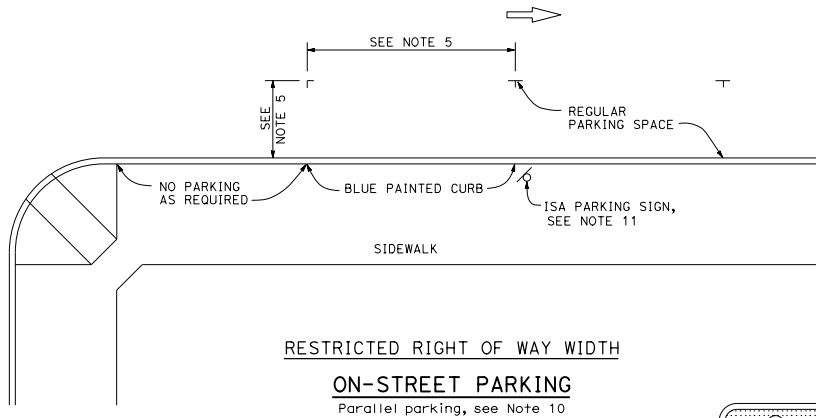
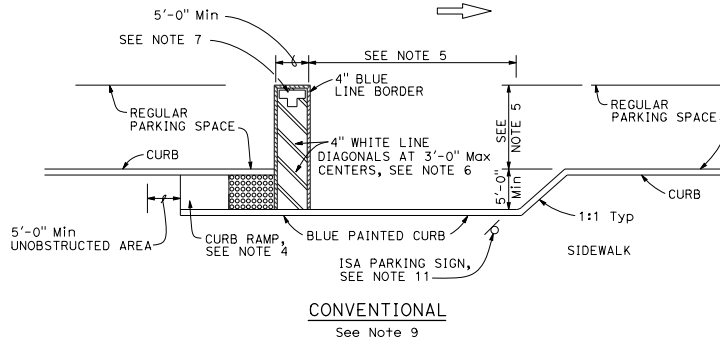
The center 50 percent of the length of the *sidewalk*, or other surface, adjacent to an *accessible passenger loading zone* shall be free of obstructions and comply with R302.6.

#### **R311.3.2 Marking**

Access aisle surfaces shall be marked to discourage parking in them.

#### **R311.4 Surfaces**

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**NO  
PARKING**

**PAVEMENT MARKING**  
See Note 7



SIGN R99 (CA)



SIGN R99C (CA)  
See Note 3



PLAQUE R99B (CA)

SIGN R99 (CA) with PLAQUE R99B (CA),  
See Note 3

**NOTES:**

1. Parking spaces shall be so located that persons with disabilities are not compelled to wheel or walk behind parked vehicles other than their own.
2. Surface slopes of accessible on-street parking spaces shall be the minimum feasible.
3. Where Plaque R99B (CA) or Sign R99C (CA) are installed, the bottom of the sign or plaque panel shall be a minimum of 7'-0" above the surrounding surface.
4. Curb ramps shall conform to the details shown on Standard Plan A88A.
5. Accessible on-street parking spaces shall not be smaller in length or width than that specified by the local jurisdiction for other parking spaces, but not less than 20'-0" in length and not less than 8'-0" in width.
6. Blue paint, instead of white may be used for marking accessibility aisles in areas where snow may cause white markings to not be visible.
7. The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square foot area for painting the words "NO PARKING".
8. There shall be no obstructions on the sidewalk adjacent to and for the full length of the parking space, except for the ISA parking sign shown.
9. The Conventional detail should be the primary choice of accessible on-street parking. However, if the sidewalk lacks adequate space to construct a standard curb ramp, the Restricted Right of Way detail should be used.
10. If the Restricted Right of Way width detail is selected and it conflicts with a bus stop or other uses, this detail may apply to the other end of the block.
11. Accessible Parking Only Sign shall be Sign R99C (CA) or Sign R99 (CA) with Plaque R99B (CA).

**LEGEND**

ISA - International Symbol of Accessibility

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**ACCESSIBLE PARKING  
ON-STREET**

NO SCALE

**A90B**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

*Rebecca Lynn Mowry*  
REGISTERED CIVIL ENGINEER

May 1, 2023  
PLANS APPROVAL DATE

Rebecca Lynn Mowry  
No. C54415  
Exp. 12-31-23  
CIVIL  
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

2023 STANDARD PLAN A90B

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**VEHICLE CODE - VEH****DIVISION 11. RULES OF THE ROAD [21000 - 23336]** ( *Division 11 enacted by Stats. 1959, Ch. 3.*  )**CHAPTER 9. Stopping, Standing, and Parking [22500 - 22526]** ( *Chapter 9 enacted by Stats. 1959, Ch. 3.*  )

(a) (1) A disabled person or disabled veteran displaying special license plates issued under Section 5007 or a distinguishing placard issued under Section 22511.55 or 22511.59 is allowed to park for unlimited periods in any of the following zones:

**22511.5.**

(A) In any restricted zone described in paragraph (5) of subdivision (a) of Section 21458 or on streets upon which preferential parking privileges and height limits have been given pursuant to Section 22507.

(B) In any parking zone that is restricted as to the length of time parking is permitted as indicated by a sign erected pursuant to a local ordinance.

(2) A disabled person or disabled veteran is allowed to park in any metered parking space without being required to pay parking meter fees.

(3) This subdivision does not apply to a zone for which state law or ordinance absolutely prohibits stopping, parking, or standing of all vehicles, or which the law or ordinance reserves for special types of vehicles, or to the parking of a vehicle that is involved in the operation of a street vending business.

(b) A disabled person or disabled veteran is allowed to park a motor vehicle displaying a special disabled person license plate or placard issued by a foreign jurisdiction with the same parking privileges authorized in this code for any motor vehicle displaying a special license plate or a distinguishing placard issued by the Department of Motor Vehicles.

*(Amended by Stats. 2010, Ch. 478, Sec. 11. (AB 2777) Effective January 1, 2011.)*



**CITY OF SEASIDE  
STAFF REPORT**

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

**TO:** Traffic Advisory Committee  
**BY:** Leslie Llantero, Assistant Engineer

**DATE:** November 18, 2025

**SUBJECT: CONSIDER CHANGING CONTRA COSTA STREET FROM TWO WAY TO ONE WAY SOUTHBOUND BETWEEN BROADWAY AVENUE TO THE ALLEY**

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**RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee consider converting Contra Cost Street from two way traffic to one way southbound between Broadway Avenue to the alley.

**BACKGROUND**

In 2022, the City commissioned DKS Consultants to reassess parking conditions and needs in the West Broadway area. The Parking Study (Study) prepared by DKS Consultants, evaluated current parking supply, occupancy patterns, and the adequacy of parking to accommodate expected future growth. It also identified opportunities to expand public parking through restriping, reconfiguring on-street spaces, utilizing City-owned parcels, and developing future structured parking. The Study area spans Elm Avenue to Olympia Avenue (north-south) and Fremont Boulevard to Del Monte Boulevard (east-west).

The Study identified a total of 512 marked and unmarked parking spaces, including time-restricted, ADA, loading zone, and unrestricted spaces. No spaces are metered. Approximately 70% of spaces are unrestricted, while 30% have a two-hour limit. Overall, the existing supply is adequate for current conditions, but localized shortages occur near certain businesses. Additional development, special events, or buildout under the West Broadway Specific Plan will require increased public parking capacity. The Study identified several opportunities to increase near and long term supply as

follows:

**Short Term (1-3 years)**

- Restriping the existing parking lot south of Broadway & Del Monte
- Install angled parking on Contra Costa Street with one-way southbound operations
- Install angled parking on Hillsdale Street with one-way northbound operations
- Utilize City parcels for interim public parking - implemented

**Medium-Term (3–7 years)**

- Develop a public parking garage (~375 spaces) at the Olympia Avenue site
- Ensure the garage is integrated with planned mixed-use and civic facilities

**Long-Term (7+ Years)**

- Maintain or expand the total supply as the Specific Plan area nears buildout
- Replace parking displaced by public plazas or redevelopment (e.g., Broadway/Del Monte lot)
- Consider additional parking at the multimodal transit hub

**Ongoing Management**

- Conduct parking occupancy surveys every five years
- Adjust supply strategies to support economic development, housing growth, and transportation system changes

**Short-Term Implementation Updates**

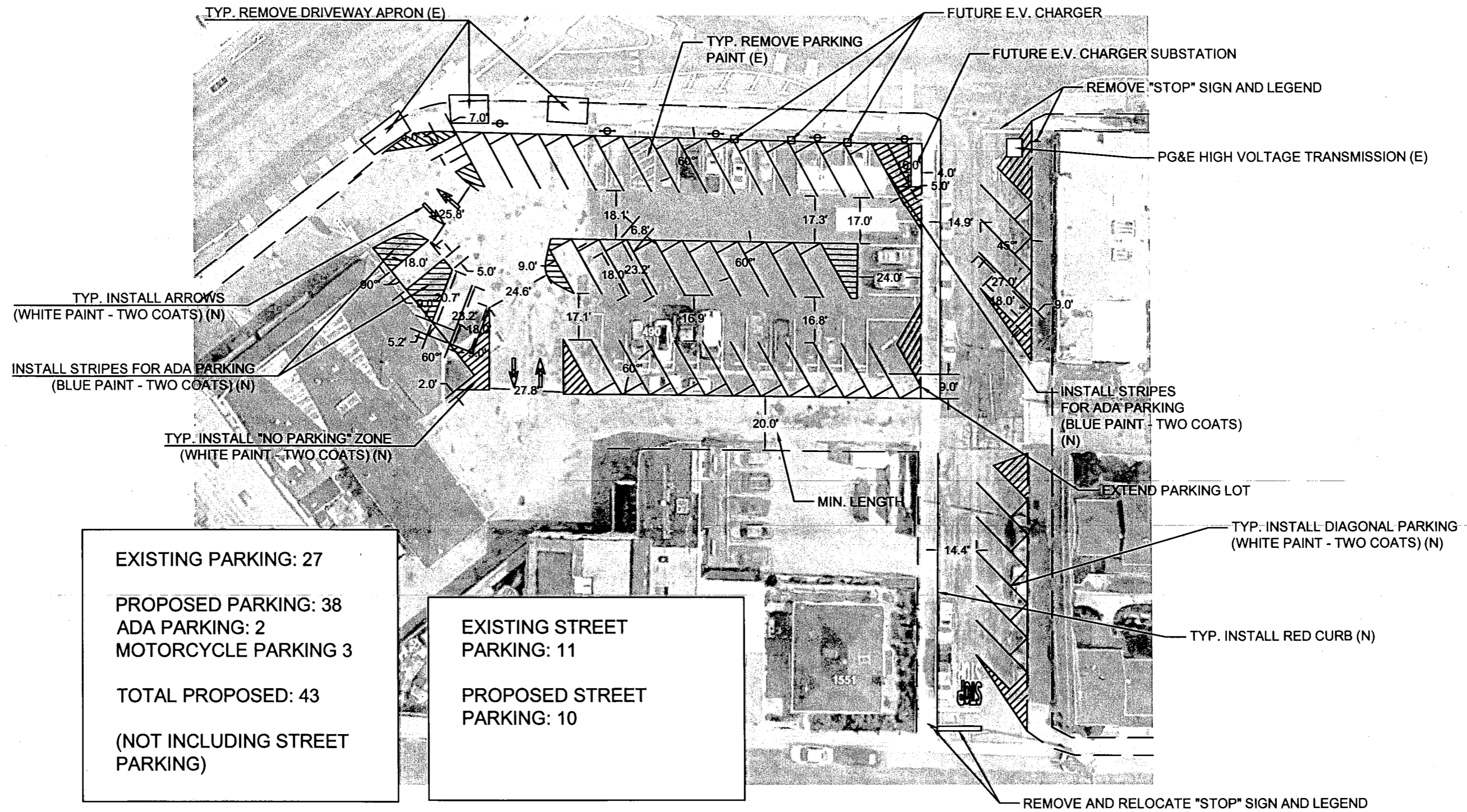
The City has converted the Del Monte Boulevard properties into an interim parking lot (Parking Lot #2). Prior to the Study, two-hour parking signs were installed on both the north and south sides of West Broadway Avenue, extending to the alleys, to encourage greater parking turnover. The Study also noted that the City temporarily reconfigured Contra Costa Street as southbound one-way with angled parking between West Broadway Avenue and Palm Avenue. However, this reconfiguration did not increase on-street parking due to constraints due to existing street conditions.

**Contra Costa Street Corridor Analysis**

Staff analyzed the Contra Costa Street corridor between Broadway Avenue and Palm Avenue, which is adjacent to five properties: Deja Blue restaurant, an apartment complex, a City-owned parking lot, a single-family residence, and Acme Coffee. An alley runs along the corridor between Broadway and Palm. Currently, the corridor provides 11 on-street parking spaces. Converting Contra Costa Street to a southbound one-way with diagonal parking would decrease the total to 10 spaces. However, restriping Parking Lot #1, located at the corner of West Broadway and Contra Costa Street, could yield 43 parking spaces, including 2 ADA spaces and 3 motorcycle spaces. Currently, the lot is striped for 27 spaces.

