



AGENDA

CITY OF SEASIDE

TRAFFIC

ADVISORY COMMITTEE

REGULAR MEETING

440 HARCOURT AVE (COUNCIL CHAMBER)

Tuesday, March 17, 2026

5:00 PM

Virtual Participation Guide: <https://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>
<https://ci-seaside-ca-us.zoom.us/j/83054885120> | WEBINAR ID 830 5488 5120 | (669) 900-9128

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. BUSINESS ITEMS

A. CONSIDER THE INSTALLATION OF 2 HOUR PARKING ALONG TERRACE AVE

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee consider the installation of 2 hour parking along Terrace Ave for the property at 1105 Broadway (Hotworx)

B. CONSIDER THE TRAFFIC CALMING APPLICATION AND MEASURES FOR TRINITY AVENUE

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee consider the Traffic Calming Application and traffic calming measures for Trinity Ave

C. CONSIDER THE INSTALLATION OF TEMPORARY STREET SWEEPING/ NO PARKING SIGNS ON SAN PABLO AND LA SALLE

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee consider the installation of Temporary No Parking/ Street Sweeping Signs along La Salle and San Pablo.

D. CONSIDER THE INSTALLATION OF PERPENDICULAR PARKING IN DOWNTOWN BROADWAY ALLEY

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee consider restriping the alley north of Broadway, between Alhambra and Calaveras St. to allow perpendicular parking.

E. CONSIDER CHANGING CONTRA COSTA SOUTHBOUND TO ONE-WAY FROM BROADWAY AVE TO PALM AVE

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee consider converting Contra Costa Street from two way traffic to one way southbound between Broadway Avenue and Palm Ave.

5. STAFF COMMUNICATION

6. ADJOURNMENT

Next Regularly Scheduled Meeting:
April 21, 2026
5:00 PM

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>

Agenda-related writings or documents provided during public meetings are available for public inspection during the meeting or from the office of the City Clerk. This agenda is posted in compliance with California Government Code Section 54954.2(a) or Section 54956.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.A.

TO: Traffic Advisory Committee

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

DATE: March 17, 2026

**SUBJECT: CONSIDER THE INSTALLATION OF 2 HOUR PARKING ALONG
TERRACE AVE**

RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider the installation of 2 hour parking along Terrace Ave for the property at 1105 Broadway (Hotworx)

BACKGROUND

Jared and Wendi Wolfley are requesting (12) 2-hour parking spots and parking T's outside their business, Hotworx, located at 1105 Broadway Ave. This 24/7 Infrared fitness studio is located within the new Ascent Seagrove Apartments, and has limited parking available for the gym members. Hotworx is provided 6 designated parking spots on site. The additional requested parking areas would be located along both sides of Terrace Ave, from Broadway to Olympia. 2 hour parking was selected due to the business being open 24 hours a day, and accommodating frequent short-duration visits (up to 90 minutes). The applicant proposed that secondary effects of the new parking layout would be reducing long-term vehicle congestion, supporting local activities, and enhancing accessibility.

There are three businesses along the stretch of Terrace Ave from Broadway to Olympia Ave. The businesses include the Post Office, the Ascent Seagrove Apartments, and Hotworx. The curb is painted red along 77 feet of the curb on the eastern side, and 62 feet along the western side of the road. Driveway approaches also make up 71.5 and 26 feet on the east and west sides respectively. That leaves 110 feet of unpainted curb

on the east side and 170 feet of unpainted curb on the west side.

Terrace Ave is within the business district. The SMC 10.04.050 & 10.32.020 states "When authorized signs are in place giving notice thereof, no person shall stop, stand, or park any vehicle within a business district outside of the central traffic district between the hours of eight a.m. and six p.m. of any day except Sundays and holidays for a period of time longer than two hours. " This allows the City to time restrict parking in this area. Due to the Post Office on the opposite side of the road, and the potential parking needs of the Seagrove and Olympia Ave Residents, staff believes the west side of Terrace Ave should remain undesignated.

Staff recommends approving (5) 2-hour parking spots, located along the east side of Terrace Ave only.

FISCAL IMPACT

There is no fiscal impact associated with this item, as the applicant is responsible for the cost of sign installation. The cost to install one sign and post is \$522.

ATTACHMENTS

- 1. Application
 - 2. Aerial View
 - 3. Aerial View - Staff Recommendation
 - 4. 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: Jared & Wendi Wolfley Hotworx Seaside Date: November 20, 2025

Address: 1105 Broadway Ave. Suite 101 Phone: 

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: We would like to formally request implementation of designated 2-hour parking zone on Terrace St. off of Broadway Ave. up to the stop sign at Olympia Ave. We would like to designate 12 spots. This request is an important part of our application for our 24/7 infrared fitness studio Hotworx which we anticipate will serve up to 500 members once fully opened. Our studio will operate 24 hours a day and is designed to accommodate frequent short duration visits up to 90 minutes.

a Accessible street parking is essential to ensure smooth traffic flow and convenient entry for our members. Providing 2 hour parking in this area would help support local activities, reduce long term vehicle congestion and enhance overall

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

accessibilities for both our customers and nearby residents
Thank you Wendi & Jared Wolfley HOTWORX SEASIDE

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.

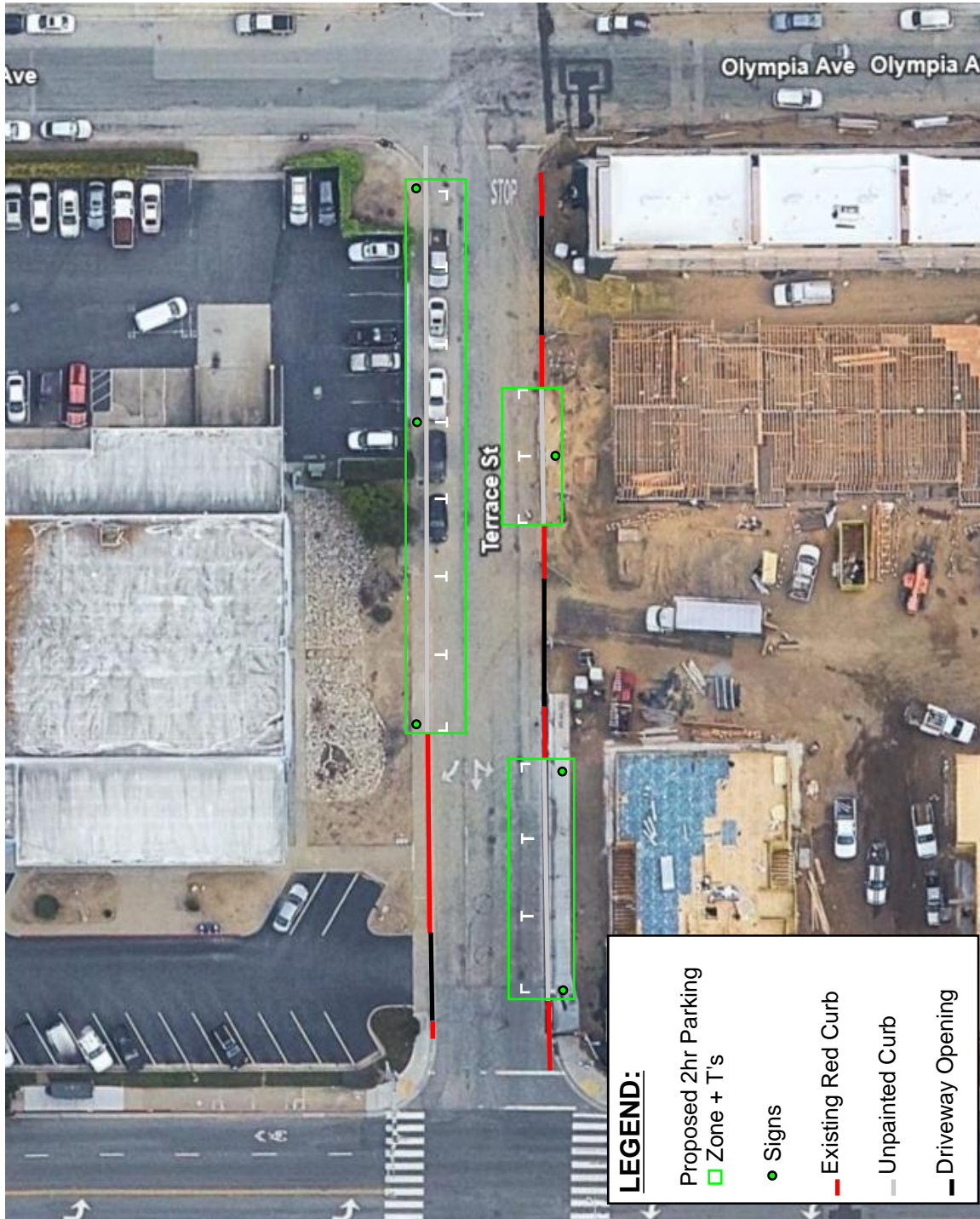
**PLEASE COMPLETE FOR
PARKING AND CURB MARKING REQUESTS**

**TAC REQUEST
ACKNOWLEDGEMENT STATEMENT**

I, Weneh Wolfer 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.

11/24/2025
Date

Aerial View



Applicant Proposed Location of 2 Hr parking.

Aerial View



Proposed Alternate Location of 2 Hr parking.



Proposed 2 Hour Parking Location 1. (Shown in green, thought the curb will be unpainted. The area will be designated with signs)



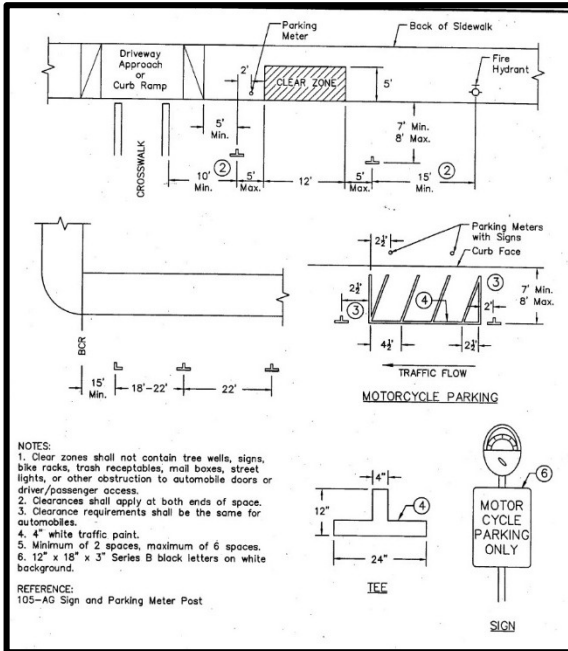
Proposed 2 Hour Parking Location 2 and Front of Property.



Proposed 2 Hour Parking Location 3.



Example of parking availability, taken at 3:30pm.



Standard parallel parking specs.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.B.

TO: Traffic Advisory Committee

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

DATE: March 17, 2026

**SUBJECT: CONSIDER THE TRAFFIC CALMING APPLICATION AND
MEASURES FOR TRINITY AVENUE**

RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider the Traffic Calming Application and traffic calming measures for Trinity Ave

BACKGROUND

On September 13, 2025, the Public Works Department received a TAC Traffic Calming Application for Trinity Ave from 780-630 eastbound, and 745-635 westbound. The Trinity Ave traffic calming application requests traffic calming on the north and south side of Trinity Park, approximately 450 feet long on each side.

Trinity Ave Characteristics

Trinity Avenue from 780-630 east bound Trinity Ave., and 745-635 west bound Trinity Ave. is functionally classified as a local roadway and is one way in either direction. The roadway width of Trinity Avenue is approximately 40 feet from face of curb to face of curb with parking permitted on both sides of the street, and a 5' wide sidewalk along the outside of the street. The speed limit is 25 miles per hour (mph). Along the two 450' lanes, there are residential single family dwellings along the outside edge of the circle, and one residential park in the center. There are no marked crosswalks, stop signs, or bus stops along the Project street.

