



A G E N D A

CITY OF SEASIDE
TRAFFIC
ADVISORY COMMITTEE

REGULAR MEETING
440 HARCOURT AVE (COUNCIL CHAMBER)
Tuesday, April 21, 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. APPROVAL OF MINUTES

A. APPROVE MINUTES FROM THE MARCH 17, 2026 REGULAR MEETING

5. BUSINESS ITEMS

A. CONSIDER THE INSTALLATION OF RED CURB AND 2 HOUR PARKING AT 1925 DEL MONTE BLVD

RECOMMENDATION: The purpose of this item is to have the TAC consider the installation of red curb and 2 hour parking at 1925 Del Monte Blvd.

B. CONSIDER THE INSTALLATION OF A SECOND DRIVEWAY 1945 LUZERN

RECOMMENDATION: The purpose of this item is to consider the installation of a second driveway at 1945 Luzern St.

C. CONSIDER CHANGING HILLSDALE STREET FROM TWO-WAY TO ONE-WAY NORTHBOUND FROM PALM AVE TO OLYMPIA AVE.

RECOMMENDATION: The purpose of this item is to consider changing Hillsdale St from two-way to one-way northbound from Palm Ave to Olympia Ave.

D. CONSIDER TRAFFIC CALMING MEASURES FOR TRINITY AVE

RECOMMENDATION: The purpose of this Item is to present Traffic Calming Measures to the TAC and receive direction.

E. RECEIVE PRESENTATION FROM CALTRANS ON HIGHWAY 218 IMPROVEMENTS AND PROVIDE FEEDBACK

RECOMMENDATION: The purpose of this item is to receive presentation and provide feedback on the project.

6. STAFF COMMUNICATION

7. ADJOURNMENT

Next Regularly Scheduled Meeting:
May 19, 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.



DRAFT MINUTES

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING
CITY COUNCIL CHAMBERS
Tuesday, March 17, 2026 5:00 PM

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
Matthew Doza, Police Commander
Paul Blaha, Fire Chief
Thomas Korman, Public Works Director
Andrew Myrick, Housing and Planning Manager

2. **REVIEW OF AGENDA**

3. **PUBLIC COMMENT**

N/A

4. **BUSINESS ITEMS**

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

Public Comment: Daryl, Applicant

ACTION: Approve Installation of 2-hour parking along Terrace Ave

RESULTS: 5-0-0-0

AYES: Pacheco, Blaha (2nd), Doza, Korman, Myrick (1st)

NOES: None

ABSTAIN: None

ABSENT: None

Comments:

Myrick: Will the parking be time restricted? 8am-6pm only

Pacheco: Why are some of the spots 20ft vs 22ft? Space constraints

Were residents and businesses given notice? Yes.

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

Public Comment: Daryl, Applicants

ACTION: Return with Other Proposals/Options for Traffic Calming

RESULTS: 5-0-0-0

AYES: Pacheco, Blaha(2nd), Doza, Korman(1st), Myrick

NOES: None

ABSTAIN: None

ABSENT: None

Comments:

Myrick: Where do TC go if they are not spent during fiscal year?

Pacheco: Was this the only TC application? Is there funding set aside for this? Should the City allocate more \$ for future TC applications? Are rumble strips possible?

Blaha: How many speed humps were originally requested?

Korman: Is 2-phase a possibility? Stripe now, then speed humps if necessary?

Doza: 25 mph is too fast near park. Can the speed limit be changed?

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

Public Comment: Daryl

ACTION: Approve with permanent poles/signage.

RESULTS: 5-0-0-0

AYES: Pacheco, Blaha(2nd), Doza, Korman(1st), Myrick

NOES: None

ABSTAIN: None

ABSENT: None

Comments:

Pacheco: Test signage should be put out one week in advance with dates/times

Blaha: How is the parking enforced?

Korman: Will there be a grace period for ticketing? Discussions w/parking enforcement?

Doza: Temporary signs are harder to enforce from a Police standpoint.

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

Public Comment: Daryl

ACTION: Approve installation of perpendicular parking in downtown Broadway alley.