**ATTACHMENTS**

1. Contra Costa Draft Striping Plan
  2. Seaside Parking Study Report-DKS
-



EXISTING PARKING: 27

PROPOSED PARKING: 38  
 ADA PARKING: 2  
 MOTORCYCLE PARKING 3

TOTAL PROPOSED: 43

(NOT INCLUDING STREET PARKING)

EXISTING STREET PARKING: 11

PROPOSED STREET PARKING: 10

**BROADWAY/DEL MONTE PUBLIC PARKING**

1" = 20'



**CITY OF SEASIDE**

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REVIEWED / DESIGNED BY	
NAME, TITLE	
DATE	

DESIGNED BY:	No.	DATE	REVISIONS
DRAWN BY:			
CHECKED BY:		AUGUST 2025	
CAD Dwg. NAME:			
BROADWAY/DEL.MONTE.PARK.DWG			

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# SEASIDE PARKING STUDY REPORT

APRIL 2022

PREPARED FOR:

**CITY OF SEASIDE**



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## INTRODUCTION

The City of Seaside adopted the West Broadway Urban Village Specific Plan in 2010, along with the completion of the City of Seaside Parking Study and Implementation Plan. The specific plan was intended to foster the development of an urban village concept with West Broadway serving as the city's downtown "Main Street." Since adoption of the specific plan, some transportation improvements have been made, including Complete Streets improvements on Broadway Avenue between Del Monte Boulevard and Fremont Boulevard. In addition, land use has intensified to some degree. Both the specific plan and the 2010 parking study called for development of a city-owned parking garage in the area to accommodate expected parking demand in the West Broadway Urban Village area. Because many businesses in the West Broadway area do not have their own off-street parking supply, the availability of adequate public parking is critical to the economic vitality of the area.

The Seaside Parking Study has been conducted to reassess the current parking needs and opportunities. As part of the study, the on-street parking supply was inventoried, and occupancy surveys were performed. Based on the collected data and the expected future parking demand from the Specific Plan, the adequacy of the existing parking supply is assessed with respect to current and future parking demand. Opportunities for expanding the public parking supply are considered, including on parcels that the City owns or is acquiring as well as potential angled street parking within the Specific Plan area.

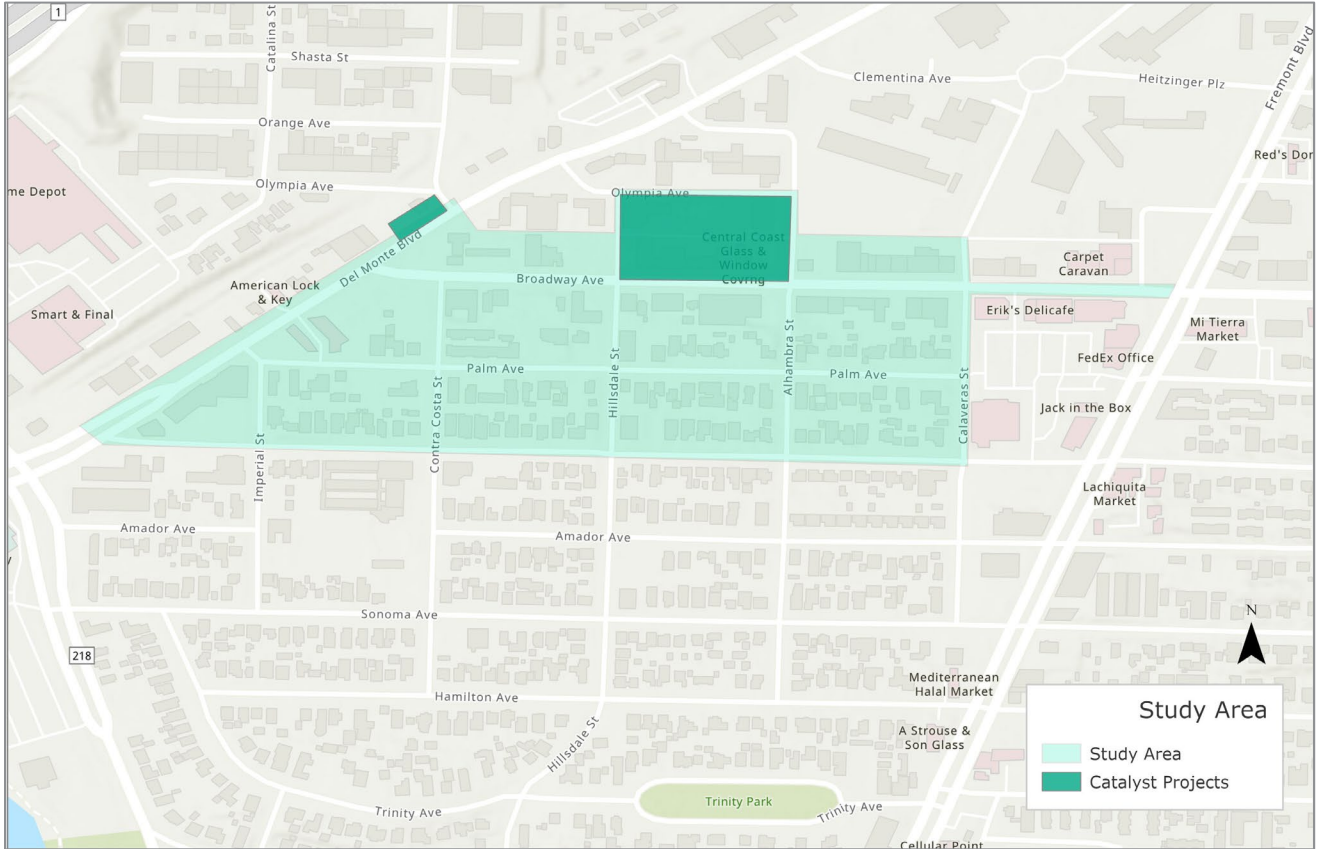
## STUDY AREA

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The study area is in downtown Seaside, surrounding Broadway Avenue west of Fremont Boulevard. The study area is between Elm Avenue and Olympia Avenue in the north-south direction and Fremont Boulevard and Del Monte Boulevard in the east-west direction. There are a mix of commercial and residential land uses in this area. The study area overlaps with much of the West Broadway Urban Village Specific Plan, although focused on a narrower corridor immediately adjacent to Broadway Avenue (the Specific Plan extended further south to Amador Avenue and Del Monte Boulevard).

Key elements of the West Broadway Specific Plan include two catalyst redevelopment projects. The first is a mixed-use library and parking structure located between Hillsdale and Alhambra Streets north of Broadway Avenue. The proposed library and parking project include a public library, parking garage with up to 500 spaces, retail, residential spaces, and a public plaza.

The second catalyst project is the development of a multi-modal transit station on Del Monte Boulevard along with the realignment of Broadway Avenue. The proposed realignment of Broadway Avenue would result in the creation of a four-way intersection, with Broadway Avenue realigned to meet the north leg of Contra Costa Street at Del Monte Boulevard. The south leg of Contra Costa Street would be closed to vehicles while retaining access for pedestrians and bicyclists. The proposed multi-modal transit hub would be built at the northwest corner of the new Del Monte Boulevard and Contra Costa Street intersection. This transit hub will potentially be served by a light rail transit or bus rapid transit system as well as the Monterey-Salinas Transit bus system.



**FIGURE 1: STUDY AREA**



**FIGURE 2: PROPOSED BROADWAY AVENUE REALIGNMENT AND TRANSIT HUB (SOURCE: WEST BROADWAY URBAN VILLAGE SPECIFIC PLAN)**

Figure 1 is a map of the West Broadway area with the study area and the catalyst project locations indicated. See Figure 2 for an illustration of the proposed transit hub concept.

## PARKING SUPPLY INVENTORY

### METHODOLOGY

The on-street parking supply was inventoried by a data collection firm in January 2022. DKS staff verified the parking supply through a Google Street View survey as well as a field visit, which occurred in February 2022. For the study area streets, data was collected on the number of parking spaces, types of parking spaces, parking duration restrictions, and enforcement days and hours. For unmarked on-street parking spaces, one space was estimated as 25 linear feet.

### RESULTS

The on-street parking supply of the entire study area is approximately 512 marked and unmarked spaces<sup>1</sup>. Marked parking spaces comprises 12% of the total parking supply. The available parking



types include time restricted, ADA, loading zones, and unrestricted parking. No parking spaces were metered. The majority (70%) of parking spaces are unrestricted, and about 30% of the spaces have two-hour time limits. Most of the time-restricted spaces are on Broadway Avenue or side streets adjacent to Broadway Avenue. Table 1 shows a summary of available parking spaces and types by street and Figure 4 displays the available parking space types on a map. See Appendix I for the full parking inventory.

Although not the focus of this study, the residential streets south of and parallel to Broadway within the study area do have the potential to provide some “overflow” parking supply for the West Broadway business corridor. However, some blocks lack curb and gutter, limiting the availability of public on-street parking as vehicles are parked partially on private property and partially within the public right of way, as shown in Figure 3.

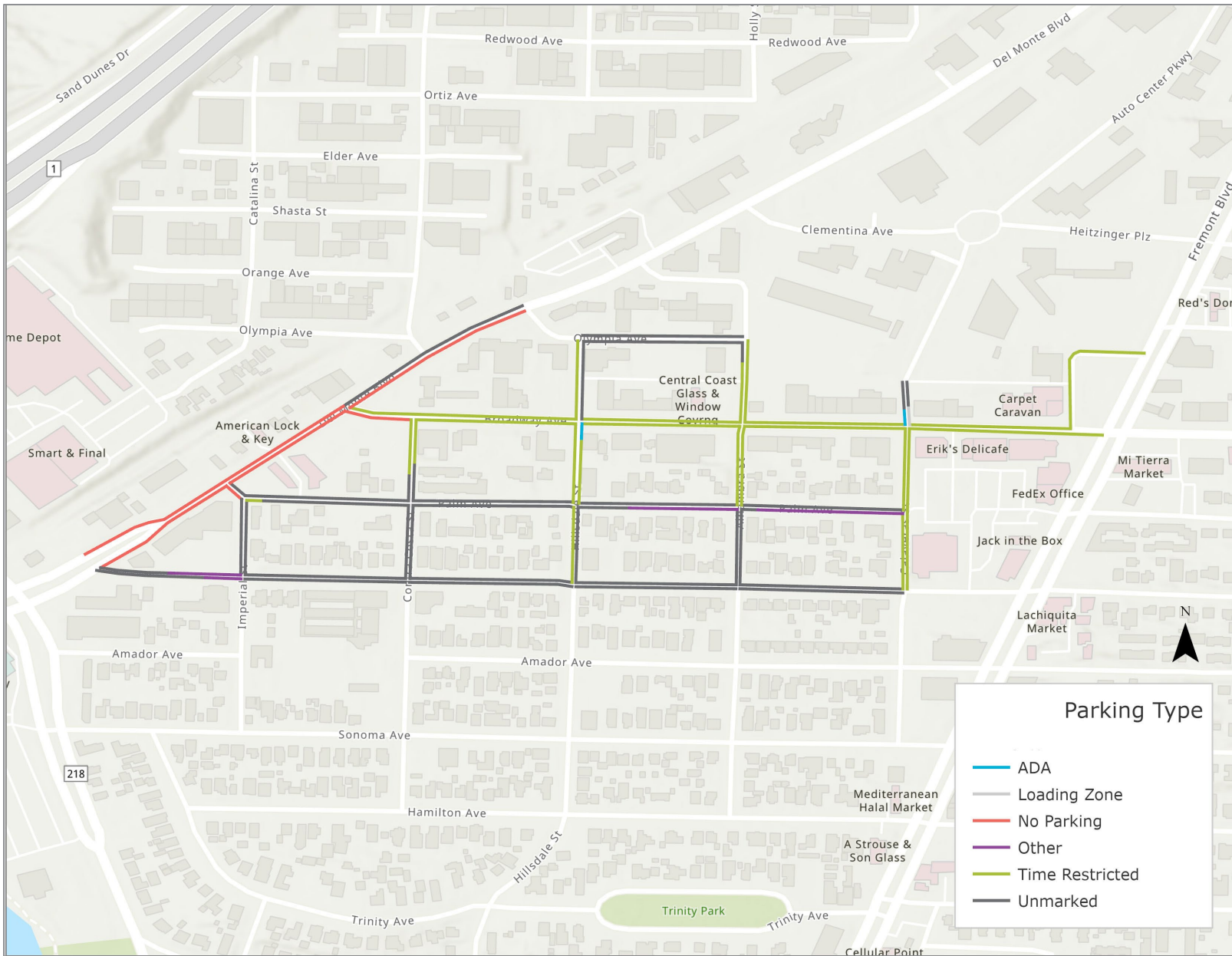
**FIGURE 3: PARKING ON RESIDENTIAL STREET**

<sup>1</sup> Inventory of unmarked on-street parking estimated based on 25 linear feet per space.