Community Input

Along with the application and signed petition that Public Works received in September,

traffic-calming measures were also proposed. These included speed humps placed 300 ft apart, posted signs, painted chevrons, pavement markings, speed feedback signs on main approach, high-vis crosswalks for the park, and a raised crosswalk. On December 17th, we met with a resident of Trinity Avenue and discussed the traffic-related issues, such as speeding, and long-term parking. They also provided us with a sample striping plan they created.

Data Collection

Counts Unlimited began traffic data collection on January 10th, and collected traffic data for a period of 9 days. We used this data to evaluate and score the Trinity request for appropriate traffic calming measures. The higher the total score for the evaluation, the higher the need for traffic-calming measures. The traffic volume for eastbound and westbound traffic was found to be about 118 and 158 cars per day, which correlated to zero points. The traffic collision data for the past three years showed no accidents, which correlated to zero points. The 85th Percentile speed was found to be 22 and 21 miles per hour in the east and westbound lanes respectively, 3 and 4 miles per hour under the speed limit, which correlated to zero points. Both directions have 5-foot wide sidewalks, which gives zero points. There are no bike lanes on the street in either direction, so that received a score of 5. Trinity Park is located between the two streets, which gave two points for land use, and there was also a point for unique conditions on account of the road being 40 feet wide. The total score for each road section was an 8 out of 55.

Per the TAC Traffic calming program (Page 10) "The street must have documented vehicular speeding in order to be further considered." For this reason, and per step 3 in the plan, we informed the applicant via email on (02/03/2026) letting them know that there was not significant vehicular traffic on this street, and was no longer considered appropriate for traffic calming.

Due to the data collected by Counts Unlimited, showing the lack of traffic-related issues, and to prevent setting a precedent of fixing areas with little to no measurable vehicular speeding, staff recommends denying the traffic-calming request for Trinity Ave.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

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

4. Trinity Petition
 5. Traffic Calming Project Process
 6. Trinity Ave Traffic Calming Evaluation Worksheet
-
-

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:

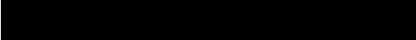
Mail: Traffic Calming Program, Seaside Public Works Department – Engineering Division, 440 Harcourt Avenue
Seaside, CA 93955
Email: PWInfo@ci.seaside.ca.us

Applicant Contact Information

Name: Kyle Cadigan

Email: 

Address: 725 Trinity Ave.

Phone #: 

Location of Concern

Please describe the location of traffic concern.

Between 780-630 east bound Trinity Ave., and 745-635 west bound Trinity Ave.

Nature of Concern

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

Please see attached document

Additional Comments and/or Documentation

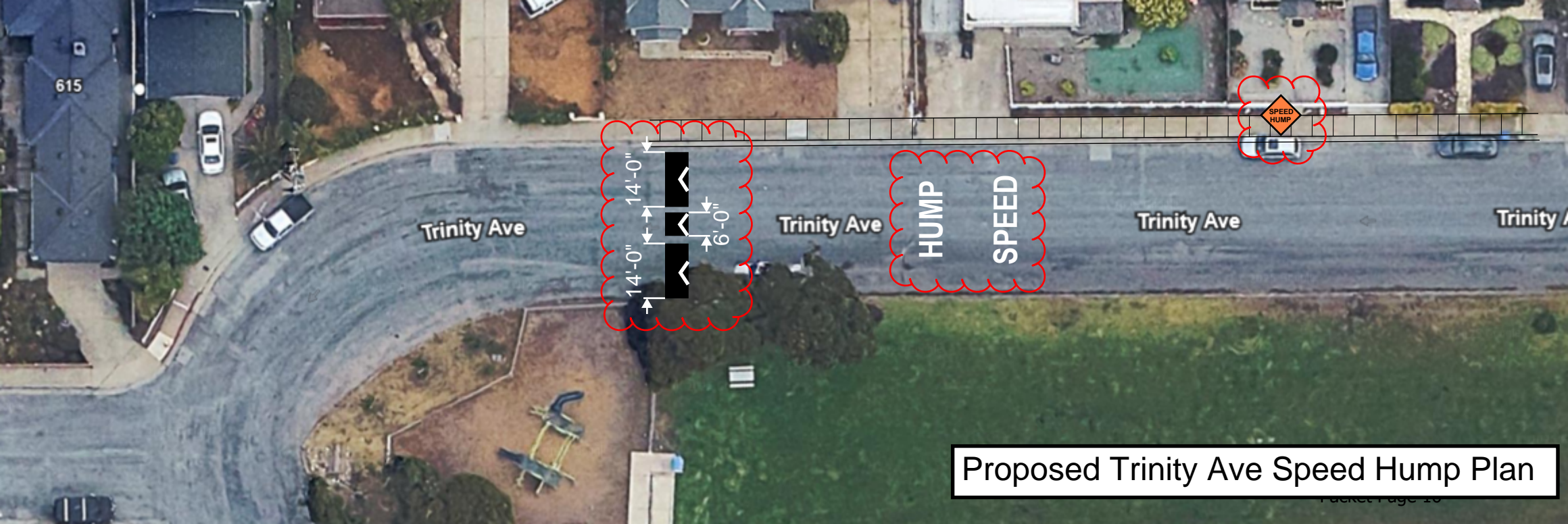
Please add any additional comments or documents (e.g., map, photograph, sketch), if necessary, to further explain concerns.

Please see attached document

Date: 09/13/2025

Applicant Signature: 

Kyle Cadigan



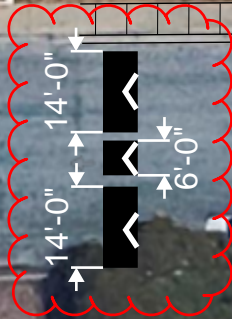
615

Trinity Ave

Trinity Ave

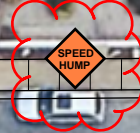
Trinity Ave

Trinity Ave

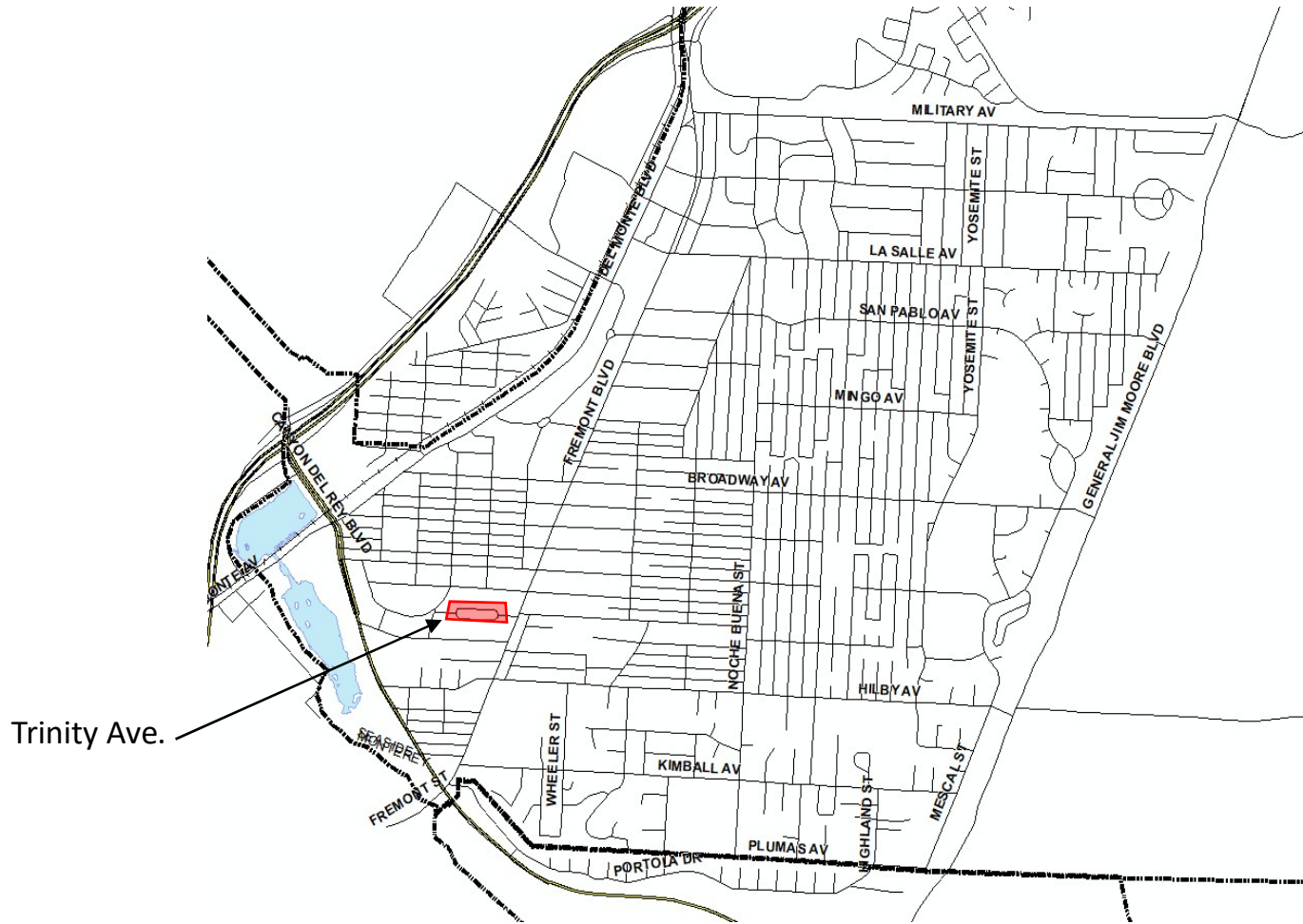


HUMP

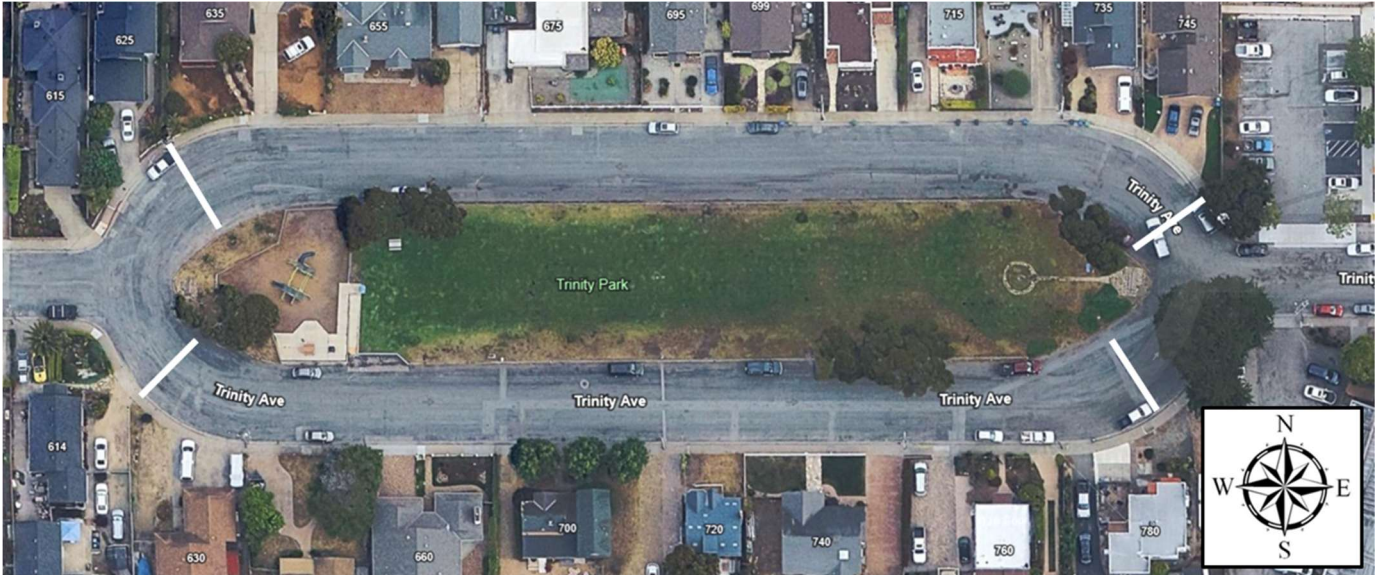
SPEED



Proposed Trinity Ave Speed Hump Plan



Location of the Traffic Calming Request within the City of Seaside.



Boundary of the traffic calming request within Trinity Ave (Shown with White Bars).