RESULTS: 5-0-0-0
AYES: Pacheco, Blaha(2nd), Doza, Korman, Myrick(1st)
NOES: None
ABSTAIN: None
ABSENT: None

Comments:

Pacheco: What is the net parking gain if Goodwill doesn't move trailers?

Myrick: Will the Goodwill trailers be moved?

Korman: Net gain parking spaces. 26 to 40. Goodwill does not currently have an encroachment permit for trailers.

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

Public Comment: Daryl

ACTION: Approve changing Contra Costa southbound to one-way from Broadway Ave to Palm Ave

RESULTS: 5-0-0-0
AYES: Pacheco, Blaha(2nd), Doza, Korman, Myrick(1st)
NOES: None
ABSTAIN: None
ABSENT: None

Comments:

Pacheco: Easier access to current businesses with this proposed change? Safety benefit?

Myrick: What is the benefit of the project as proposed?

Korman: Elimination of left turn onto Broadway and narrowing of street provides safety benefit.

Blaha: Width from Red to back of parked vehicle? 17ft

5. STAFF COMMUNICATION

None

6. ADJOURNMENT

Meeting adjourned at 6:40 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: Aaron Hahn, Junior Engineer

DATE: April 21, 2026

**SUBJECT: CONSIDER THE INSTALLATION OF RED CURB AND 2 HOUR
PARKING AT 1925 DEL MONTE BLVD**

RECOMMENDATION

The purpose of this item is to have the TAC consider the installation of red curb and 2 hour parking at 1925 Del Monte Blvd.

BACKGROUND

Staff received the TAC Request Application, dated February 25th, 2026, from a business owner requesting the installation of 2 hour parking signs and a red curb along Del Monte Blvd.

Currently, the curb is painted grey along 80 feet of the curb on the north side of the driveway, and 20 feet along the south side. This paint appears to be covering up a previously red curb. The current grey curb has been there since at least 2008, and we were not able to find any previous records in our TAC files describing installing the red curb or grey curb, though it is believed that this was done by the city.

These 80 feet to the north allow for the first 20 feet to be painted red to allow better visibility, and the 60 feet of curb north of that to be designated as a 2-hour parking zone (using signs).

The Shop Automotive is one of six businesses along this block of Del Monte. There are 5 automotive businesses and a Tesla Dealership. Del Monte Blvd is a two-way street, with a posted speed limit of 35 miles per hour (mph). Del Monte Blvd. runs North East to South West, and has parallel parking on both sides of the street. The street is

approximately 84 feet wide, from face of curb to face of curb. Sidewalks measuring approximately 7 feet wide are present on this block.

The owners of The Shop Automotive are requesting a 2-hour parking zone with 2 signs and a red curb outside their business. This business has been having issues with unsafe conditions due to visibility when cars park directly next to their driveway approach. The business owner has also noted issues with cars parking in front of their business in the long term. The owner suggested a number of solutions, including a red curb and 2-hour parking, parking permits, a loading and unloading zone, increased parking enforcement, a traffic safety evaluation, and review of parking conditions along this corridor.

The curbs in front of the 2-hour parking zone will not be painted, signs will be used to designate the area.

With the 80 feet of curb available, 20 feet of red curb and three parking spots can be designated to the north of the driveway. Per standard specs, parking spots are to be between 18' and 22', and the spots are planned to be 20' long. Two signs will bookend the 2-hour parking zone for better visibility. Parking 'T's will not be painted unless paid for by the applicant.

Del Monte Blvd 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 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.

Staff recommends installing 20 feet of red curb and (2) 2-hour parking signs immediately north of the driveway at 1925 Del Monte Blvd.

ATTACHMENTS

- 1. Application
 - 2. Photo Exhibit
-



Traffic Advisory Committee Requests

The following information is required to process any Traffic Advisory Committee request. This information will be used to contact you if staff has any questions or needs clarification to better process your request. This information will also appear in the staff report presented to the Traffic Advisory Committee. If you wish to have your information left off of the staff report, please indicate this below.

Name EDUARDO MAYORGA Date 2/25/26

Address 1925 DEL MONTE BLVD Phone

Request Ongoing Long-term street parking along Del Monte Blvd near 1925-1943 is creating unsafe conditions for customers entering and exiting my driveway at 1925-Del Monte Blvd. Vehicles are parked for extended periods with little turnover, limiting visibility and obstructing safe traffic flow. I respectfully request a traffic safety evaluation and review of parking conditions along this corridor.