**TABLE 1: ON-STREET PARKING SUPPLY BY TYPE**

STREET	DIRECTION	TIME RESTRICTED	ADA	LOADING ZONE	UNRESTRICTED	OTHER <sup>1</sup>	TOTAL SPACES
ELM AVE	Eastbound	0	0	0	77	3	<b>80</b>
	Westbound	0	0	0	64	7	<b>71</b>
PALM AVE	Eastbound	2	0	0	30	21	<b>53</b>
	Westbound	0	0	0	52	0	<b>52</b>
BROADWAY AVE	Eastbound	21	0	0	0	0	<b>21</b>
	Westbound	26	0	0	0	0	<b>26</b>
OLYMPIA AVE	Eastbound	0	0	0	12	0	<b>12</b>
	Westbound	0	0	0	12	0	<b>12</b>
CALAVERA ST	Northbound	15	0	1	1	0	<b>17</b>
	Southbound	12	1	0	2	0	<b>15</b>
ALHAMBRA ST	Northbound	13	0	0	8	0	<b>21</b>
	Southbound	13	0	0	8	0	<b>21</b>
HILLSDALE ST	Northbound	6	1	0	13	0	<b>20</b>
	Southbound	14	0	0	0	0	<b>14</b>
CONTRA COSTA ST	Northbound	5	0	0	13	0	<b>18</b>
	Southbound	4	0	0	10	0	<b>14</b>
IMPERIAL ST	Northbound	0	0	0	8	0	<b>8</b>
	Southbound	0	0	0	8	0	<b>8</b>
DEL MONTE BLVD	Northbound	0	0	0	0	0	<b>0</b>
	Southbound	0	0	0	9	0	<b>9</b>
SANTA BARBARA ST		20	0	0	0	0	<b>20</b>

<sup>1</sup> Spaces on street sections without curbs and gutters



**FIGURE 4: MAP OF ON-STREET PARKING SUPPLY BY TYPE**

## PARKING OCCUPANCY SURVEY

### METHODOLOGY

---

Parking occupancy on the study area streets was observed by a data collection firm in January 2022. Data was collected in 30-minute intervals across midday and evening peak hours on the weekday and weekend. The peak hours for both weekday and weekend were defined as follows:

- Midday Peak Hours: 12:00 – 2:00 PM
- Evening Peak Hours: 7:00 – 10:00 PM

The above times are consistent with the peak hours used in the City of Seaside Parking Study and Implementation Plan (2010). Note that parking occupancy on Santa Barbara Street and Calavera Street north of Broadway Avenue was not observed during the parking occupancy survey.

A commonly used standard to assess parking supply versus demand is that no more than 85 percent of the spaces should be occupied at any given time. Higher occupancy rates are associated with motorists having to circulate excessively in search of a parking space, potentially leading to congestion and emissions impacts.

Note that in the following results, some blocks have an occupancy greater than 100%. This could be due to illegal parking as well as the margin of error of estimating unmarked parking spaces—for example, smaller cars or motorcycles would take up less space than the 25-foot estimation that was applied when estimating parking supply.

### WEEKDAY PARKING OCCUPANCY

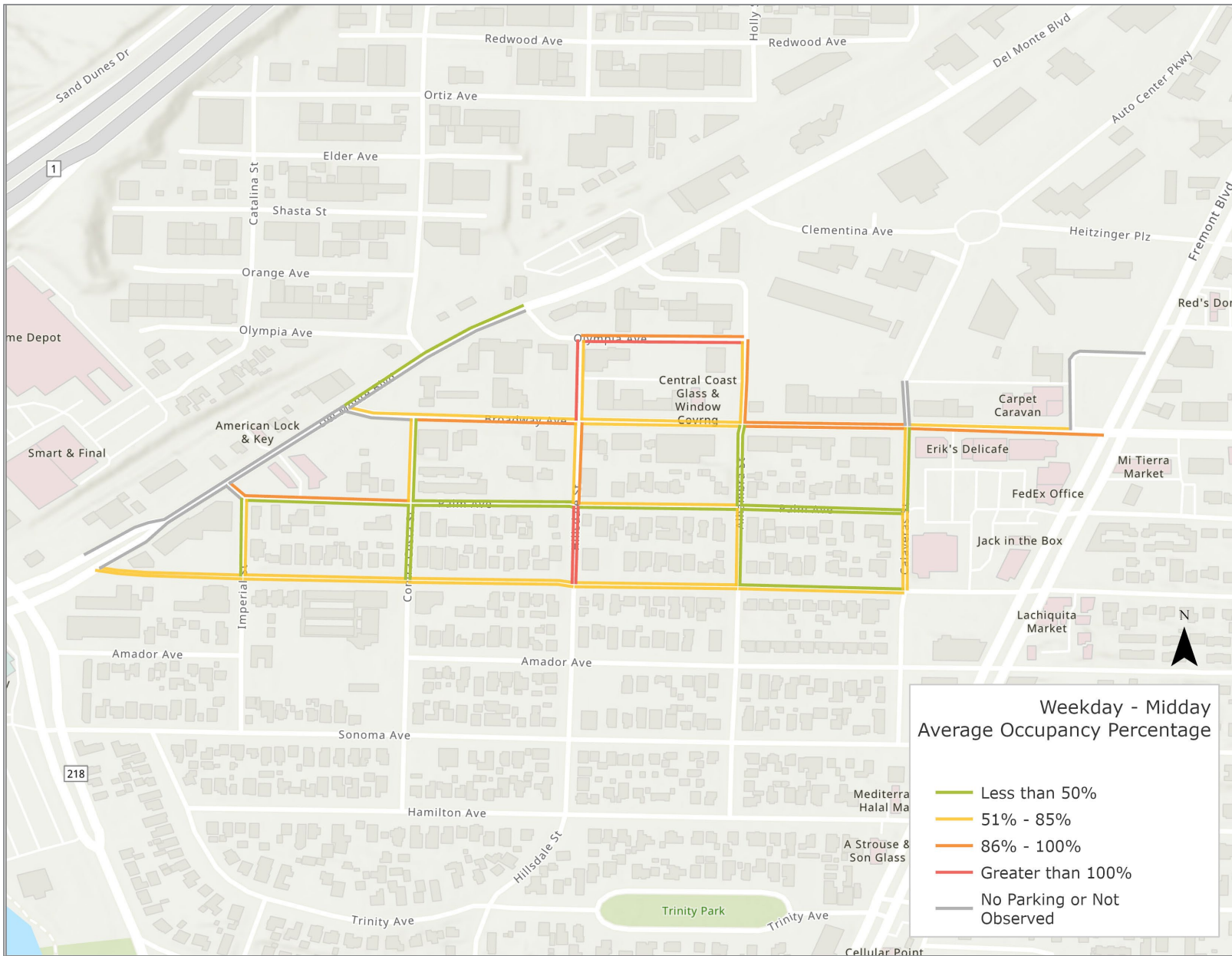
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#### MIDDAY PEAK HOURS

During the midday peak hours, parking demand is highest along Broadway Avenue with average occupancy ranging from 71 to 100%. Olympia Avenue and Hillsdale Street are also heavily parked; this may be due to auto repair businesses storing vehicles on the street while awaiting repairs. Figure 5 displays the average occupancy during the weekday midday peak period.

#### EVENING PEAK HOURS

During the weekday evening observed, there appeared to be more parking availability along Broadway Avenue corridor and Olympia Avenue. In contrast to the midday peak period, the residential areas south of Broadway Avenue generally have higher occupancy during the evening. This is as expected as residents return home for the evening. Figure 6 shows the average occupancy during the weekday evening peak period.



**FIGURE 5: AVERAGE OCCUPANCY DURING WEEKDAY MIDDAY PEAK HOURS (12:00 – 2:00 PM)**



**FIGURE 6: AVERAGE OCCUPANCY DURING WEEKDAY EVENING PEAK HOURS (7:00 – 10:00 PM)**

## WEEKEND PARKING OCCUPANCY

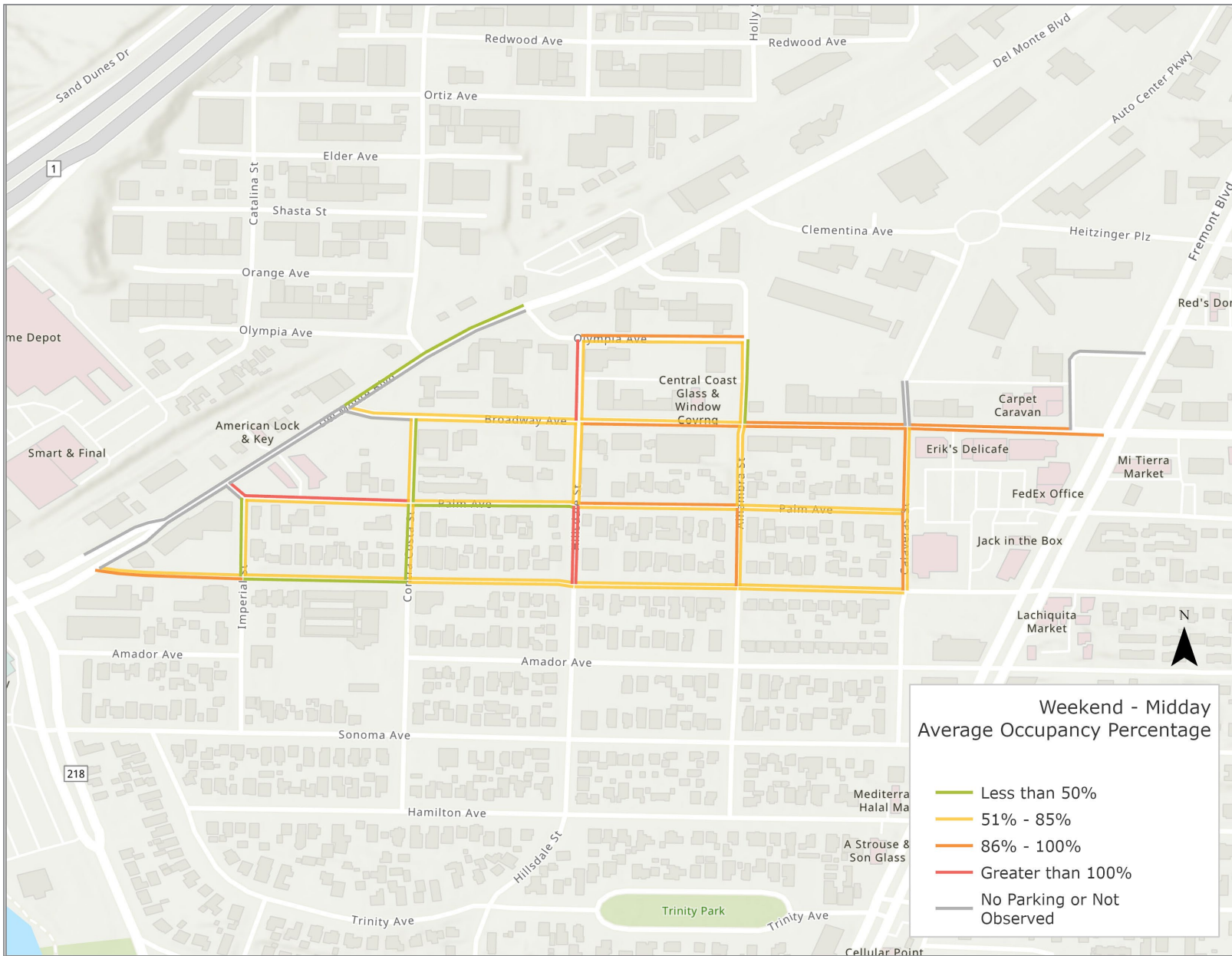
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### **MIDDAY PEAK HOURS**