Criteria	Trinity Avenue (Eastbound)	Trinity Avenue (Westbound)
Traffic Volume	0 (118)	0 (158)
Traffic Collisions	0 (0)	0 (0)
Traffic Speed	0 (22 MPH)	0 (21 MPH)
Pedestrian Facilities	0 (Sidewalks)	0 (Sidewalks)
Bicycle Facilities	5 (No Bike Lane)	5 (No Bike Lane)
Adjacent Land Uses	2 (One Park)	2 (One Park)
Unique Conditions	1 (Wide Lane)	1 (Wide Lane)
Total	8	8

Traffic Calming Program evaluation sheet numbers.

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		
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

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

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: 1/27/2026

Location of Concern: 1/27/2026

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

0 (138)

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

0 (0)

3. Travel Speeds

- 85th percentile speed ≥ 10+ MPH over speed limit = 10 points
- 85th percentile speed ≥ 6+ MPH over speed limit = 6 points
- 85th percentile speed ≥ 3+ MPH over speed limit = 3 points

0 (3 MPH Under)

4. Pedestrian Facilities

- There is essentially no pedestrian space available = 5 points
- The pedestrian space needs improvement = 3 points

0 (Sidewalk)

5. Bicycle Facilities

- There are no bicycle facilities = 5 points
- There are existing or planned bicycle facilities = 3 points

5 (No Bike Lane)

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)

2 (One Park)

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)

1 (Wide Lane)

Total Score: 8

Prepared By: Aaron Hahn, Junior Engineer

Note: Worksheet may be amended based on use experiences.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.C.

TO: Traffic Advisory Committee

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

DATE: March 17, 2026

**SUBJECT: CONSIDER THE INSTALLATION OF TEMPORARY STREET
SWEEPING/ NO PARKING SIGNS ON SAN PABLO AND LA SALLE**

RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider the installation of Temporary No Parking/ Street Sweeping Signs along La Salle and San Pablo.

BACKGROUND

Public Works is recommending Temporary Street Sweeping/ No Parking signs along San Pablo and La Salle. This will allow the street sweeper to reach more of the curb on heavily parked roadways, allowing the City to better meet the trash compliance requirements of the City's municipal storm drain permit, issued by the State Water Resources Control Board, under Order 13383. We recommend a one-month trial, as that will allow two cycles of street sweeping activities. Public works would plan to set up the signs in April, 1 week before the sweeping operations to provide adequate notice.

On San Pablo Ave there are many types of business including, restaurants, retail, and landscaping. There are also multi and single-family lots located along this street. On La Salle, there are also many types of business, such as restaurants, a gas station, multi and single-family parcels, and the Monterey Adult School. Like San Pablo, there is little curb access due to cars parking on the street. The maintenance team estimates that the sweeper only gets about 40% curb access currently around the downtown area. We believe that placing signs like these will increase our trash compliance by allowing more

access to a generally more littered area. Street sweeping operations take place on these streets on the 1st and 3rd Thursday of each month, so we would limit access on those days. We would limit the no parking to the hours of 9am – 11am. We presume there will be less parking at these times due to it being during working hours.

The cost to acquire and install each of the signs would be low, as the city already owns these barricades, and we will be printing and laminating a paper sign for either side. We estimate needing 18 signs, but the city has plenty more if needed.

Staff recommends installing Temporary No Parking/ Street Sweeping Signs along San Pablo Ave and La Salle Ave.

FISCAL IMPACT

The cost to acquire and install each of the signs would be low, as the city already owns these barricades, and we will be printing and laminating a paper sign for either side. We estimate needing 18 Signs, but the city has plenty more if needed.

ATTACHMENTS

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

Aerial View



Proposed Locations of Street Sweeping/ No Parking Signs.

Proposed Locations of Street Sweeping/ No Parking Signs On La Salle.



Proposed Locations of Street Sweeping/ No Parking Signs on San Pablo.





Street parking at 4pm during the work week on La Salle Ave.



Street parking at 4pm during the work week on San Pablo Ave.



Example No Parking/ Street Sweeping sign.



Example of temporary signage.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.D.

TO: Traffic Advisory Committee

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

DATE: March 17, 2026

**SUBJECT: CONSIDER THE INSTALLATION OF PERPENDICULAR PARKING
IN DOWNTOWN BROADWAY ALLEY**

RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee consider restriping the alley north of Broadway, between Alhambra and Calaveras St. to allow perpendicular parking.

BACKGROUND

By the recommendation of the Economic Development Department, staff looked into installing 40 perpendicular parking stalls that will be 18 feet by 9 feet per the city codes, and one motorcycle parking stall at 4 feet by 9 feet, to replace the angled parking in the alley north of Broadway, between Alhambra and Calaveras Street. The alley north of Broadway, between Alhambra and Calaveras Street is owned by the City of Seaside, and has no posted speed. The alley is 41.5 feet wide and 418 feet long. Currently, there are 33 angled parking spots, with 7 being used by the Goodwill Drop-off containers. Allowing only 26 to be used. The Public Works staff has found that the majority of the traffic in the Alley is entering from Alhambra, or from the south side from the goodwill parking lot, and the current parking configuration doesn't allow traffic to access the parking stalls very easily. The perpendicular parking would allow easier access from either direction as well as adding additional spots. The perpendicular parking may also deter larger commercial and residential vehicles from parking for the long term or from parking across the spots.

Staff recommends accepting the reconfiguring of the parking spaces in the west

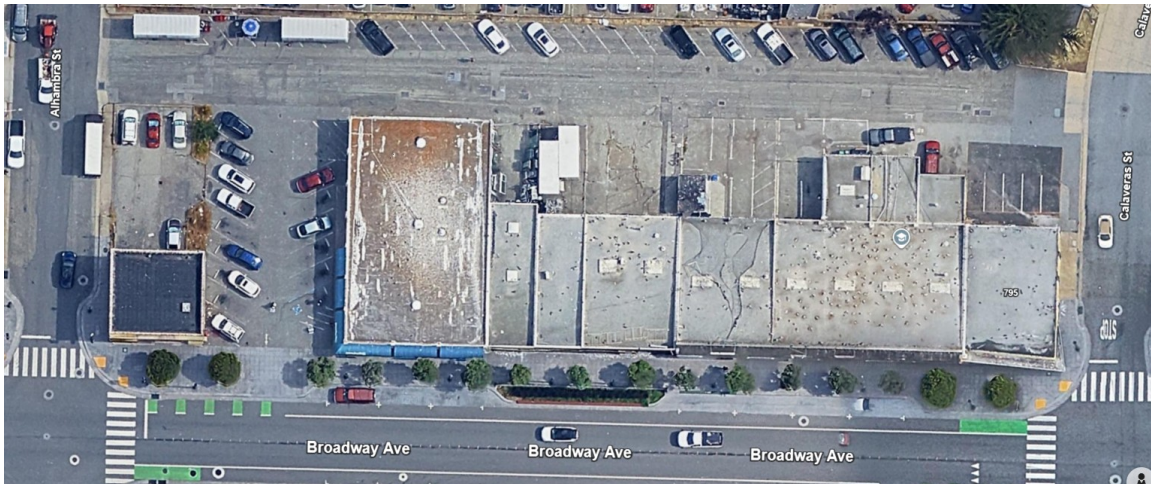
Broadway alley north of Broadway, between Alhambra and Calaveras St. to allow perpendicular parking.

FISCAL IMPACT

Minimal cost

ATTACHMENTS

- 1. Photo Exhibit
-
-



Current Angled Parking



Proposed Perpendicular Parking.



Current Picture of the Alley



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.E.

TO: Traffic Advisory Committee

BY: Aaron Hahn, Junior Engineer

DATE: March 17, 2026

SUBJECT: CONSIDER CHANGING CONTRA COSTA SOUTHBOUND TO ONE-WAY FROM BROADWAY AVE TO PALM AVE

RECOMMENDATION

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

BACKGROUND

A similar project was presented at the November 18th 2025 TAC Meeting to discuss changing Contra Costa to a one-way road from Broadway to the alleyway and restriping the adjacent parking lot. This project narrows the scope to only discuss changing Contra Costa to a one-way street, and extending the limits to Palm Avenue.

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. This TAC item will focus on the Contra Costa St. one way recommendation. The Study also 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

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

Some of the parking study recommendations include utilizing City parcels for public parking, which has been implemented, restriping existing parking lots, and installing angled parking. The study states, "Angled parking should be installed on Contra Costa Street between West Broadway Avenue and Palm Avenue with southbound one-way operations... to further increase the parking supply in the near term."

The study suggests that 21 spots could be made if the road was designated one-way southbound and provided angled parking on both sides. However, the study does not provide a figure or a description of how to achieve additional parking, and staff has not been able to replicate the studys findings.

Contra Costa Street Corridor Analysis

Staff analyzed the Contra Costa Street corridor between Broadway Avenue and Palm Avenue. This segment 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 provides additional access along the corridor between Broadway and Palm. Currently, the corridor provides 12 on-street parking spaces. Converting Contra Costa Street to a

southbound one-way with diagonal parking would also only provide 12 parking spaces. Under this configuration, diagonal parking would be designated along the east side of the street, and the west side red curbed to prohibit parking. There have been two reported accidents within the last two years. One was a hit-and-run with a parked vehicle at Contra Costa and Palm, and the other was between two police vehicles.

Staff defers to the committee for recommendation on changing Contra Costa Street from two-way to one-way southbound between Broadway Avenue to Palm Avenue.

ATTACHMENTS

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

Broadway Ave

Broadway Ave

Broadway Ave

REMOVE "STOP" SIGN AND LEGEND

Diamond detail

Contra Costa St
Contra Costa St
Contra Costa St

NO PARKING

Fire Hydrant

TYP. INSTALL RED CURB (N)