I request that my personal information be left OFF the staff report presented to the committee

- Parking*
- Warning Sign
- Red Curb
- Signing/Striping
- Crosswalk
- Street Light
- Traffic Signal
- Other

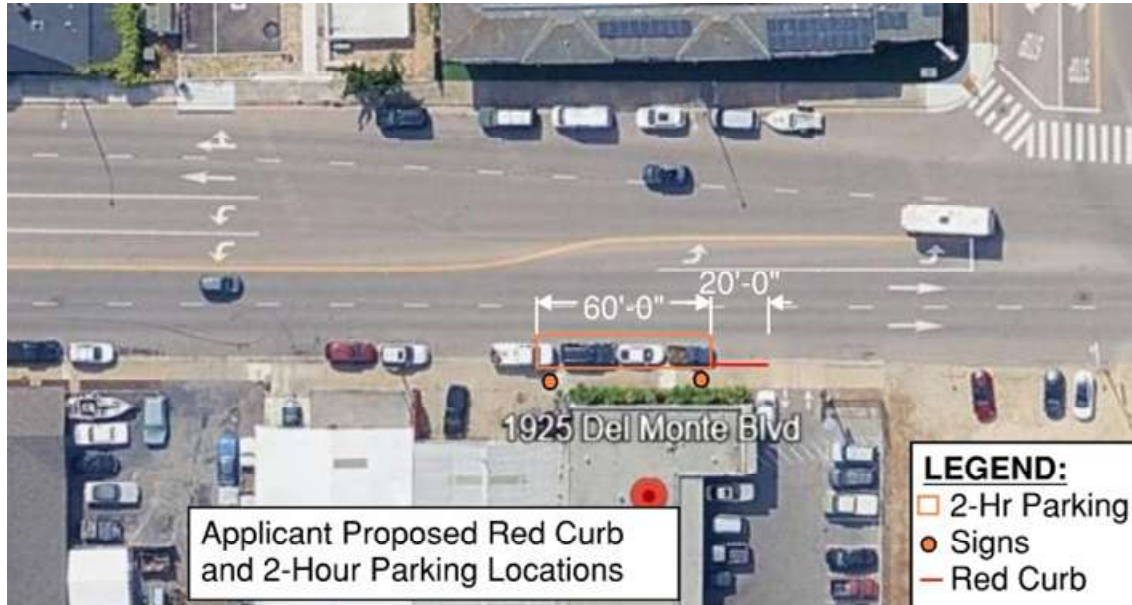
*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

Additional Comments: I request the city review compliance with parking and use permit requirements for businesses located between 1925-1943 Del Monte Blvd. to ensure adequate on-site parking is being provided as required by City regulations. Potential solutions for consideration: • 2-hour parking limits to encourage turnover • Installation of red curb near driveway for visibility clearance • Designated loading/customer zone • Increased parking enforcement during business hours. This is a public safety concern affecting driveway ingress and egress visibility and overall traffic flow. I am available for an on-site meeting with staff or traffic engineering to review conditions.

Date: 2/25/26 Signed:

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 requestors are encouraged to attend.