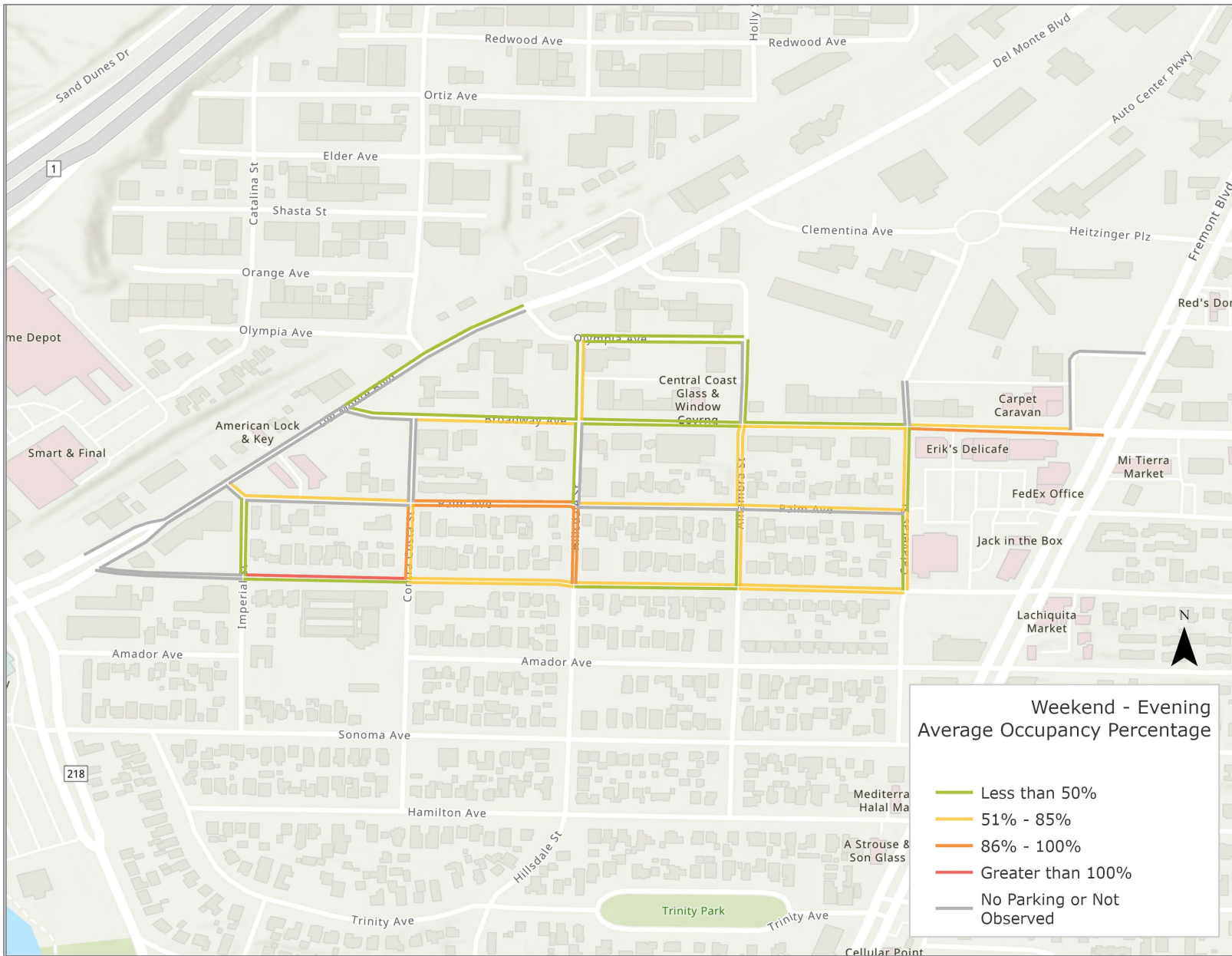
The average occupancy pattern during the weekend midday peak period is comparable to that of the weekday midday peak period. The residential streets south of Broadway Avenue have higher average occupancy than the weekday midday peak period. Figure 7 shows the average occupancy during the weekend midday peak period.

### **EVENING PEAK HOURS**

The average occupancy pattern during the weekend evening peak period is similar to that of the weekday evening peak period. Figure 8 displays the average occupancy during the weekend evening peak period.



**FIGURE 7: AVERAGE OCCUPANCY DURING WEEKEND MIDDAY PEAK HOURS (12:00 – 2:00 PM)**



**FIGURE 8: AVERAGE OCCUPANCY DURING WEEKEND EVENING PEAK HOURS (7:00 - 10:00 PM)**

## PARKING SUPPLY AND EXISTING DEMAND

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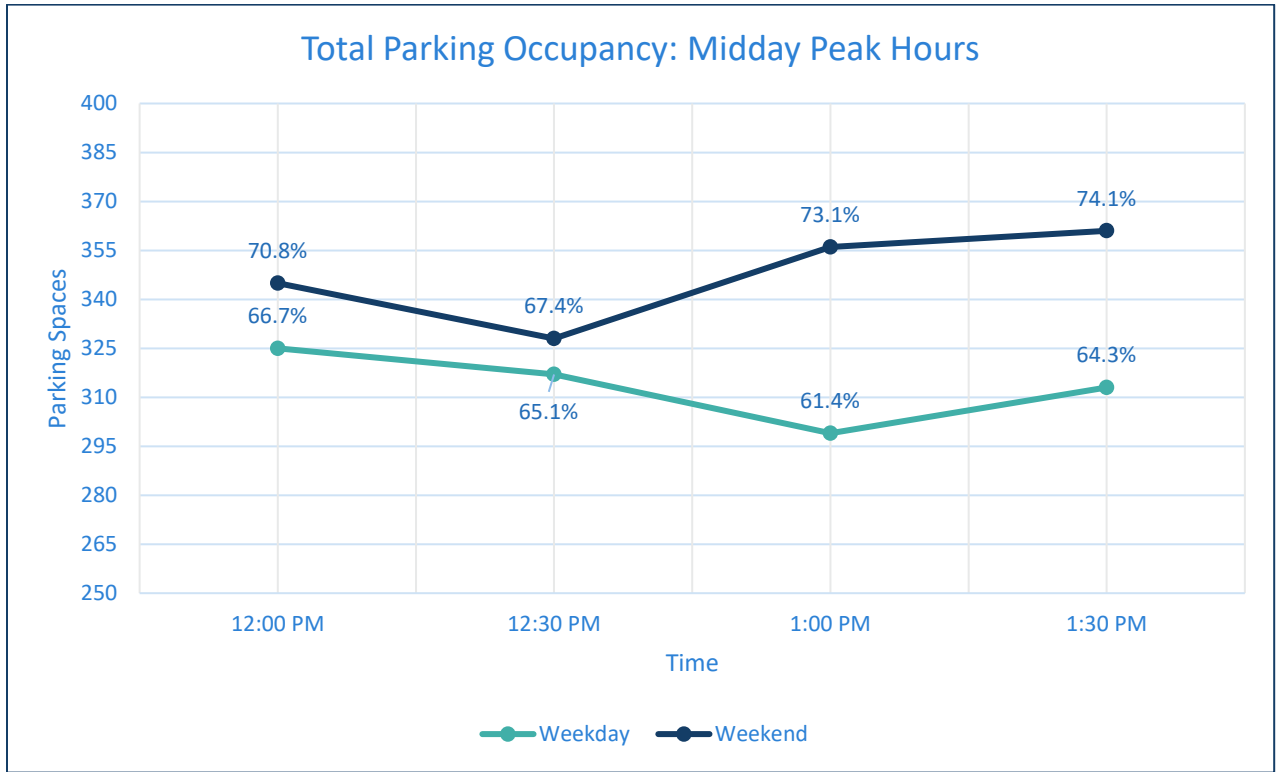
Figure 9 and Figure 10 show the total weekday and weekend parking occupancy for the midday and evening peak hours, respectively. Table 2 shows a comparison between the average and peak occupancy by observation period.

Although the area wide occupancy never exceeds 85 percent in any observation period, there is at least one block that exceeds this threshold in each period. Particularly, Broadway Avenue, Olympia Avenue, Hillsdale Street, and Contra Costa Street have average occupancies of over 85% across multiple observation periods.

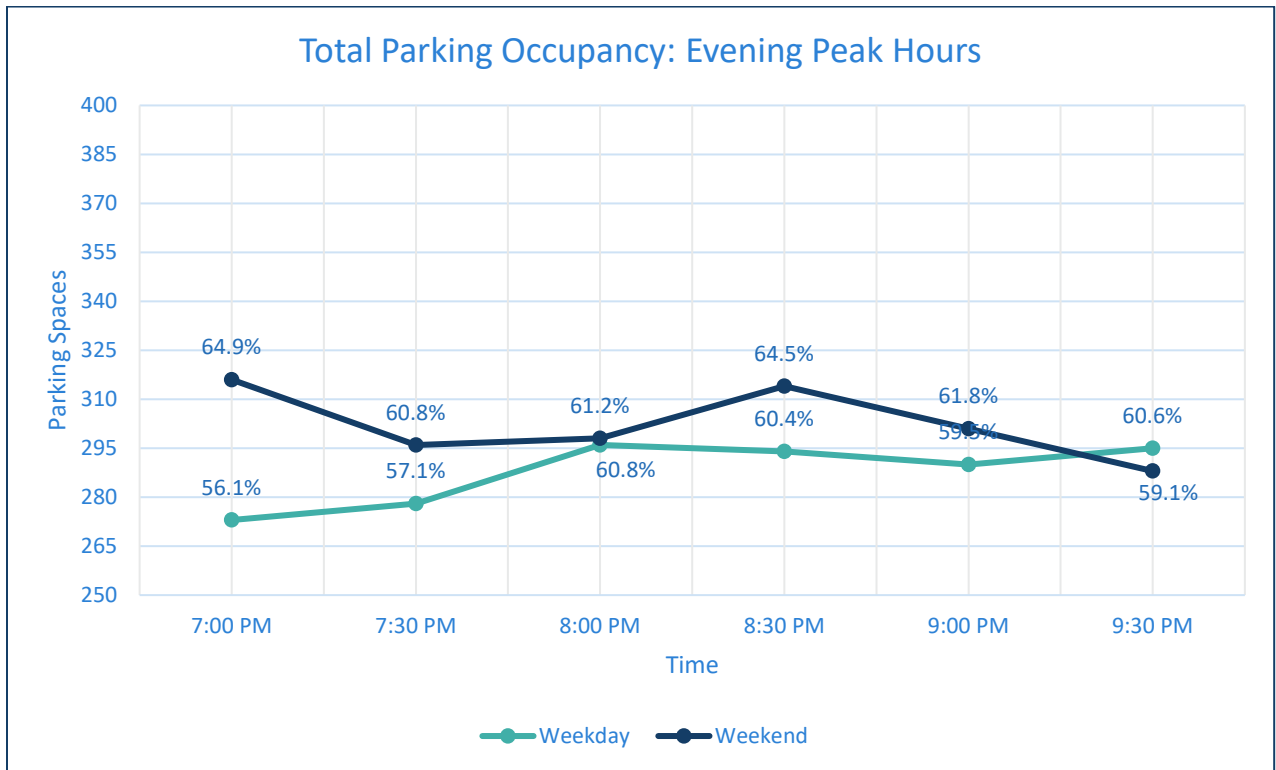
The parking occupancy conditions for each observation period can be summarized as follows:

- *Weekday midday* – The parking supply is barely adequate along Broadway corridor with average midday occupancy at 86%. Pockets of high demand on Olympia Avenue and Hillsdale Street north of Broadway may be due to local businesses storing vehicles on the street. Although some parking spots are available, any intensification of land use would indicate the need for more parking supply.
- *Weekday evening* – There appears to be adequate parking availability along Broadway corridor. Demand along residential streets is generally adequate although higher than midday. This underscores that residential areas should not be assumed available for overflow parking demand for the Broadway corridor, especially if evening uses increase.
- *Weekend midday* – As on weekdays, the parking supply is barely adequate along the Broadway corridor. Parking demand on the residential streets higher than on weekdays.
- *Weekend evening* - Parking availability is adequate along the Broadway corridor.

In general, the parking supply is just adequate for current use, although pockets of high demand occur around specific businesses. Any intensification of land use or special events will require additional parking supply.



**FIGURE 9: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND MIDDAY PEAK HOURS**



**FIGURE 10: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND EVENING PEAK HOURS**

**TABLE 2: AVERAGE VS PEAK OCCUPANCY BY PEAK PERIOD<sup>1</sup>**

STREET	DIRECTION	WEEKDAY				WEEKEND			
		MIDDAY		EVENING		MIDDAY		EVENING	
		AVG.	PEAK	AVG.	PEAK	AVG.	PEAK	AVG.	PEAK
ELM AVE	Eastbound	69%	75%	60%	70%	68%	73%	53%	55%
	Westbound	71%	76%	82%	<b>92%</b>	69%	79%	80%	<b>92%</b>
PALM AVE	Eastbound	36%	40%	76%	83%	62%	72%	74%	<b>89%</b>
	Westbound	60%	65%	79%	85%	<b>87%</b>	<b>90%</b>	79%	<b>83%</b>
BROADWAY AVE	Eastbound	<b>86%</b>	<b>91%</b>	38%	48%	<b>86%</b>	<b>95%</b>	57%	67%
	Westbound	77%	85%	42%	54%	<b>89%</b>	<b>96%</b>	77%	<b>89%</b>
OLYMPIA AVE	Eastbound	<b>108%</b>	<b>108%</b>	17%	25%	67%	<b>92%</b>	33%	50%
	Westbound	<b>100%</b>	<b>100%</b>	17%	17%	<b>92%</b>	<b>117%</b>	42%	58%
CALAVERA ST <sup>2</sup>	Northbound	47%	53%	40%	47%	60%	73%	47%	53%
	Southbound	75%	83%	42%	58%	83%	<b>100%</b>	58%	67%
ALHAMBRA ST	Northbound	57%	67%	43%	48%	52%	62%	52%	67%
	Southbound	62%	76%	43%	52%	76%	<b>95%</b>	48%	62%
HILLSDALE ST	Northbound	<b>90%</b>	<b>105%</b>	60%	65%	<b>90%</b>	<b>105%</b>	85%	<b>90%</b>
	Southbound	<b>93%</b>	<b>93%</b>	71%	79%	<b>100%</b>	<b>114%</b>	57%	64%
CONTRA COSTA ST	Northbound	33%	44%	44%	50%	50%	67%	50%	56%
	Southbound	57%	79%	<b>100%</b>	<b>107%</b>	57%	79%	<b>93%</b>	<b>100%</b>
IMPERIAL ST	Northbound	75%	75%	25%	25%	63%	75%	38%	63%
	Southbound	50%	63%	63%	63%	50%	63%	50%	63%
DEL MONTE BLVD	Northbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Southbound	22%	33%	22%	22%	33%	33%	22%	22%

<sup>1</sup> Streets with occupancy greater than 85% (approaching practical parking capacity) are highlighted in yellow.