1551

Contra Costa St

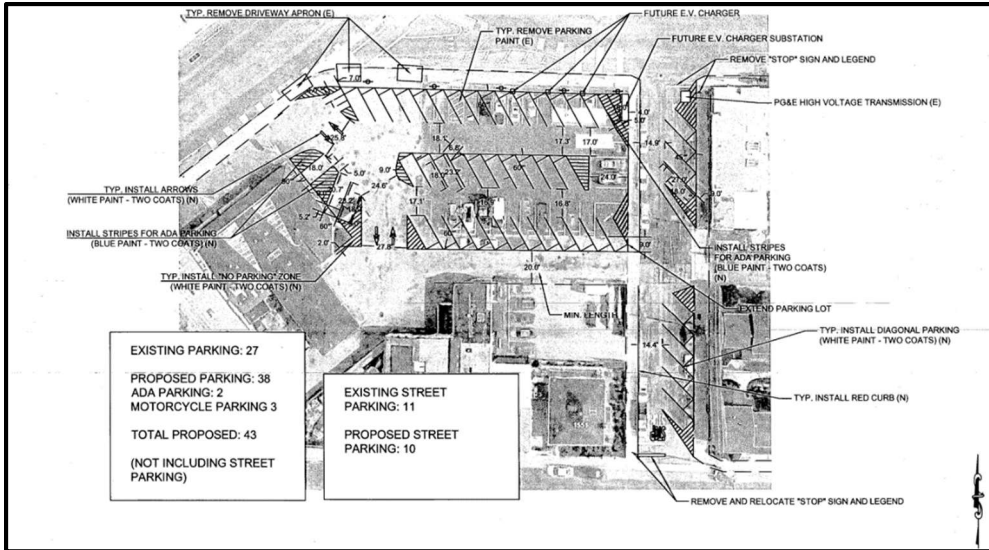
CONTRA COSTA ONE WAY SOUTHBOUND FROM BROADWAY AVE TO PALM AVE

DO NOT ENTER WRONG WAY

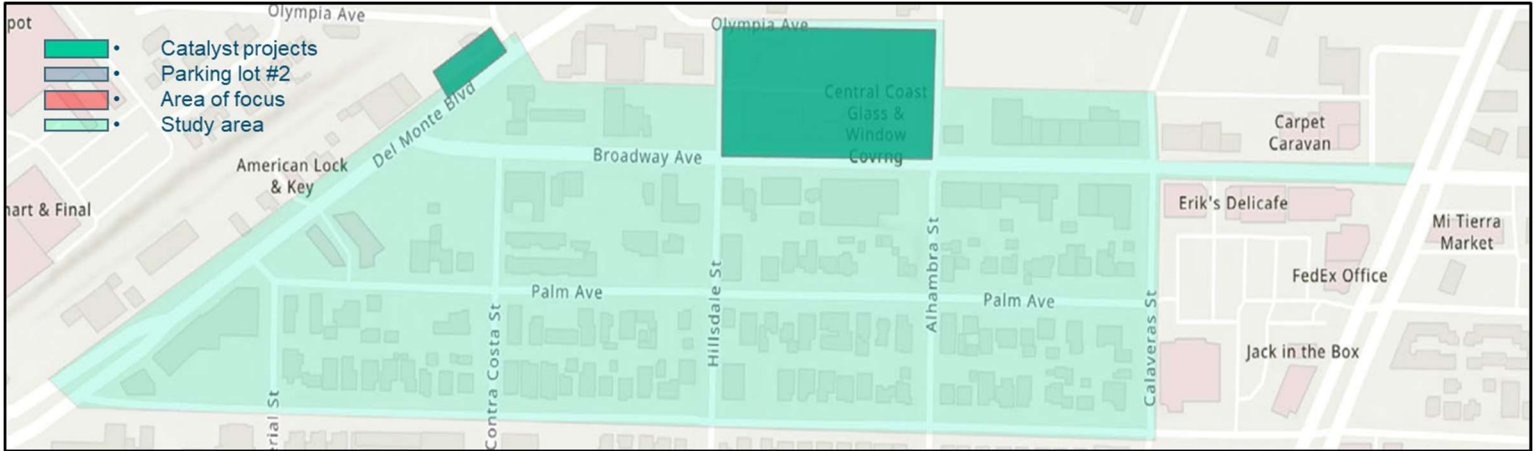
Palm Ave

Palm Ave

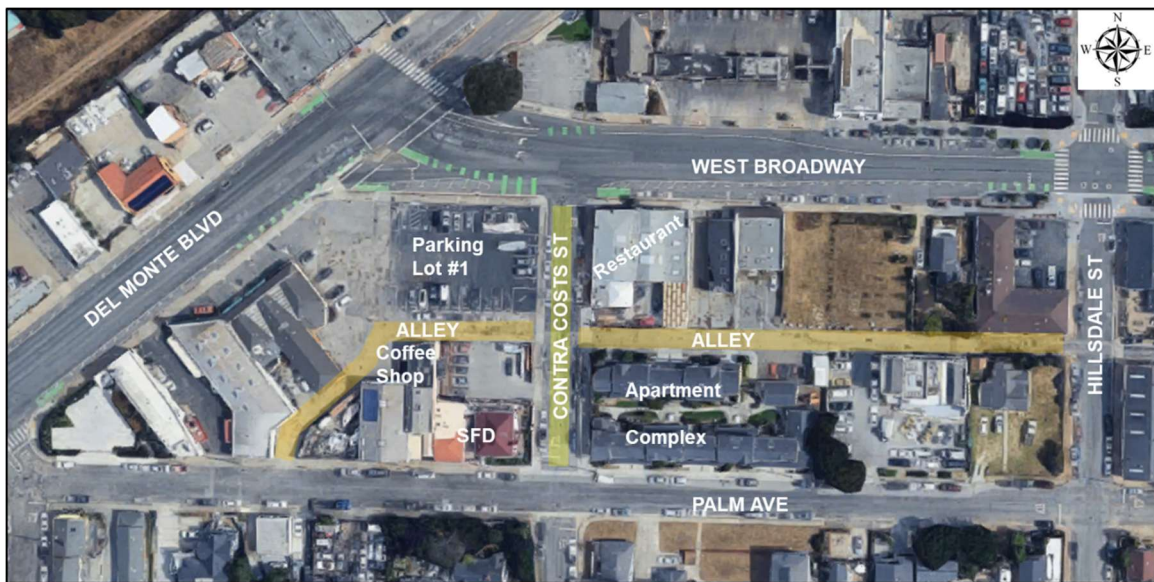




Previous scope of work.



2022 Parking study area.



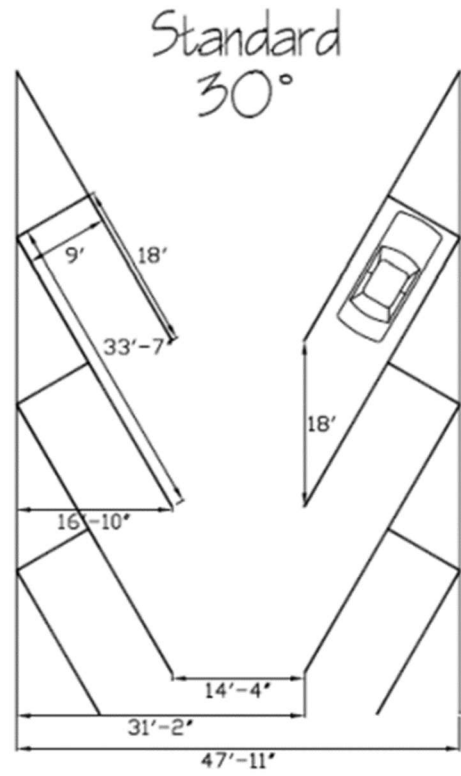
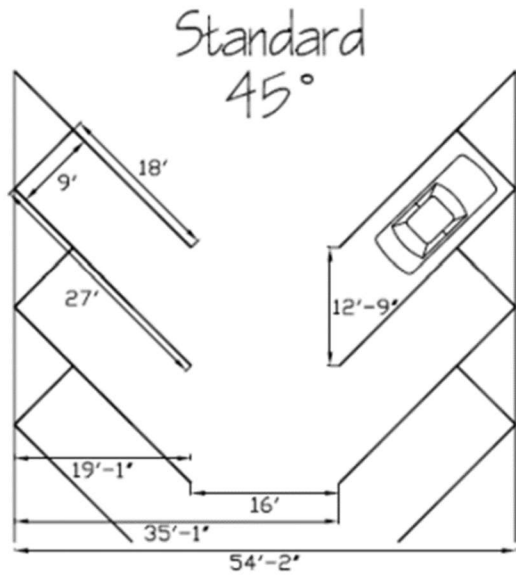
Contra Costa corridor analysis.



Contra Costa southbound circulation.



Draft parking layout.



Standard angled parking stall widths and depths.

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

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.

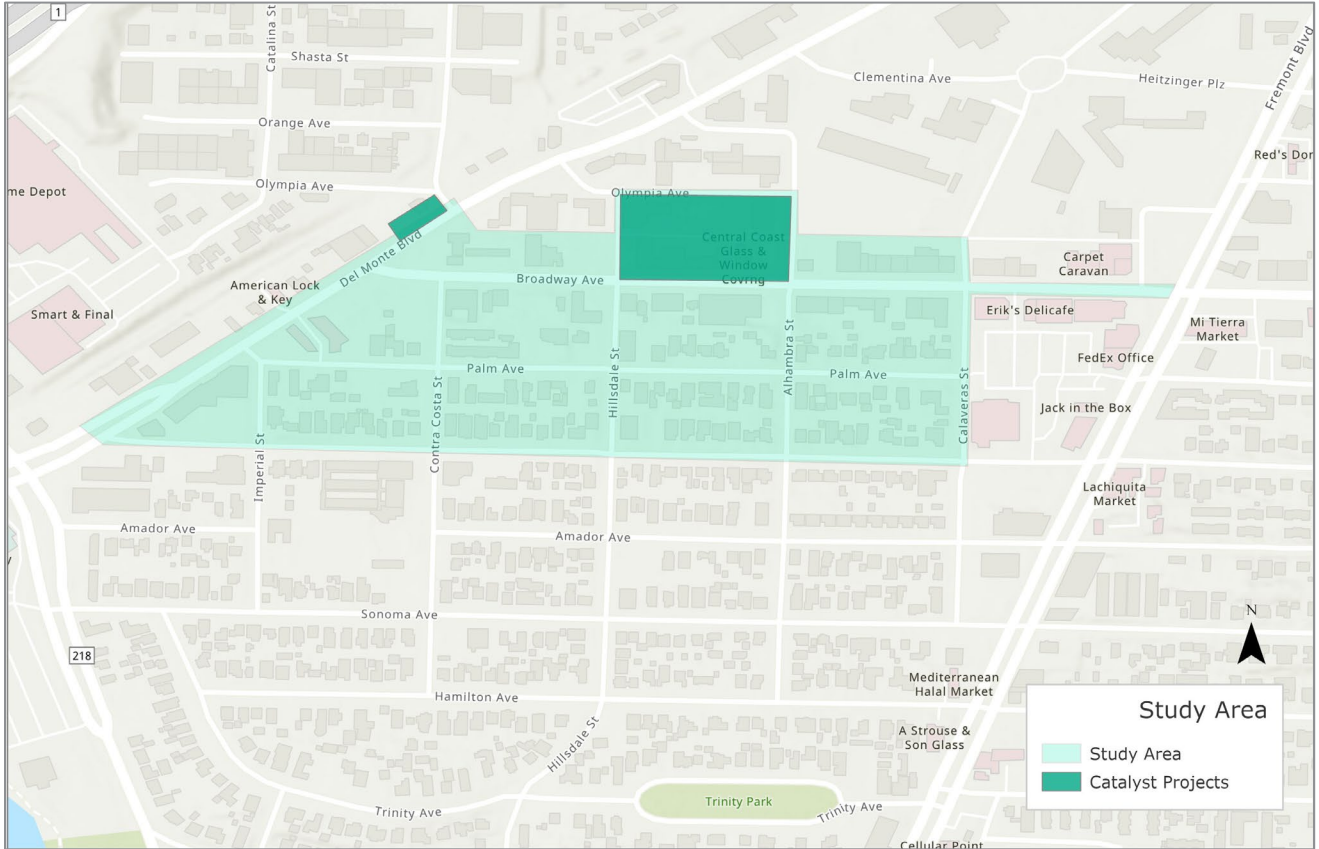


FIGURE 1: STUDY AREA



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 spaces¹. 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

¹ 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 ¹	TOTAL SPACES
ELM AVE	Eastbound	0	0	0	77	3	80
	Westbound	0	0	0	64	7	71
PALM AVE	Eastbound	2	0	0	30	21	53
	Westbound	0	0	0	52	0	52
BROADWAY AVE	Eastbound	21	0	0	0	0	21
	Westbound	26	0	0	0	0	26
OLYMPIA AVE	Eastbound	0	0	0	12	0	12
	Westbound	0	0	0	12	0	12
CALAVERA ST	Northbound	15	0	1	1	0	17
	Southbound	12	1	0	2	0	15
ALHAMBRA ST	Northbound	13	0	0	8	0	21
	Southbound	13	0	0	8	0	21
HILLSDALE ST	Northbound	6	1	0	13	0	20
	Southbound	14	0	0	0	0	14
CONTRA COSTA ST	Northbound	5	0	0	13	0	18
	Southbound	4	0	0	10	0	14
IMPERIAL ST	Northbound	0	0	0	8	0	8
	Southbound	0	0	0	8	0	8
DEL MONTE BLVD	Northbound	0	0	0	0	0	0
	Southbound	0	0	0	9	0	9
SANTA BARBARA ST		20	0	0	0	0	20

¹ Spaces on street sections without curbs and gutters

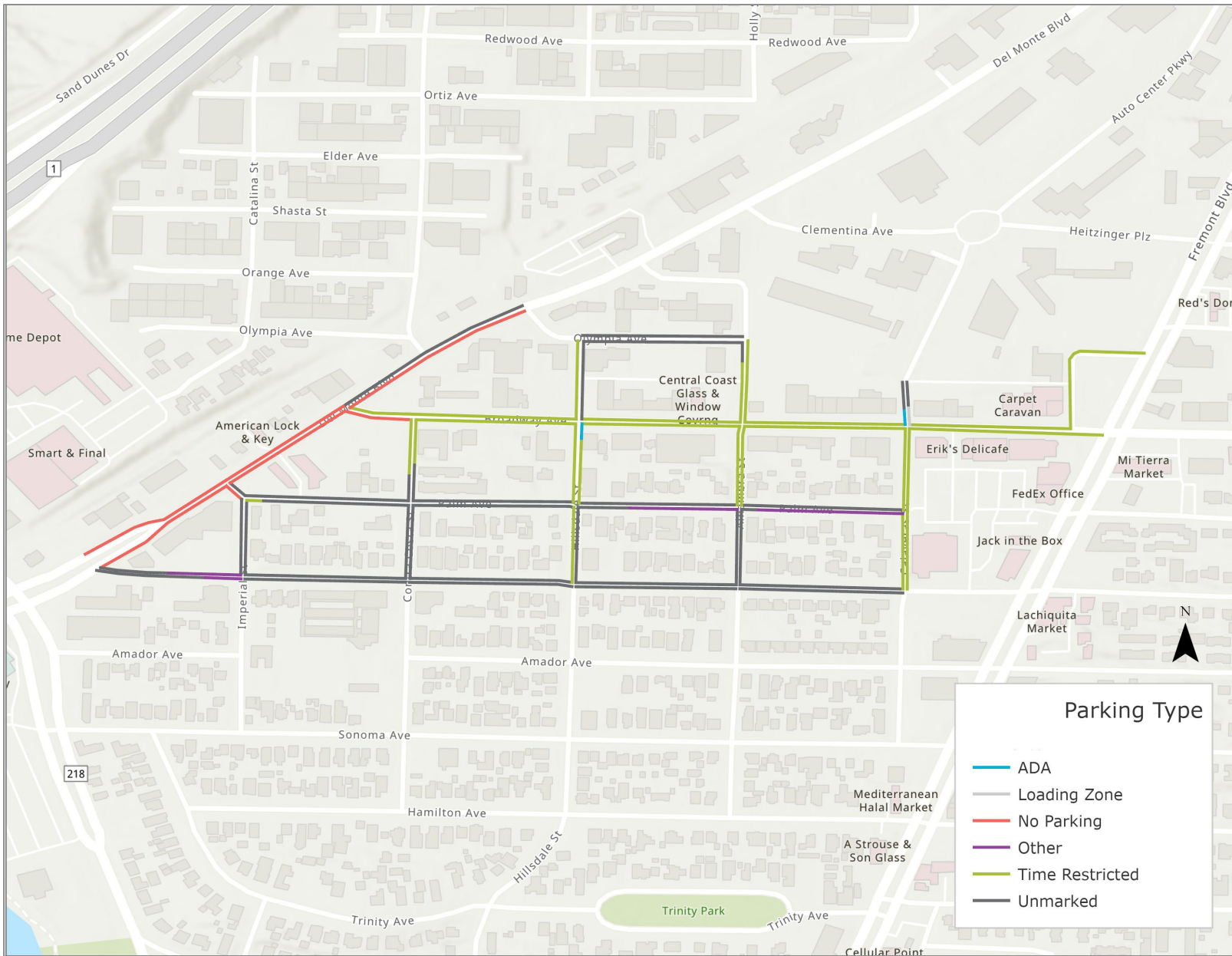


FIGURE 4: MAP OF ON-STREET PARKING SUPPLY BY TYPE

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

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.

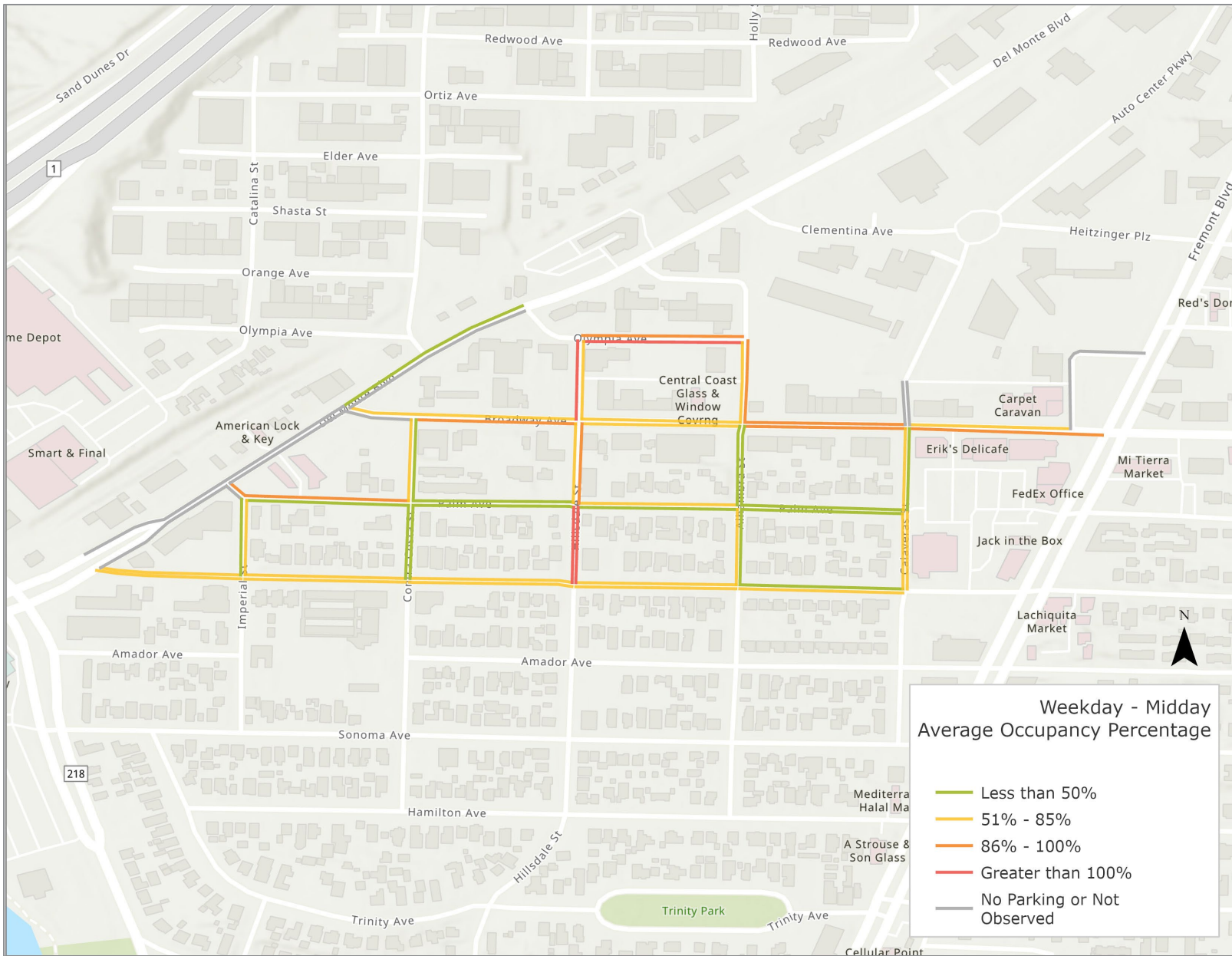


FIGURE 5: AVERAGE OCCUPANCY DURING WEEKDAY MIDDAY PEAK HOURS (12:00 – 2:00 PM)



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

WEEKEND PARKING OCCUPANCY

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.

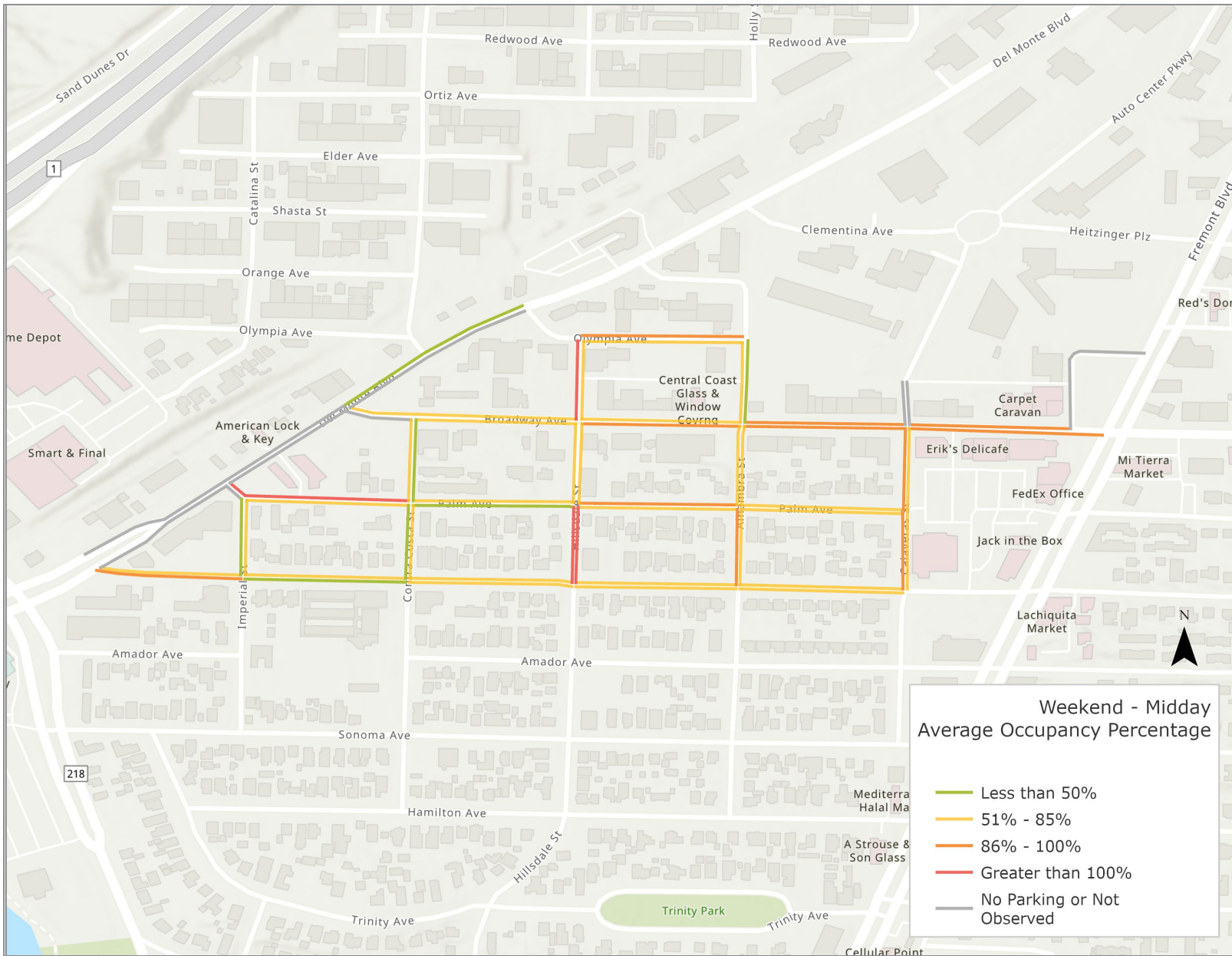


FIGURE 7: AVERAGE OCCUPANCY DURING WEEKEND MIDDAY PEAK HOURS (12:00 – 2:00 PM)