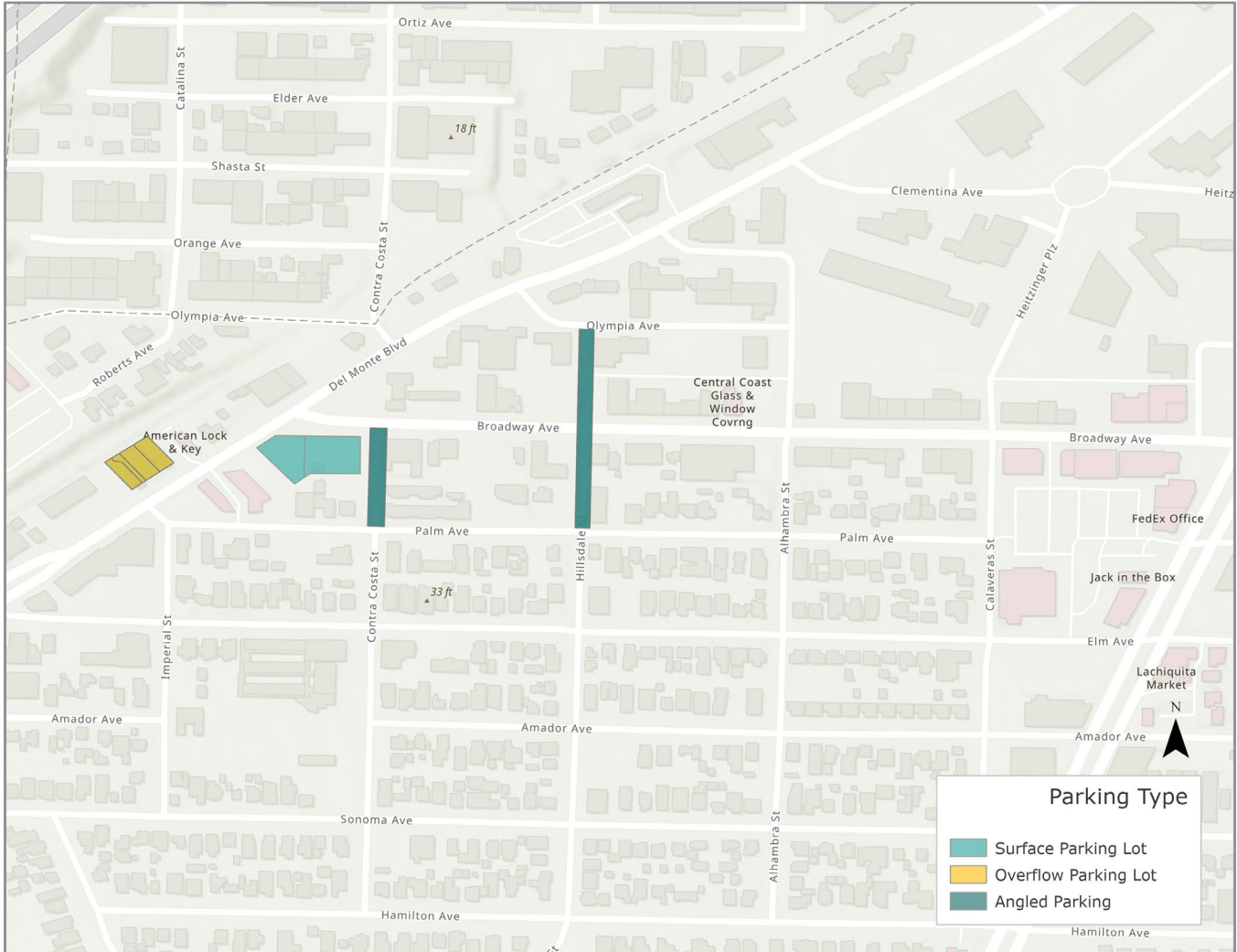
<sup>2</sup> Calavera Street north of Broadway Avenue is not included.

## PARKING OPPORTUNITY ASSESSMENT

Based on the results of the parking supply assessment and future parking demand, it is clear that the City would benefit from additional parking supply. Several options existing for increasing the parking supply.

- The City is in the process of purchasing two parcels at the corner of Broadway and Del Monte. These parcels are ideally located, since they are at the entrance to the downtown corridor and close to the proposed transit hub at the northeast corner of Broadway Avenue and Del Monte Boulevard. Currently serving as a parking lot, these parcels can be restriped to increase the parking supply and potentially also serve additional functions such as bicycle storage and/or rental.
- The City has tested temporary reconfiguration of Contra Costa Street from Broadway to Palm Avenue to function as a one-way southbound facility with on-street angled parking. This temporary configuration increased the parking supply by 24 spaces and could potentially be made permanent and/or implemented at additional locations.
- As proposed in the West Broadway Urban Village Specific Plan, the City plans redevelopment of the block where its corporation yard is currently located, on Olympia Avenue between Hillsdale and Alhambra Streets. This site could host civic, residential, and mixed uses. A public parking garage would serve the civic and mixed uses.
- Additional opportunities may exist for expanding the public parking supply. These include a lot on Fremont Boulevard and Broadway that could potentially be leased. This location would complement the existing angled street parking on Santa Barbara Street. In addition, there is a city-owned parcel on Del Monte that could be used for overflow parking until it is redeveloped.

These strategies for increasing the public parking supply are discussed in more detail in the following sections. Figure 11 locates the various opportunities for additional parking within the study areas.

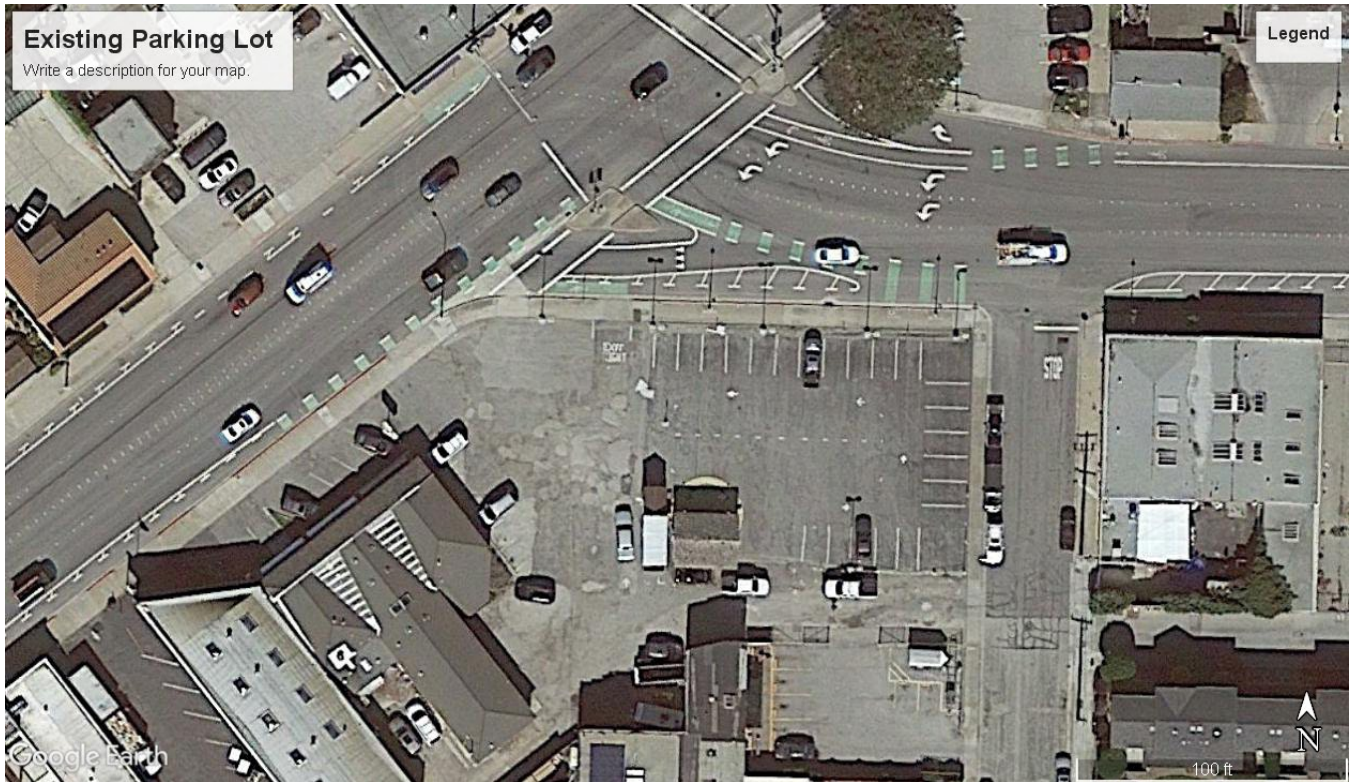


**FIGURE 11: PARKING OPPORTUNITY SITES**

**OFF STREET SURFACE PARKING**

**PUBLIC LOT AT BROADWAY AVENUE AND DEL MONTE BOULEVARD**

This section presents alternative parking layouts for the lot to the south of the Broadway Avenue and Del Monte Boulevard intersection, which currently has 27 stalls. The existing lot has a right-in, right-out exit on Broadway Avenue and a two-way entrance/exit on Contra Costa Street. There is an existing small structure in the southwest corner. Figure 12 shows an aerial image of the existing parking lot. All three proposed layouts increase the number of stalls and incorporate a bike parking area.



**FIGURE 12: AERIAL IMAGE OF EXISTING PARKING LOT**

All Concepts:

- Parking stalls are 20 feet length by 10 feet width
- A 2-foot-wide median curb is placed in the middle of the lot, 24 feet from the south side of Broadway Avenue
- The stalls on the southwest corner of the lot are to be re-striped
- A proposed bike area is placed in the northwest corner of the lot (dimensions vary)

**Concept 1 (Figure 13):**

- Plan removes the existing structure within the lot and the driveway exit on Broadway Avenue
- A 2-foot-wide median curb is placed in the middle of the lot to provide two-way circulation
- The quantity of the proposed stalls is 38 (added 11 new)

**Concept 2 (Figure 14):**

- Plan retains the existing structure, but removes the driveway exit on Broadway Avenue
- A 2-foot-wide median curb is placed in the middle of the lot to provide one-way circulation
- The quantity of the proposed stalls is 33 (added 6 new)