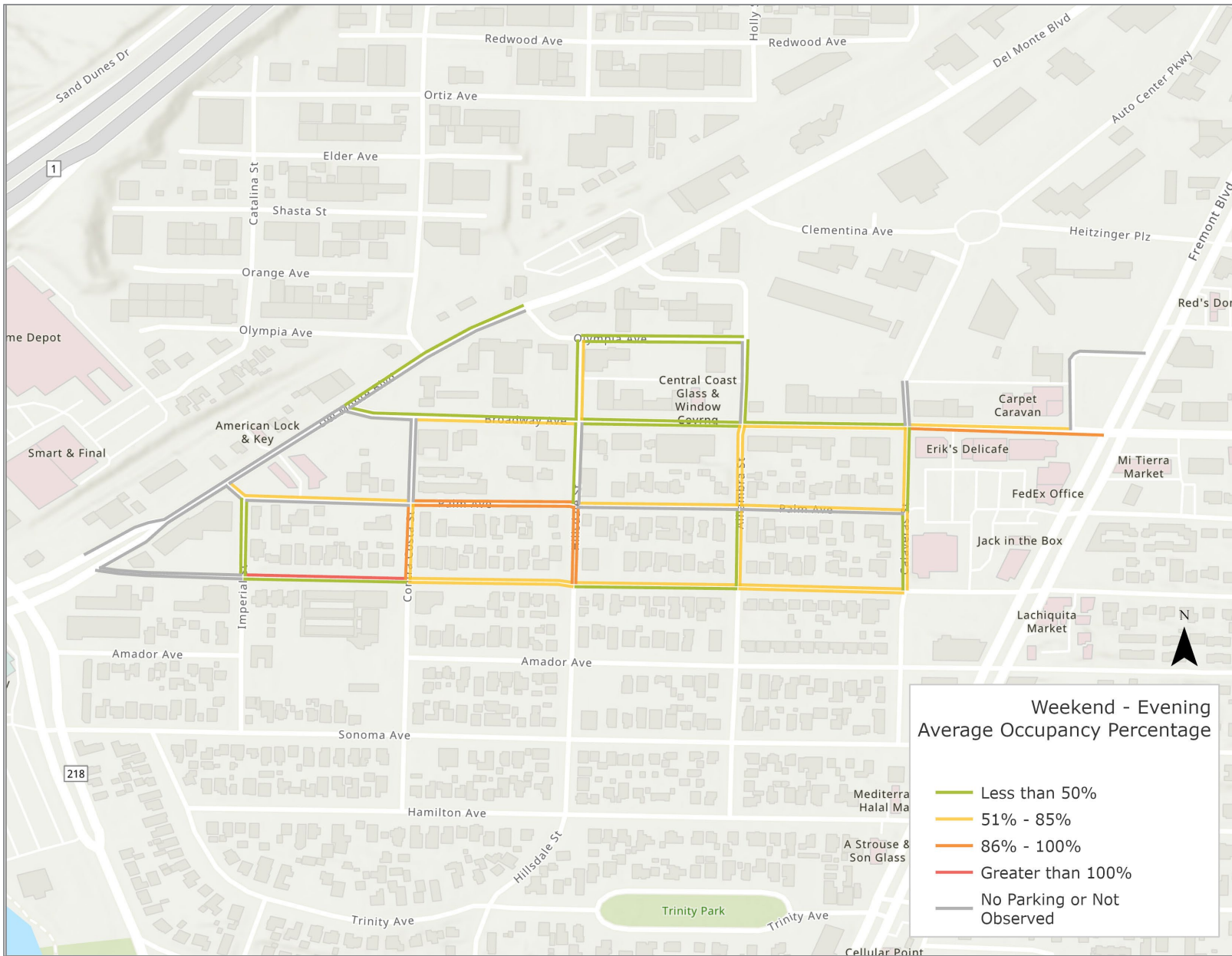


FIGURE 8: AVERAGE OCCUPANCY DURING WEEKEND EVENING PEAK HOURS (7:00 - 10:00 PM)

PARKING SUPPLY AND EXISTING DEMAND

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.

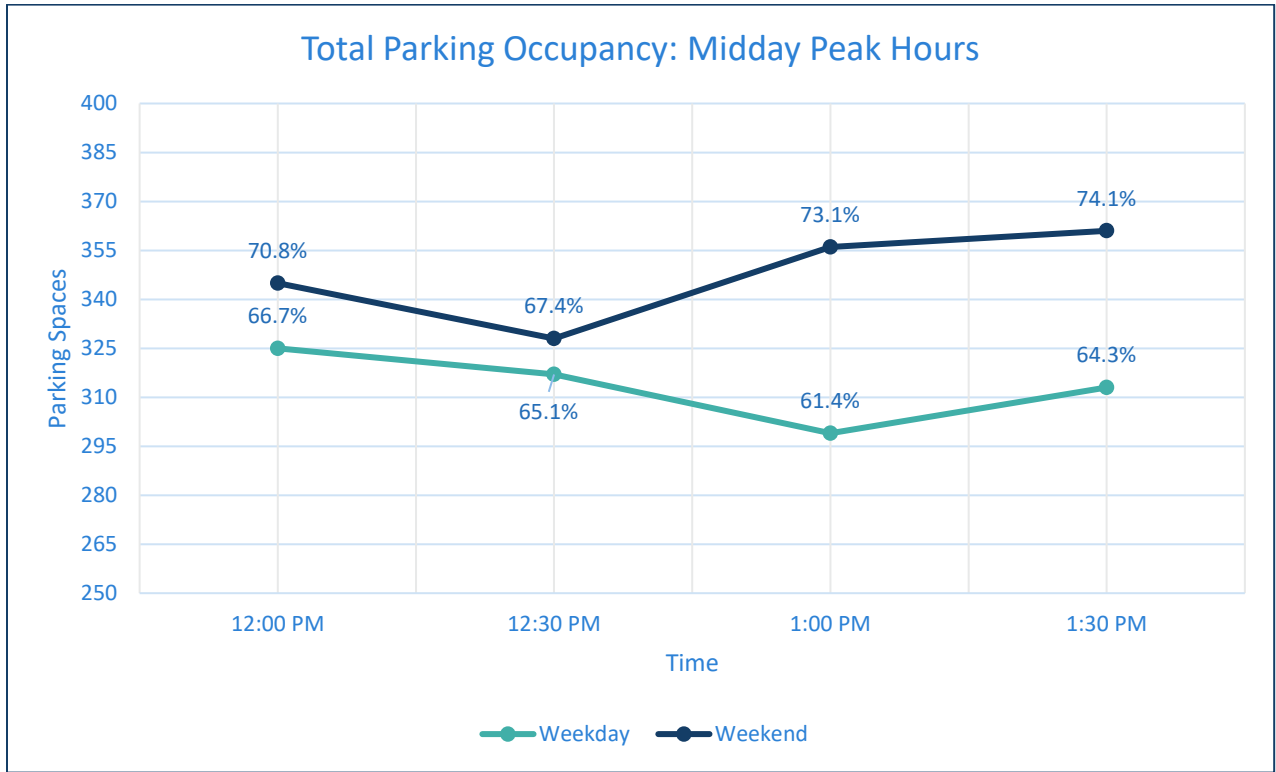


FIGURE 9: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND MIDDAY PEAK HOURS

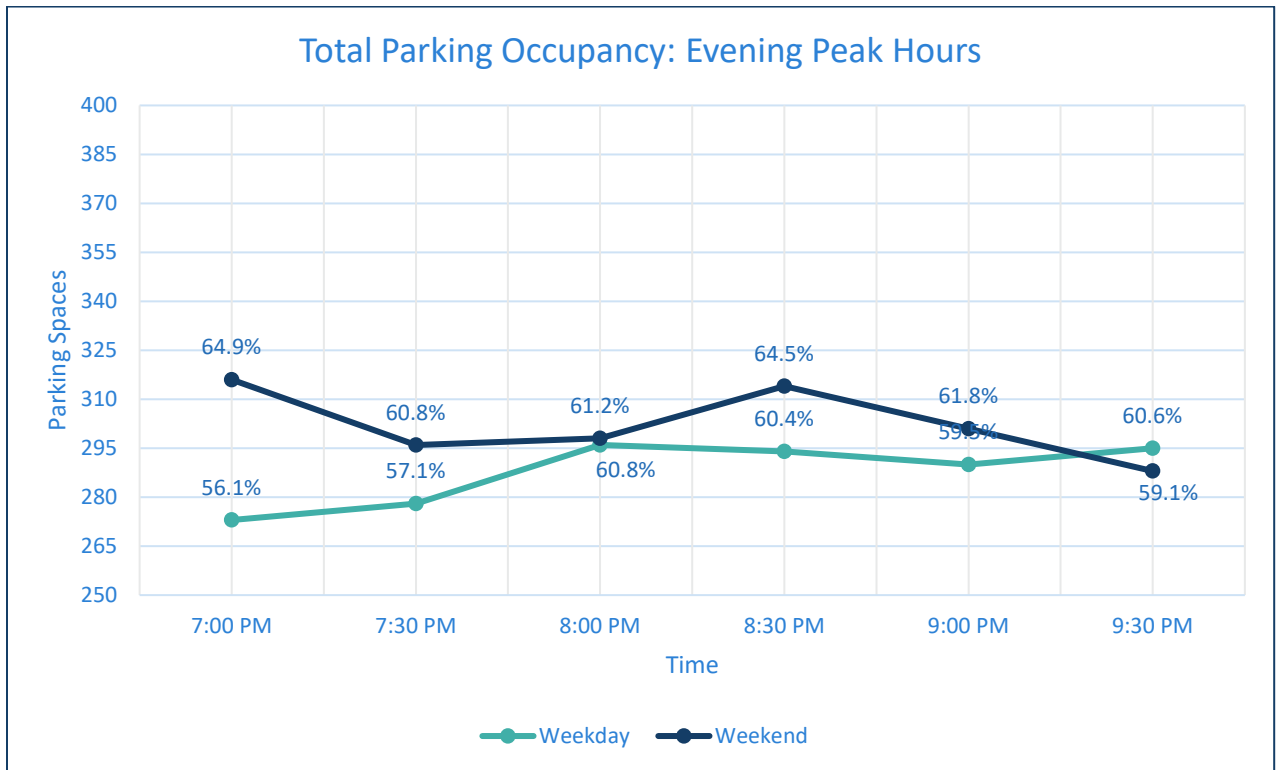


FIGURE 10: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND EVENING PEAK HOURS

TABLE 2: AVERAGE VS PEAK OCCUPANCY BY PEAK PERIOD¹

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%	92%	69%	79%	80%	92%
PALM AVE	Eastbound	36%	40%	76%	83%	62%	72%	74%	89%
	Westbound	60%	65%	79%	85%	87%	90%	79%	83%
BROADWAY AVE	Eastbound	86%	91%	38%	48%	86%	95%	57%	67%
	Westbound	77%	85%	42%	54%	89%	96%	77%	89%
OLYMPIA AVE	Eastbound	108%	108%	17%	25%	67%	92%	33%	50%
	Westbound	100%	100%	17%	17%	92%	117%	42%	58%
CALAVERA ST ²	Northbound	47%	53%	40%	47%	60%	73%	47%	53%
	Southbound	75%	83%	42%	58%	83%	100%	58%	67%
ALHAMBRA ST	Northbound	57%	67%	43%	48%	52%	62%	52%	67%
	Southbound	62%	76%	43%	52%	76%	95%	48%	62%
HILLSDALE ST	Northbound	90%	105%	60%	65%	90%	105%	85%	90%
	Southbound	93%	93%	71%	79%	100%	114%	57%	64%
CONTRA COSTA ST	Northbound	33%	44%	44%	50%	50%	67%	50%	56%
	Southbound	57%	79%	100%	107%	57%	79%	93%	100%
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%

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

² 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.