**Concept 3 (Figure 15):**

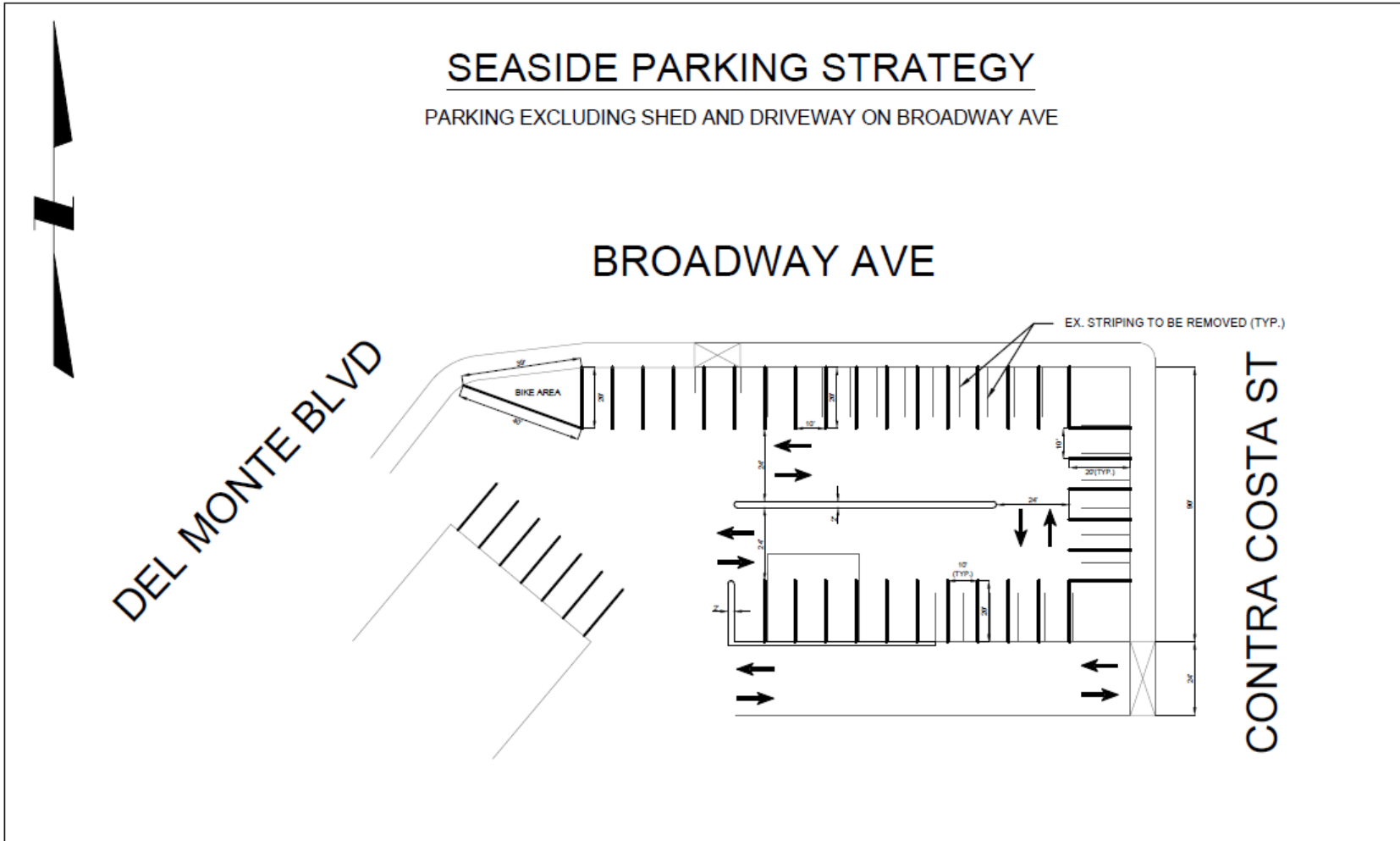
- Plan removes the existing structure, but retains the driveway exit on Broadway Avenue

- A 2-foot-wide median curb is placed in the middle of the lot to provide two-way circulation
- Driveway exit on Broadway Avenue is a exit only and 15 feet in width
- The quantity of the proposed stalls is 36 (added 9 new)

### **ADDITIONAL SURFACE PARKING OPPORTUNITIES**

These include a lot on Fremont Boulevard and Broadway that could potentially be leased. This location would complement the existing angled street parking on Santa Barbara Street.

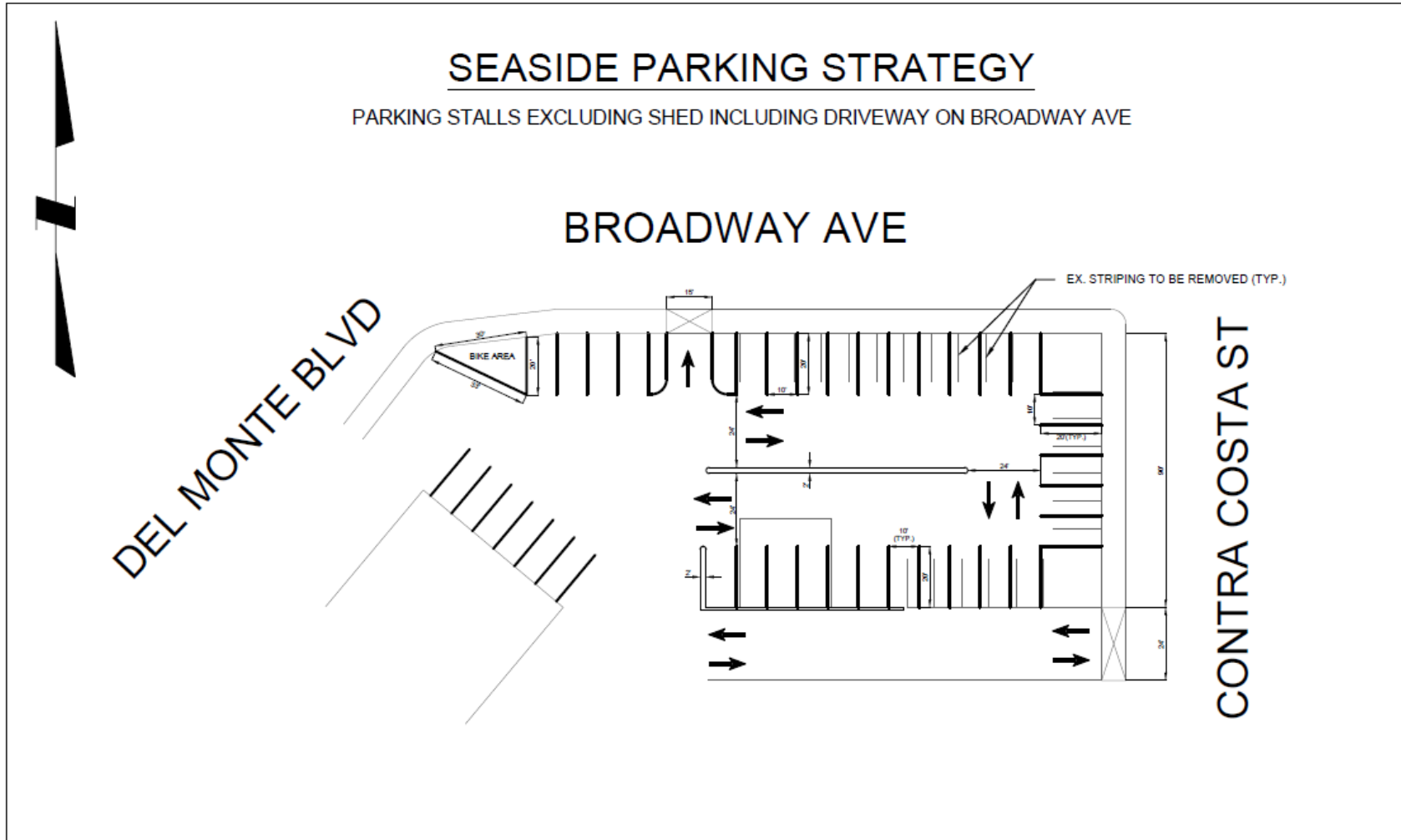
In addition, there are city-owned parcels on Del Monte (APN 011-301-010, 011-301-011, 011-301-023, 011-301-024) that can be converted to overflow surface parking.



PARKING STALLS	
EXISTING	27
PROPOSED	38

**FIGURE 13: PROPOSED PARKING CONCEPT 1**





PARKING STALLS	
EXISTING	27
PROPOSED	36

**FIGURE 15: PROPOSED PARKING CONCEPT 3**

## ON-STREET ANGLED PARKING

As previously mentioned, the City has tested one way operation (southbound) with angled parking on Contra Costa Street between Broadway Avenue and Palm Avenue. This configuration, if permanently implemented would net 21 additional street parking spaces for a 45-degree angle and 25 spaces for a 60-degree angle. Table 3 below summarizes these results.

The study area streets were reviewed to identify additional opportunities for angled parking. Hillsdale Street between Palm Avenue and Olympia Avenue was identified as an additional opportunity for this type of conversion. There is a high parking demand on this street and its width can accommodate all potential parking angles (30, 45, and 60 degrees). Table 4 summarizes the potential change in parking supply with the installation of angled street parking on Hillsdale Street.

**TABLE 3: CHANGE IN PARKING SUPPLY ON CONTRA COSTA ST FROM INSTALLATION OF ANGLED PARKING**

	45-DEGREE	60-DEGREE
<b>EXISTING STALLS, EACH SIDE</b>	10 (east), 6 (west)	10 (east), 6 (west)
<b>PROPOSED STALLS – EAST</b>	20	22
<b>PROPOSED STALLS – WEST</b>	17	19
<b>NET CHANGE IN STALLS</b>	10 (east) 11 (west)	12 (east) 13 (west)

<sup>a</sup> Street width is 34 feet; 9-foot width x 19-foot length stalls

**TABLE 4: CHANGE IN PARKING SUPPLY ON HILLSDALE ST FROM INSTALLATION OF ANGLED PARKING**

	45-DEGREE	60-DEGREE
<b>EXISTING STALLS, EACH SIDE</b>	11	11
<b>PROPOSED STALLS – EAST</b>	20	22
<b>PROPOSED STALLS – WEST</b>	17	19
<b>NET CHANGE IN STALLS</b>	9 (east) 6 (west)	11 (east) 8 (west)

<sup>a</sup> Street width is 34 feet; 9-foot width x 19-foot length stalls

## FUTURE PARKING DEMAND AND NEEDED SUPPLY

The near-term parking supply includes the existing on-street parking supply and the potential parking spaces that can be added through restriping the Broadway Avenue-Del Monte Boulevard parking lot and the angled parking on Hillsdale Street. Taking a conservative estimate by using the minimum number of additional proposed parking spaces, the near-term potential parking supply totals 554 spaces. A summary of this calculation is shown in Table 4.

**TABLE 5: TOTAL NEAR-TERM PUBLIC PARKING SUPPLY**

EXISTING/NEAR-TERM PARKING LOCATION	NUMBER OF SPACES
EXISTING ON-STREET PARKING SUPPLY	512
RESTRIPED BROADWAY-DEL MONTE PARKING LOT	33
ADDITIONAL ANGLED PARKING ON HILLSDALE ST	15
<b>TOTAL NEAR-TERM PARKING SUPPLY</b>	<b>560</b>

Future parking demand associated with the buildout of the West Broadway area was analyzed in the Transportation Impact Analysis prepared for the specific plan, as summarized in Table 5<sup>2</sup>. Assuming that approximately 50 percent of the parking demand is associated with new residential uses, which typically provide on-site parking for residents and guest, the required additional public parking supply ranges from 682 to 1027 spaces, depending on whether minimum or maximum parking standards are applied, and whether shared parking is assumed for annual average or peak parking demands.

Comparing the range of estimated additional public parking supply required to the supply that will be available in the near term (~560 spaces) shows that an additional 122 to 467 spaces must be provided.

The Specific Plan proposes up to 500 parking spaces being built as part of the mixed-use library and public parking project. Of the 500 spaces in the proposed parking garage, 128 spaces would be dedicated to the residential use, leaving 372 additional public spaces to be provided in the parking garage. **Thus, a public garage providing about 375 spaces should, along with the proposed near-term surface parking strategies, provide sufficient parking for average parking demands in the West Broadway specific plan area.**

However, as indicated by the pre-holiday peak shared parking demand calculations reported in Table 5, there will be seasonal and special event peaks where the demand will exceed supply. These occasions may require special arrangements for “overflow” parking, such as parking on the city-owned parcel on Del Monte Boulevard or shuttles to remote parking sites.

<sup>2</sup> Fehr and Peers. *Transportation Impact Analysis; West Broadway Urban Village Specific Plan* (May 2009).

**TABLE 6: ESTIMATED FUTURE PARKING REQUIREMENTS AND DEMAND**

PLAN PHASE	SPECIFIC PLAN PARKING STANDARDS		SHARED PARKING ANALYSIS <sup>b</sup>	
	MINIMUM	MAXIMUM	AVERAGE ANNUAL	HOLIDAY PEAK
PHASE I	411	538		417
PHASE II	773	1009		1239
BUILDOUT	1363	1676	1780	2053
<b>NON-RESIDENTIAL SUPPLY NEEDED <sup>a</sup></b>	682	838	890	1027
<b>ESTIMATED ADDITIONAL SUPPLY REQUIRED</b>	122	278	330	467

<sup>a</sup> Estimated as 50% of the Buildout parking requirement/demand based on the Specific Plan TIA

<sup>b</sup> Urban Land Institute shared parking analysis was conducted for both an annual average and pre-holiday peak season.

Sources: Transportation Impact Analysis; West Broadway Urban Village Specific Plan. Additional calculations by DKS Associates.

In the longer term, the construction of the of the multi-modal transit station on Del Monte Boulevard and the realignment of Broadway Avenue may result in the removal of the parking lot at Broadway Avenue and Del Monte Boulevard. Before this occurs, the spaces should be replaced either by implementing the parking garage at Olympia Street or by providing extra parking at the transit hub.

**SUMMARY OF FINDINGS AND RECOMMENDATIONS**

Although the existing public parking supply in the study area is just adequate, pockets of high demand occur around specific businesses. Any intensification of land use or special events will require additional parking supply. To address these needs in the short term, DKS recommends:

- The existing parking lot on to the south of the Broadway Avenue and Del Monte Boulevard intersection should be restriped following one of the proposed parking layouts that accompany this report.
- Angled parking should be installed on Contra Costa Street between West Broadway Avenue and Palm Avenue with southbound one-way operations. Angled parking may also be installed Hillsdale Street between Olympia Avenue and Palm Avenue with one-way operations northbound to further increase the parking supply in the near term.

In the medium term, the surface parking supply should be supplemented with a public parking garage with a capacity of approximately 375 spaces before the full build out of the area occurs. The most likely location for the garage would be in conjunction with a mixed-use development on the Olympia Avenue site.