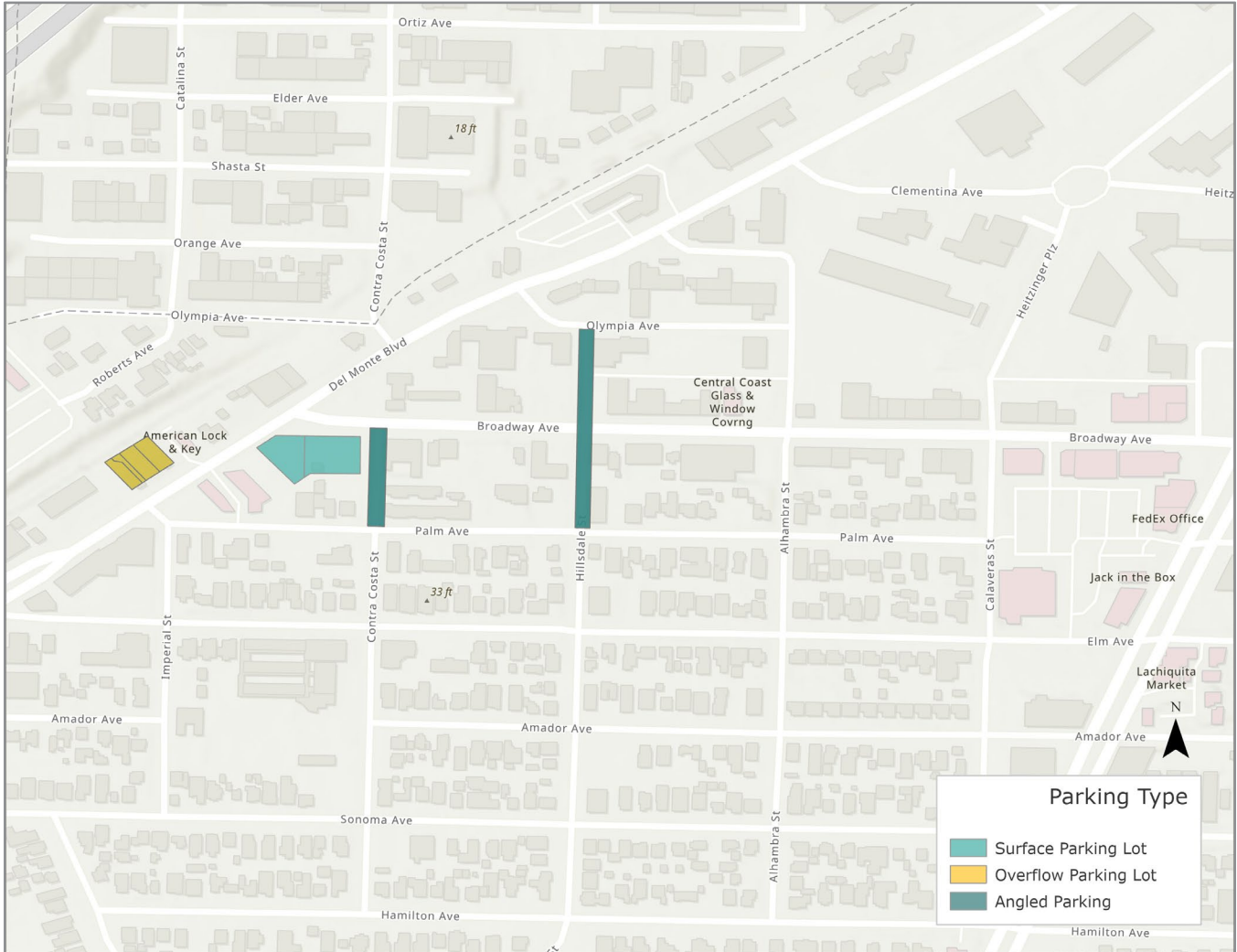


FIGURE 11: PARKING OPPORTUNITY SITES

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.

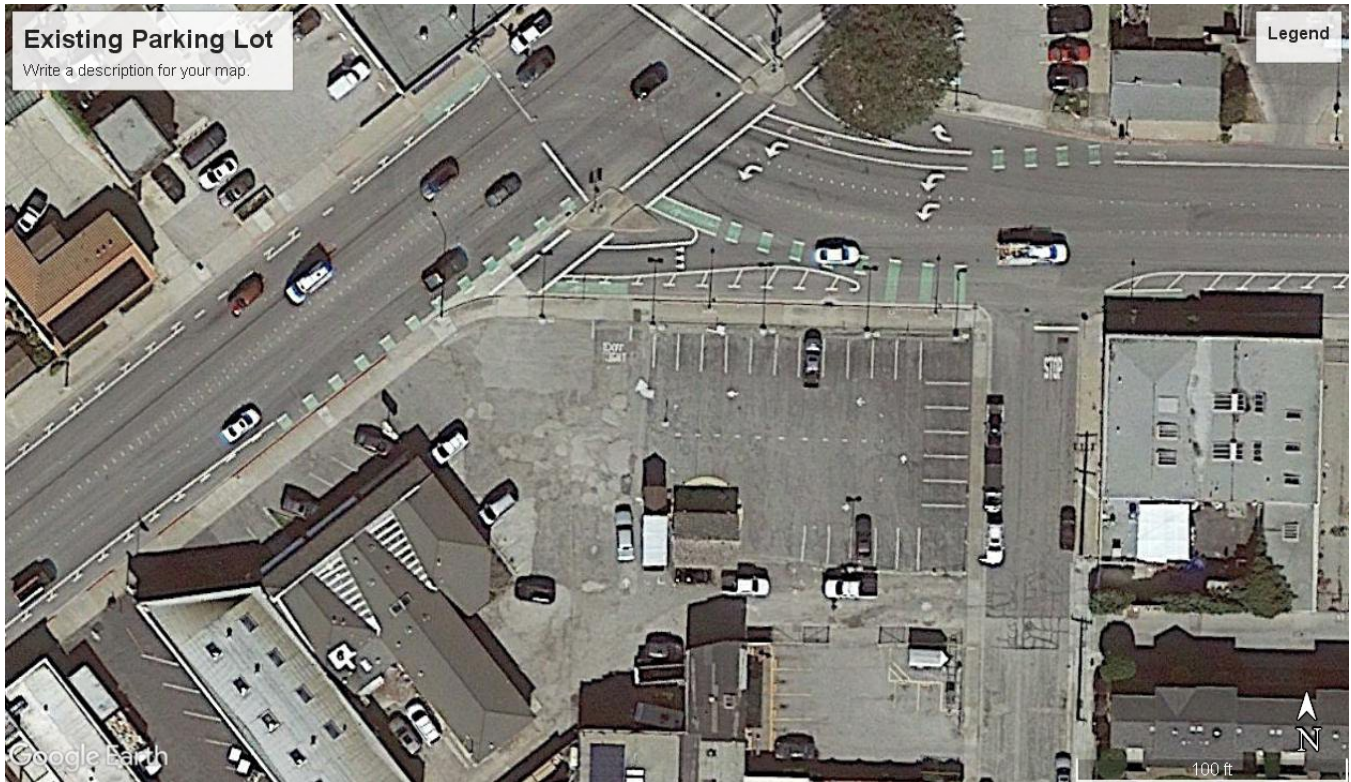


FIGURE 12: AERIAL IMAGE OF EXISTING PARKING LOT

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):

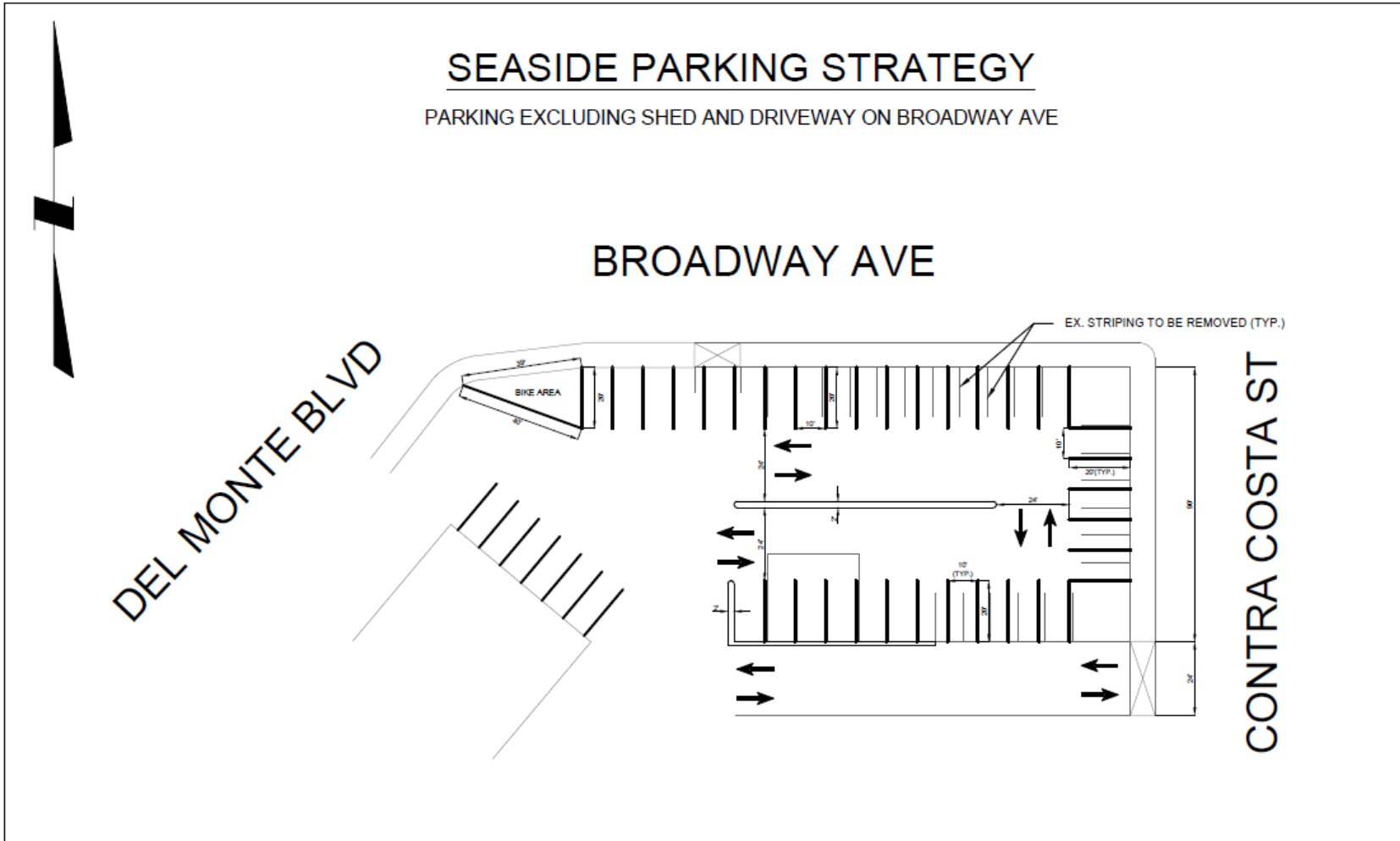
- Plan removes the existing structure, but retains the driveway exit on Broadway Avenue

- 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

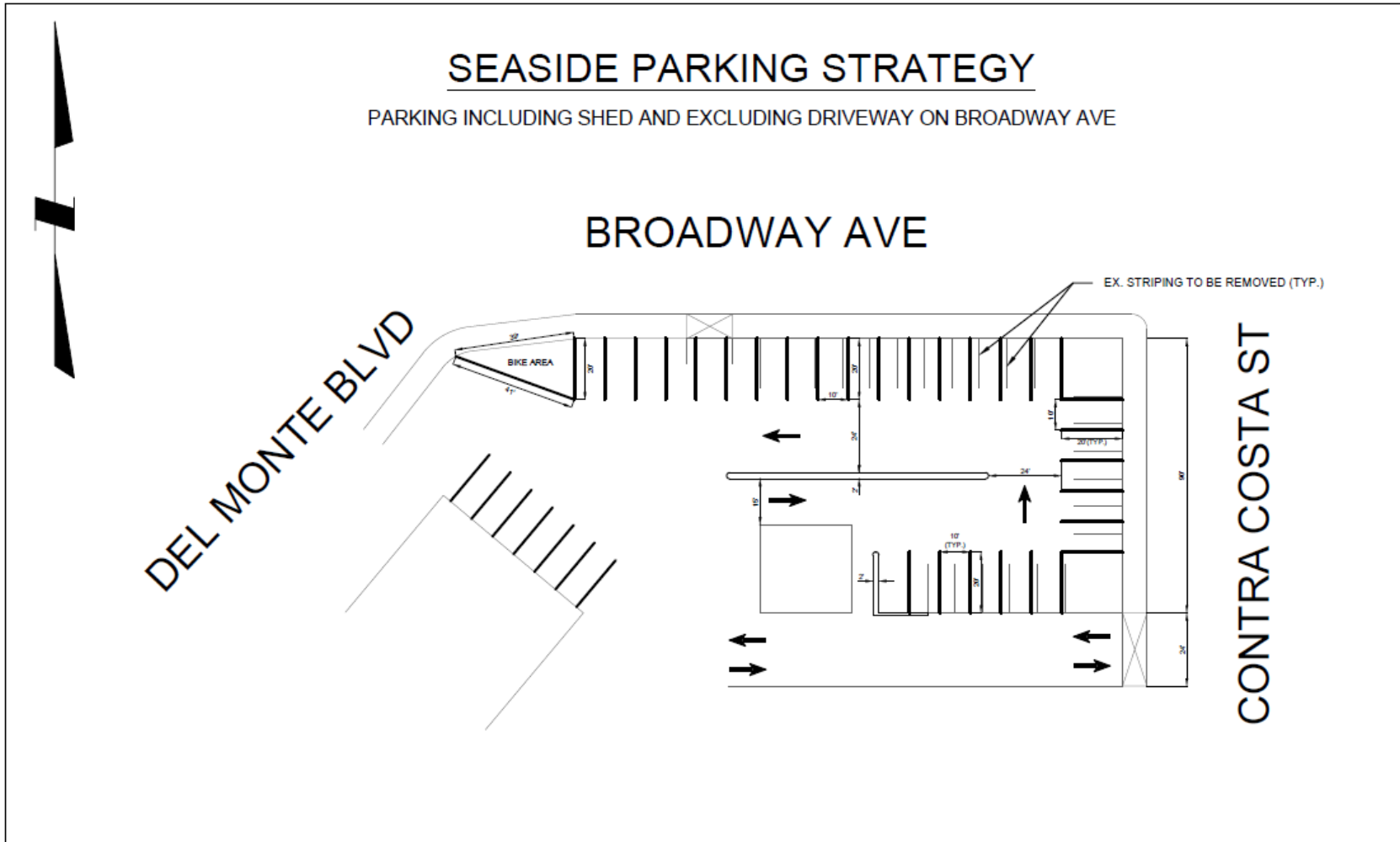
These include a lot on Fremont Boulevard and Broadway that could potentially be leased. This location would complement the existing angled street parking on Santa Barbara Street.