In the longer term, the total parking supply will need to be maintained and potentially increased as the area nears build out. For example, plans should be in place to replace parking spaces if the planned public plaza happens to displace the surface lot at Broadway and Del Monte Boulevard. The surface lot spaces might be replaced either at the public parking garage or with the provision of additional parking at the planned transit hub.

Finally, parking occupancy surveys should be conducted appropriately every five years to ensure that an appropriate supply is developed to maintain to support economic and community development in the specific plan area.

# APPENDIX



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## **SECTION 1. PARKING DATA COLLECTION SHEETS**

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25034-Seaside Parking  
 Parking Study: Weekday Occupancy

ELM AVE BTW DEL MONTE & CALAVERAS

		UPDATED LEGAL SPACES	MIDDAY								EVENING									
			12:00	12:30	1:00	1:30	MIDDAY MAX	MIDDAY MAX PERCENTAGE	MIDDAY AVG	MIDDAY AVG PERCENTAGE	7:00	7:30	8:00	8:30	9:00	9:30	EVENING MAX	EVENING MAX PERCENTAGE	EVENING AVG	EVENING AVG PERCENTAGE
<b>EASTBOUND</b>	<b>TOTAL</b>	<b>80</b>	<b>55</b>	<b>51</b>	<b>54</b>	<b>60</b>	<b>60</b>	<b>75.0</b>	<b>55</b>	<b>68.8</b>	<b>44</b>	<b>40</b>	<b>45</b>	<b>50</b>	<b>52</b>	<b>56</b>	<b>56</b>	<b>70.0</b>	<b>48</b>	<b>60.0</b>
DEL MONTE	IMPERIAL	12	8	10	9	12	12	100.0	10	83.3	6	5	7	6	6	7	7	58.3	6	50.0
IMPERIAL	CONTRA COSTA	20	11	10	12	11	12	60.0	11	55.0	13	5	6	9	11	11	13	65.0	9	45.0
CONTRA COSTA	HILLSDALE	16	14	10	11	11	14	87.5	12	75.0	5	11	10	10	11	12	12	75.0	10	62.5
HILLSDALE	ALHAMBRA	18	13	11	14	16	16	88.9	14	77.8	9	10	10	12	12	13	13	72.2	11	61.1
ALHAMBRA	CALAVERAS	14	9	10	8	10	10	71.4	9	64.3	11	9	12	13	12	13	13	92.9	12	85.7
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>71</b>	<b>49</b>	<b>48</b>	<b>48</b>	<b>54</b>	<b>54</b>	<b>76.1</b>	<b>50</b>	<b>70.4</b>	<b>46</b>	<b>53</b>	<b>61</b>	<b>61</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>91.5</b>	<b>58</b>	<b>81.7</b>
CALAVERAS	ALHAMBRA	14	8	7	6	8	8	57.1	7	50.0	10	10	12	9	10	11	12	85.7	10	71.4
ALHAMBRA	HILLSDALE	14	11	12	11	11	12	85.7	11	78.6	8	9	11	12	13	13	13	92.9	11	78.6
HILLSDALE	CONTRA COSTA	17	13	10	11	11	13	76.5	11	64.7	10	14	16	17	17	17	17	100.0	15	88.2
CONTRA COSTA	IMPERIAL	14	8	10	9	12	12	85.7	10	71.4	10	10	12	14	14	15	15	107.1	13	92.9
IMPERIAL	DEL MONTE	12	9	9	11	12	12	100.0	10	83.3	8	10	10	9	8	9	10	83.3	9	75.0

PALM AVE BTW DEL MONTE & CALAVERAS

<b>EASTBOUND</b>	<b>TOTAL</b>	<b>53</b>	<b>16</b>	<b>16</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>39.6</b>	<b>19</b>	<b>35.8</b>	<b>34</b>	<b>42</b>	<b>44</b>	<b>40</b>	<b>39</b>	<b>42</b>	<b>44</b>	<b>83.0</b>	<b>40</b>	<b>75.5</b>
DEL MONTE	IMPERIAL	0	0	0	0	0	0				0	0	0	0	0	0	0			
IMPERIAL	CONTRA COSTA	14	5	5	6	3	6	42.9	5	35.7	7	9	9	8	5	7	9	64.3	8	57.1
CONTRA COSTA	HILLSDALE	12	3	2	3	4	4	33.3	3	25.0	8	10	10	9	10	10	10	83.3	10	83.3
HILLSDALE	ALHAMBRA	13	3	2	4	6	6	46.2	4	30.8	10	11	12	12	12	13	13	100.0	12	92.3
ALHAMBRA	CALAVERAS	14	5	7	8	8	8	57.1	7	50.0	9	12	13	11	12	12	13	92.9	12	85.7
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>52</b>	<b>33</b>	<b>34</b>	<b>28</b>	<b>27</b>	<b>34</b>	<b>65.4</b>	<b>31</b>	<b>59.6</b>	<b>36</b>	<b>38</b>	<b>38</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>84.6</b>	<b>41</b>	<b>78.8</b>
CALAVERAS	ALHAMBRA	17	9	9	6	5	9	52.9	7	41.2	13	13	14	16	16	16	16	94.1	15	88.2
ALHAMBRA	HILLSDALE	16	11	13	10	13	13	81.3	12	75.0	10	11	11	12	13	13	13	81.3	12	75.0
HILLSDALE	CONTRA COSTA	12	6	6	7	4	7	58.3	6	50.0	9	11	11	13	15	15	15	125.0	12	100.0
CONTRA COSTA	DEL MONTE	7	7	6	5	5	7	100.0	6	85.7	4	3	2	3	2	2	2	57.1	3	42.9

BROADWAY AVE BTW DEL MONTE & FREMONT

<b>EASTBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>18</b>	<b>19</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>90.5</b>	<b>18</b>	<b>85.7</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>47.6</b>	<b>8</b>	<b>38.1</b>
DEL MONTE	CONTRA COSTA	0	0	0	0	0	0				0	0	0	0	0	0	0			
CONTRA COSTA	HILLSDALE	5	5	5	5	5	5	100.0	5	100.0	2	2	3	3	3	3	3	60.0	3	60.0
HILLSDALE	ALHAMBRA	7	5	7	4	4	7	100.0	5	71.4	3	3	3	1	0	0	3	42.9	2	28.6
ALHAMBRA	CALAVERAS	7	6	5	6	7	7	100.0	6	85.7	2	2	2	2	2	2	2	28.6	2	28.6
CALAVERAS	FREMONT	2	2	2	2	2	2	100.0	2	100.0	2	2	2	2	2	2	2	100.0	2	100.0
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>26</b>	<b>19</b>	<b>22</b>	<b>18</b>	<b>21</b>	<b>22</b>	<b>84.6</b>	<b>20</b>	<b>76.9</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>53.8</b>	<b>11</b>	<b>42.3</b>
FREMONT	CALAVERAS	6	4	6	4	5	6	100.0	5	83.3	2	2	2	2	1	2	2	33.3	2	33.3
CALAVERAS	ALHAMBRA	7	7	7	5	5	7	100.0	6	85.7	4	2	1	0	0	0	4	57.1	1	14.3
ALHAMBRA	HILLSDALE	7	3	3	5	7	7	100.0	5	71.4	5	3	2	2	1	1	5	71.4	2	28.6
HILLSDALE	DEL MONTE	6	5	6	4	4	6	100.0	5	83.3	3	2	2	2	2	2	3	50.0	2	33.3

OLYMPIA AVE BTW HILLSDALE & ALHAMBRA

<b>EASTBOUND</b>																				
HILLSDALE	ALHAMBRA	12	13	13	12	13	13	108.3	13	108.3	3	3	3	1	1	0	3	25.0	2	16.7
<b>WESTBOUND</b>																				
ALHAMBRA	HILLSDALE	12	12	10	12	12	12	100.0	12	100.0	5	3	2	2	1	1	2	16.7	2	16.7

CALAVERA ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>53.3</b>	<b>7</b>	<b>46.7</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>46.7</b>	<b>6</b>	<b>40.0</b>
ELM	PALM	7	4	4	4	4	4	57.1	4	57.1	2	3	3	1	2	0	3	42.9	2	28.6
PALM	BROADWAY	8	3	4	3	3	4	50.0	3	37.5	3	3	4	5	5	4	5	62.5	4	50.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>83.3</b>	<b>9</b>	<b>75.0</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>58.3</b>	<b>5</b>	<b>41.7</b>
BROADWAY	PALM	5	5	4	3	5	5	100.0	4	80.0	3	3	3	2	2	1	3	60.0	2	40.0
PALM	ELM	7	3	4	5	5	5	71.4	4	57.1	2	3	4	1	1	2	4	57.1	2	28.6

ALHAMBRA ST BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>14</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>66.7</b>	<b>12</b>	<b>57.1</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>47.6</b>	<b>9</b>	<b>42.9</b>
ELM	PALM	8	5	4	3	3	5	62.5	4	50.0	2	3	3	3	4	4	4	50.0	3	37.5
PALM	BROADWAY	7	3	2	2	3	3	42.9	3	42.9	5	4	5	5	6	6	6	85.7	5	71.4
BROADWAY	OLYMPIA	6	6	6	6	6	6	100.0	6	100.0	0	1	1	0	0	0	1	16.7	0	0.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>16</b>	<b>76.2</b>	<b>13</b>	<b>61.9</b>	<b>7</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>11</b>	<b>52.4</b>	<b>9</b>	<b>42.9</b>
OLYMPIA	BROADWAY	6	5	4	5	5	5	83.3	5	83.3	0	0	0	0	0	0	0	0.0	0	0.0
BROADWAY	PALM	9	5	5	3	2	5	55.6	4	44.4	4	6	7	7	6	5	7	77.8	6	66.7
PALM	ELM	6	6	4	4	3	6	100.0	4	66.7	3	3	3	4	4	4	4	66.7	4	66.7

HILLSDALE ST BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>20</b>	<b>20</b>	<b>21</b>	<b>16</b>	<b>16</b>	<b>21</b>	<b>105.0</b>	<b>18</b>	<b>90.0</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>65.0</b>	<b>12</b>	<b>60.0</b>
ELM	PALM	9	11	10	9	9	11	122.2	10	111.1	5	5	5	5	5	4	5	55.6	5	55.6
PALM	BROADWAY	7	6	7	5	5	7	100.0	6	85.7	5	4	3	5	6	5	6	85.7	5	71.4
BROADWAY	OLYMPIA	4	3	4	2	2	4	100.0	3	75.0	2	2	3	2	2	2	3	75.0	2	50.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>92.9</b>	<b>13</b>	<b>92.9</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>78.6</b>	<b>10</b>	<b>71.4</b>
OLYMPIA	BROADWAY	4	6	6	5	4	6	150.0	5	125.0	1	0	0	0	0	0	0	0.0	0	0.0
BROADWAY	PALM	7	3	4	4	4	4	57.1	4	57.1	6	5	7	7	6	6	7	100.0	6	85.7
PALM	ELM	3	4	3	4	4	4	133.3	4	133.3	2	3	4	4	4	4	4	133.3	4	133.3

CONTRA COSTA ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>44.4</b>	<b>6</b>	<b>33.3</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>50.0</b>	<b>8</b>	<b>44.4</b>
ELM	PALM	8	5	4	3	3	5	62.5	4	50.0	5	6	3	3	2	2	3	37.5	4	50.0
PALM	BROADWAY	10	3	2	2	2	3	30.0	2	20.0	8	3	5	6	2	2	6	60.0	4	40.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>78.6</b>	<b>8</b>	<b>57.1</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>107.1</b>	<b>14</b>	<b>100.0</b>
BROADWAY	PALM	6	5	5	3	2	5	83.3	4	66.7	6	5	5	4	6	6	6	100.0	5	83.3
PALM	ELM	8	6	4	3	3	6	75.0	4	50.0	8	9	9	9	9	9	9	112.5	9	112.5

IMPERIAL ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>																				
ELM	PALM	8	6	6	6	5	6	75.0	6	75.0	3	3	2	2	0	0	2	25.0	2	25.0
<b>SOUTHBOUND</b>																				
PALM	ELM	8	5	5	4	3	5	62.5	4	50.0	5	5	5	5	5	5	5	62.5	5	62.5

DEL MONTE BLVD BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
ELM	PALM	0	0	0	0	0	0				0	0	0	0	0	0	0			
PALM	BROADWAY	0	0	0	0	0					0	0	0	0	0	0	0			
BROADWAY	OLYMPIA	0	0	0	0	0					0	0	0	0	0	0	0			
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>33.3</b>	<b>2</b>	<b>22.2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>22.2</b>	<b>2</b>	<b>22.2</b>
OLYMPIA	BROADWAY	9	2	3	1	2	3	33.3	2	22.2	2	2	2	2	2	2	2	22.2	2	22.2
BROADWAY	PALM	0	0	0	0	0					0	0	0	0	0	0	0			
PALM	ELM	0	0	0	0	0					0	0	0	0	0	0	0			