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.



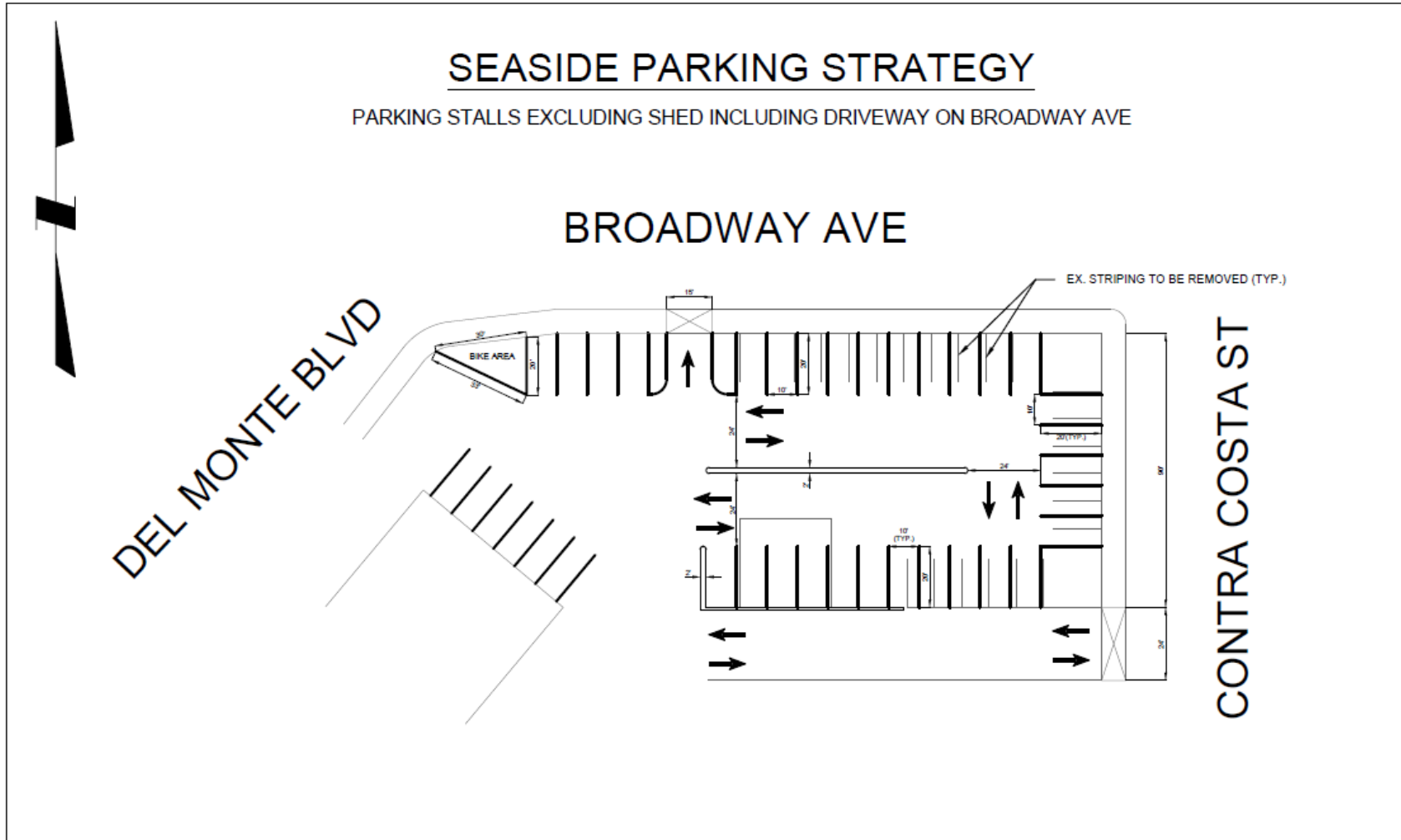
PARKING STALLS	
EXISTING	27
PROPOSED	38

FIGURE 13: PROPOSED PARKING CONCEPT 1



PARKING STALLS	
EXISTING	27
PROPOSED	33

FIGURE 14: PROPOSED PARKING CONCEPT 2



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
EXISTING STALLS, EACH SIDE	10 (east), 6 (west)	10 (east), 6 (west)
PROPOSED STALLS – EAST	20	22
PROPOSED STALLS – WEST	17	19
NET CHANGE IN STALLS	10 (east)	12 (east)
	11 (west)	13 (west)

^a 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
EXISTING STALLS, EACH SIDE	11	11
PROPOSED STALLS – EAST	20	22
PROPOSED STALLS – WEST	17	19
NET CHANGE IN STALLS	9 (east)	11 (east)
	6 (west)	8 (west)

^a 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
RESTRIPEB BROADWAY-DEL MONTE PARKING LOT	33
ADDITIONAL ANGLED PARKING ON HILLSDALE ST	15
TOTAL NEAR-TERM PARKING SUPPLY	560

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 5². 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.

² 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 ^b	
	MINIMUM	MAXIMUM	AVERAGE ANNUAL	HOLIDAY PEAK
PHASE I	411	538		417
PHASE II	773	1009		1239
BUILDOUT	1363	1676	1780	2053
NON-RESIDENTIAL SUPPLY NEEDED ^a	682	838	890	1027
ESTIMATED ADDITIONAL SUPPLY REQUIRED	122	278	330	467

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

^b 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

25034-Seaside Parking
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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
EASTBOUND	TOTAL	80	55	51	54	60	60	75.0	55	68.8	44	40	45	50	52	56	56	70.0	48	60.0
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
WESTBOUND	TOTAL	71	49	48	48	54	54	76.1	50	70.4	46	53	61	61	65	65	65	91.5	58	81.7
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	12	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

EASTBOUND	TOTAL	53	16	16	21	21	21	39.6	19	35.8	34	42	44	40	39	42	44	83.0	40	75.5
DEL MONTE	IMPERIAL	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
WESTBOUND	TOTAL	52	33	34	28	27	34	65.4	31	59.6	36	38	38	44	44	44	44	84.6	41	78.8
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	4	57.1	3	42.9

BROADWAY AVE BTW DEL MONTE & FREMONT

EASTBOUND	TOTAL	21	18	19	17	18	19	90.5	18	85.7	9	9	10	8	7	7	10	47.6	8	38.1
DEL MONTE	CONTRA COSTA	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
WESTBOUND	TOTAL	26	19	22	18	21	22	84.6	20	76.9	14	9	7	6	14	14	14	53.8	11	42.3
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	4	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

EASTBOUND																				
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
WESTBOUND																				
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

NORTHBOUND	TOTAL	15	7	8	7	7	8	53.3	7	46.7	5	6	7	6	7	4	7	46.7	6	40.0
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
SOUTHBOUND	TOTAL	12	8	8	8	10	10	83.3	9	75.0	5	6	7	3	3	3	7	58.3	5	41.7
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

NORTHBOUND	TOTAL	21	14	12	11	12	14	66.7	12	57.1	7	8	9	8	10	10	10	47.6	9	42.9
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
SOUTHBOUND	TOTAL	21	16	13	12	10	16	76.2	13	61.9	7	9	10	11	10	9	11	52.4	9	42.9
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

NORTHBOUND	TOTAL	20	20	21	16	16	21	105.0	18	90.0	12	11	11	12	13	11	13	65.0	12	60.0
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
SOUTHBOUND	TOTAL	14	13	13	13	12	13	92.9	13	92.9	9	8	11	11	10	10	11	78.6	10	71.4
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

NORTHBOUND	TOTAL	18	8	6	5	5	8	44.4	6	33.3	13	9	8	9	4	4	9	50.0	8	44.4
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
SOUTHBOUND	TOTAL	14	11	9	6	5	11	78.6	8	57.1	14	14	14	13	15	15	15	107.1	14	100.0
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

NORTHBOUND																				
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
SOUTHBOUND																				
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

NORTHBOUND	TOTAL	0	0	0	0	0	0	0.0	0	0.0	0	0	0	0	0	0	0	0.0	0	0.0
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			
SOUTHBOUND	TOTAL	9	2	3	1	2	3	33.3	2	22.2	2	2	2	2	2	2	2	22.2	2	22.2
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
EASTBOUND	TOTAL	80	57	47	55	58	58	72.5	54	67.5	44	39	42	43	42	42	44	55.0	42	52.5
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
WESTBOUND	TOTAL	71	47	42	50	56	56	78.9	49	69.0	52	54	57	57	59	65	65	91.5	57	80.3
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

EASTBOUND	TOTAL	53	30	32	38	33	38	71.7	33	62.3	34	36	37	41	47	41	47	88.7	39	73.6
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
WESTBOUND	TOTAL	52	47	45	45	43	47	90.4	45	86.5	41	39	36	43	43	43	43	82.7	41	78.8
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

EASTBOUND	TOTAL	21	17	17	20	19	20	95.2	18	85.7	12	14	13	14	11	8	14	66.7	12	57.1
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
WESTBOUND	TOTAL	26	22	20	25	23	25	96.2	23	88.5	23	19	18	14	23	23	23	88.5	20	76.9
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

EASTBOUND																				
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
WESTBOUND																				
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

NORTHBOUND	TOTAL	15	11	11	7	7	11	73.3	9	60.0	9	7	6	8	3	6	8	53.3	7	46.7
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
SOUTHBOUND	TOTAL	12	9	9	11	12	12	100.0	10	83.3	7	9	8	8	6	4	8	66.7	7	58.3
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

NORTHBOUND	TOTAL	21	13	10	9	13	13	61.9	11	52.4	10	11	12	14	12	8	14	66.7	11	52.4
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
SOUTHBOUND	TOTAL	21	20	14	15	14	20	95.2	16	76.2	10	8	7	9	13	10	13	61.9	10	47.6
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

NORTHBOUND	TOTAL	20	15	16	20	21	21	105.0	18	90.0		16	16	16	17	18	17	18	90.0	17	85.0
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
SOUTHBOUND	TOTAL	14	12	13	15	16	16	114.3	14	100.0		10	5	6	8	8	9	9	64.3	8	57.1
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

NORTHBOUND	TOTAL	18	10	12	7	8	12	66.7	9	50.0		10	9	9	10	8	5	10	55.6	9	50.0
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
SOUTHBOUND	TOTAL	14	11	9	6	5	11	78.6	8	57.1		14	12	11	11	13	14	14	100.0	13	92.9
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

NORTHBOUND																					
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
SOUTHBOUND																					
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

NORTHBOUND	TOTAL	0	0	0	0	0	0	0.0	0	0.0		0	0	0	0	0	0	0	0.0	0	0.0
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			
SOUTHBOUND	TOTAL	9	3	3	2	2	3	33.3	3	33.3		2	2	2	2	2	2	2	22.2	2	22.2
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			