25034-Seaside Parking  
 Parking Study: Weekend Occupancy

ELM AVE BTW DEL MONTE & CALAVERAS

		UPDATED LEGAL SPACES	MIDDAY								EVENING									
			12:00	12:30	1:00	1:30	MIDDAY MAX	MIDDAY MAX PERCENTAGE	MIDDAY AVG	MIDDAY AVG PERCENTAGE	7:00	7:30	8:00	8:30	9:00	9:30	EVENING MAX	EVENING MAX PERCENTAGE	EVENING AVG	EVENING AVG PERCENTAGE
<b>EASTBOUND</b>	<b>TOTAL</b>	<b>80</b>	<b>57</b>	<b>47</b>	<b>55</b>	<b>58</b>	<b>58</b>	<b>72.5</b>	<b>54</b>	<b>67.5</b>	<b>44</b>	<b>39</b>	<b>42</b>	<b>43</b>	<b>42</b>	<b>42</b>	<b>44</b>	<b>55.0</b>	<b>42</b>	<b>52.5</b>
DEL MONTE	IMPERIAL	12	13	12	14	10	14	116.7	12	100.0	7	4	5	5	4	3	7	58.3	5	41.7
IMPERIAL	CONTRA COSTA	20	8	5	9	8	9	45.0	8	40.0	9	7	6	8	8	7	9	45.0	8	40.0
CONTRA COSTA	HILLSDALE	16	11	9	10	14	14	87.5	11	68.8	10	11	10	10	9	10	11	68.8	10	62.5
HILLSDALE	ALHAMBRA	18	15	10	13	15	15	83.3	13	72.2	10	8	9	9	10	10	10	55.6	9	50.0
ALHAMBRA	CALAVERAS	14	10	11	9	11	11	78.6	10	71.4	8	9	12	11	11	12	12	85.7	11	78.6
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>71</b>	<b>47</b>	<b>42</b>	<b>50</b>	<b>56</b>	<b>56</b>	<b>78.9</b>	<b>49</b>	<b>69.0</b>	<b>52</b>	<b>54</b>	<b>57</b>	<b>57</b>	<b>59</b>	<b>65</b>	<b>65</b>	<b>91.5</b>	<b>57</b>	<b>80.3</b>
CALAVERAS	ALHAMBRA	14	12	12	9	11	12	85.7	11	78.6	9	10	11	8	9	12	12	85.7	10	71.4
ALHAMBRA	HILLSDALE	14	9	7	11	12	12	85.7	10	71.4	9	8	10	13	13	14	14	100.0	11	78.6
HILLSDALE	CONTRA COSTA	17	11	9	10	13	13	76.5	11	64.7	12	11	14	14	16	18	18	105.9	14	82.4
CONTRA COSTA	IMPERIAL	14	10	8	12	13	13	92.9	11	78.6	12	14	14	16	16	16	16	114.3	15	107.1
IMPERIAL	DEL MONTE	12	5	6	8	7	8	66.7	7	58.3	10	11	8	6	5	5	11	91.7	8	66.7

PALM AVE BTW DEL MONTE & CALAVERAS

<b>EASTBOUND</b>	<b>TOTAL</b>	<b>53</b>	<b>30</b>	<b>32</b>	<b>38</b>	<b>33</b>	<b>38</b>	<b>71.7</b>	<b>33</b>	<b>62.3</b>	<b>34</b>	<b>36</b>	<b>37</b>	<b>41</b>	<b>47</b>	<b>41</b>	<b>47</b>	<b>88.7</b>	<b>39</b>	<b>73.6</b>
DEL MONTE	IMPERIAL	0	0	0	0	0	0				0	0	0	0	0	0	0			
IMPERIAL	CONTRA COSTA	14	8	9	12	10	12	85.7	10	71.4	6	7	5	5	8	4	8	57.1	6	42.9
CONTRA COSTA	HILLSDALE	12	5	4	5	5	5	41.7	5	41.7	9	8	11	13	13	14	14	116.7	11	91.7
HILLSDALE	ALHAMBRA	13	6	8	9	8	9	69.2	8	61.5	9	8	10	13	13	12	13	100.0	11	84.6
ALHAMBRA	CALAVERAS	14	11	11	12	10	12	85.7	11	78.6	10	13	11	10	13	11	13	92.9	11	78.6
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>52</b>	<b>47</b>	<b>45</b>	<b>45</b>	<b>43</b>	<b>47</b>	<b>90.4</b>	<b>45</b>	<b>86.5</b>	<b>41</b>	<b>39</b>	<b>36</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>82.7</b>	<b>41</b>	<b>78.8</b>
CALAVERAS	ALHAMBRA	17	14	13	16	11	16	94.1	14	82.4	13	11	10	15	16	14	16	94.1	13	76.5
ALHAMBRA	HILLSDALE	16	14	15	12	14	15	93.8	14	87.5	10	9	8	10	12	11	12	75.0	10	62.5
HILLSDALE	CONTRA COSTA	12	10	9	7	11	11	91.7	9	75.0	13	12	12	13	10	11	13	108.3	12	100.0
CONTRA COSTA	DEL MONTE	7	9	8	10	7	10	142.9	9	128.6	5	7	6	5	5	4	7	100.0	5	71.4

BROADWAY AVE BTW DEL MONTE & FREMONT

<b>EASTBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>19</b>	<b>20</b>	<b>95.2</b>	<b>18</b>	<b>85.7</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>14</b>	<b>66.7</b>	<b>12</b>	<b>57.1</b>
DEL MONTE	CONTRA COSTA	0	0	0	0	0	0				0	0	0	0	0	0	0			
CONTRA COSTA	HILLSDALE	5	3	3	4	4	4	80.0	4	80.0	4	4	3	4	4	3	4	80.0	4	80.0
HILLSDALE	ALHAMBRA	7	6	5	6	6	6	85.7	6	85.7	2	4	4	3	2	2	4	57.1	3	42.9
ALHAMBRA	CALAVERAS	7	6	8	8	7	8	114.3	7	100.0	4	4	4	5	3	1	5	71.4	4	57.1
CALAVERAS	FREMONT	2	2	1	2	2	2	100.0	2	100.0	2	2	2	2	2	2	2	100.0	2	100.0
<b>WESTBOUND</b>	<b>TOTAL</b>	<b>26</b>	<b>22</b>	<b>20</b>	<b>25</b>	<b>23</b>	<b>25</b>	<b>96.2</b>	<b>23</b>	<b>88.5</b>	<b>23</b>	<b>19</b>	<b>18</b>	<b>14</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>88.5</b>	<b>20</b>	<b>76.9</b>
FREMONT	CALAVERAS	6	6	6	7	6	7	116.7	6	100.0	5	6	7	4	3	1	7	116.7	4	66.7
CALAVERAS	ALHAMBRA	7	6	5	7	7	7	100.0	6	85.7	7	5	5	3	0	0	7	100.0	3	42.9
ALHAMBRA	HILLSDALE	7	6	4	5	6	6	85.7	5	71.4	6	3	4	4	2	1	6	85.7	3	42.9
HILLSDALE	DEL MONTE	6	4	5	6	4	6	100.0	5	83.3	5	5	2	3	1	3	5	83.3	3	50.0

OLYMPIA AVE BTW HILLSDALE & ALHAMBRA

<b>EASTBOUND</b>																				
HILLSDALE	ALHAMBRA	12	5	6	10	11	11	91.7	8	66.7	5	5	6	4	3	3	6	50.0	4	33.3
<b>WESTBOUND</b>																				
ALHAMBRA	HILLSDALE	12	9	14	10	9	14	116.7	11	91.7	7	4	4	6	3	5	7	58.3	5	41.7

CALAVERA ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>73.3</b>	<b>9</b>	<b>60.0</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>53.3</b>	<b>7</b>	<b>46.7</b>
ELM	PALM	7	6	5	3	3	6	85.7	4	57.1	4	4	3	4	2	4	4	57.1	4	57.1
PALM	BROADWAY	8	5	6	4	4	6	75.0	5	62.5	5	3	3	4	1	2	5	62.5	3	37.5
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>100.0</b>	<b>10</b>	<b>83.3</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>66.7</b>	<b>7</b>	<b>58.3</b>
BROADWAY	PALM	5	5	4	5	5	5	100.0	5	100.0	4	5	3	5	4	3	5	100.0	4	80.0
PALM	ELM	7	4	5	6	7	7	100.0	6	85.7	3	4	5	3	2	1	5	71.4	3	42.9

ALHAMBRA ST BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>13</b>	<b>61.9</b>	<b>11</b>	<b>52.4</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>14</b>	<b>66.7</b>	<b>11</b>	<b>52.4</b>
ELM	PALM	8	6	5	4	5	6	75.0	5	62.5	3	6	4	5	4	5	6	75.0	5	62.5
PALM	BROADWAY	7	5	4	3	4	5	71.4	4	57.1	5	4	5	5	6	3	6	85.7	5	71.4
BROADWAY	OLYMPIA	6	2	1	2	4	4	66.7	2	33.3	2	1	3	4	2	0	4	66.7	2	33.3
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>21</b>	<b>20</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>20</b>	<b>95.2</b>	<b>16</b>	<b>76.2</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>61.9</b>	<b>10</b>	<b>47.6</b>
OLYMPIA	BROADWAY	6	7	5	4	3	7	116.7	5	83.3	1	2	1	2	3	1	3	50.0	2	33.3
BROADWAY	PALM	9	6	4	6	5	6	66.7	5	55.6	5	4	4	4	6	6	6	66.7	5	55.6
PALM	ELM	6	7	5	5	6	7	116.7	6	100.0	4	2	2	3	4	3	4	66.7	3	50.0

HILLSDALE ST BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>20</b>	<b>15</b>	<b>16</b>	<b>20</b>	<b>21</b>	<b>21</b>	<b>105.0</b>	<b>18</b>	<b>90.0</b>		<b>16</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>90.0</b>	<b>17</b>	<b>85.0</b>
ELM	PALM	9	9	8	10	11	11	122.2	10	111.1		6	7	8	8	9	9	9	100.0	8	88.9
PALM	BROADWAY	7	4	5	6	6	6	85.7	5	71.4		7	6	5	5	6	6	7	100.0	6	85.7
BROADWAY	OLYMPIA	4	2	3	4	4	4	100.0	3	75.0		3	3	3	4	3	2	4	100.0	3	75.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>16</b>	<b>114.3</b>	<b>14</b>	<b>100.0</b>		<b>10</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>64.3</b>	<b>8</b>	<b>57.1</b>
OLYMPIA	BROADWAY	4	5	4	6	6	6	150.0	5	125.0		3	2	2	2	1	1	3	75.0	2	50.0
BROADWAY	PALM	7	5	5	5	6	6	85.7	5	71.4		4	2	2	3	4	4	4	57.1	3	42.9
PALM	ELM	3	2	4	4	4	4	133.3	4	133.3		3	1	2	3	3	4	4	133.3	3	100.0

CONTRA COSTA ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>18</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>66.7</b>	<b>9</b>	<b>50.0</b>		<b>10</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>55.6</b>	<b>9</b>	<b>50.0</b>
ELM	PALM	8	6	7	3	4	7	87.5	5	62.5		4	5	5	5	5	3	5	62.5	5	62.5
PALM	BROADWAY	10	4	5	4	4	5	50.0	4	40.0		6	4	4	5	3	2	6	60.0	4	40.0
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>78.6</b>	<b>8</b>	<b>57.1</b>		<b>14</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>100.0</b>	<b>13</b>	<b>92.9</b>
BROADWAY	PALM	6	5	5	3	2	5	83.3	4	66.7		6	5	5	4	6	6	6	100.0	5	83.3
PALM	ELM	8	6	4	3	3	6	75.0	4	50.0		8	7	6	7	7	8	8	100.0	7	87.5

IMPERIAL ST BTW ELM & BROADWAY

<b>NORTHBOUND</b>																					
ELM	PALM	8	4	4	6	6	6	75.0	5	62.5		5	3	4	2	1	0	5	62.5	3	37.5
<b>SOUTHBOUND</b>																					
PALM	ELM	8	3	4	5	5	5	62.5	4	50.0		5	4	4	3	3	4	5	62.5	4	50.0

DEL MONTE BLVD BTW ELM & OLYMPIA

<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
ELM	PALM	0	0	0	0	0	0	0.0	0	0.0		0	0	0	0	0	0	0	0.0	0	0.0
PALM	BROADWAY	0	0	0	0	0	0					0	0	0	0	0	0	0			
BROADWAY	OLYMPIA	0	0	0	0	0	0					0	0	0	0	0	0	0			
<b>SOUTHBOUND</b>	<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>33.3</b>	<b>3</b>	<b>33.3</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>22.2</b>	<b>2</b>	<b>22.2</b>
OLYMPIA	BROADWAY	9	3	3	2	2	3	33.3	3	33.3		2	2	2	2	2	2	2	22.2	2	22.2
BROADWAY	PALM	0	0	0	0	0	0					0	0	0	0	0	0	0			
PALM	ELM	0	0	0	0	0	0					0	0	0	0	0	0	0			