1925 Del Monte Photo Exhibit



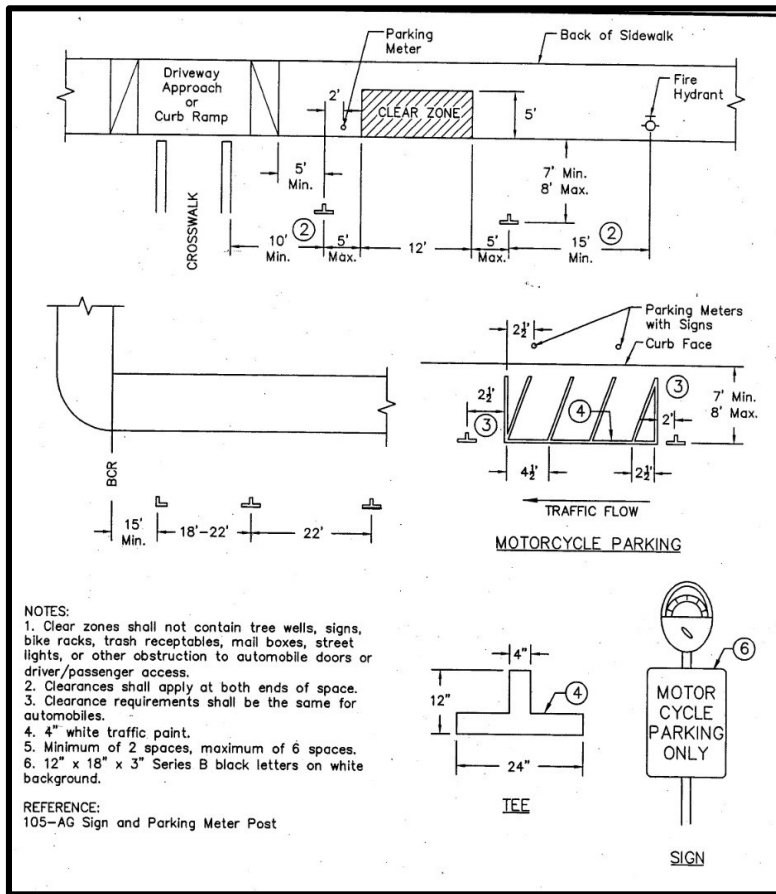
Applicant proposed red curb and 2-hour parking locations.



Current parking conditions at 1925 Del Monte.



Proposed 2-hour parking (shown in orange) and red curb locations.



Typical parking specs.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Aaron Hahn, Junior Engineer

DATE: April 21, 2026

**SUBJECT: CONSIDER THE INSTALLATION OF A SECOND DRIVEWAY 1945
LUZERN**

RECOMMENDATION

The purpose of this item is to consider the installation of a second driveway at 1945 Luzern St.

BACKGROUND

Staff received the TAC Request Application, dated February 25th, 2026, from the property owner requesting a second driveway for an ADU on his property at 1945 Luzern, on the Corner of Luzern St and Santa Clara Ave.

The proposed location of the driveway is on Santa Clara St. Santa Clara is a two-way residential street, with one lane of travel each in the east and westbound direction, and parallel parking on the north and south sides of the street. This block is populated with single and multifamily homes, and a church. Santa Clara Ave is approximately 36 feet wide, from face of curb to face of curb, and has a speed limit of 25 mph. 5 foot Sidewalks are present on both sides of the street. The applicant's property is located on the south side of the street and is a single family dwelling with an ADU. The property has approximately 200 feet of street frontage, 10 of which is a city easement. There are many cars that park along both sides of Santa Clara Ave.

The ADU currently has a paved driveway area where 2–3 cars can park, though it is not connected to the public right of way.

The City of Seaside's Municipal (SMC) code Section 17.34.120 Driveways and Site

Access, outlines the requirements for driveways of Single Family Dwellings as follows:
A. Number of driveways. The number and placement of driveways shall be limited as follows, provided that second driveways or additional curb cuts may be approved by the Traffic Advisory Committee:

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

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

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

Per the above stated code sections, 1945 Luzern is within the RS-8 Zone, and has 201 ft of frontage, though it is not currently eligible for a second driveway, as the proposed driveway would be approximately 112 feet from the intersection, as measured by the method specified in the municipal code.

The approval of this application could remove 1–2 public parking spots.

The driveway is also adjacent to the 10-foot city easement, and no construction will be allowed within the easement.

Staff defers to the TAC for a decision on an additional driveway approach at 1945 Luzern on Santa Clara Avenue.

ATTACHMENTS

- 1. Application
 - 2. Photo Exhibit
-



APPLICATION FEE PER THE CURRENT ADOPTED FEE SCHEDULE

Traffic Advisory Committee Request Application

Receipt # [Redacted]

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: DAN O'ROURKE Date: 12/15/25

Address: 1945 LUZERN - B 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 DRIVE WAY ENTRANCE FOR ADU

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: REQUEST ADDITIONAL DRIVEWAY ENTRANCE TO SERVE ADU OFF STREET PARKING. NEW ENTRANCE TO BE OFF SANTA CLARA AVE.

[Empty lined area for additional request details]

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

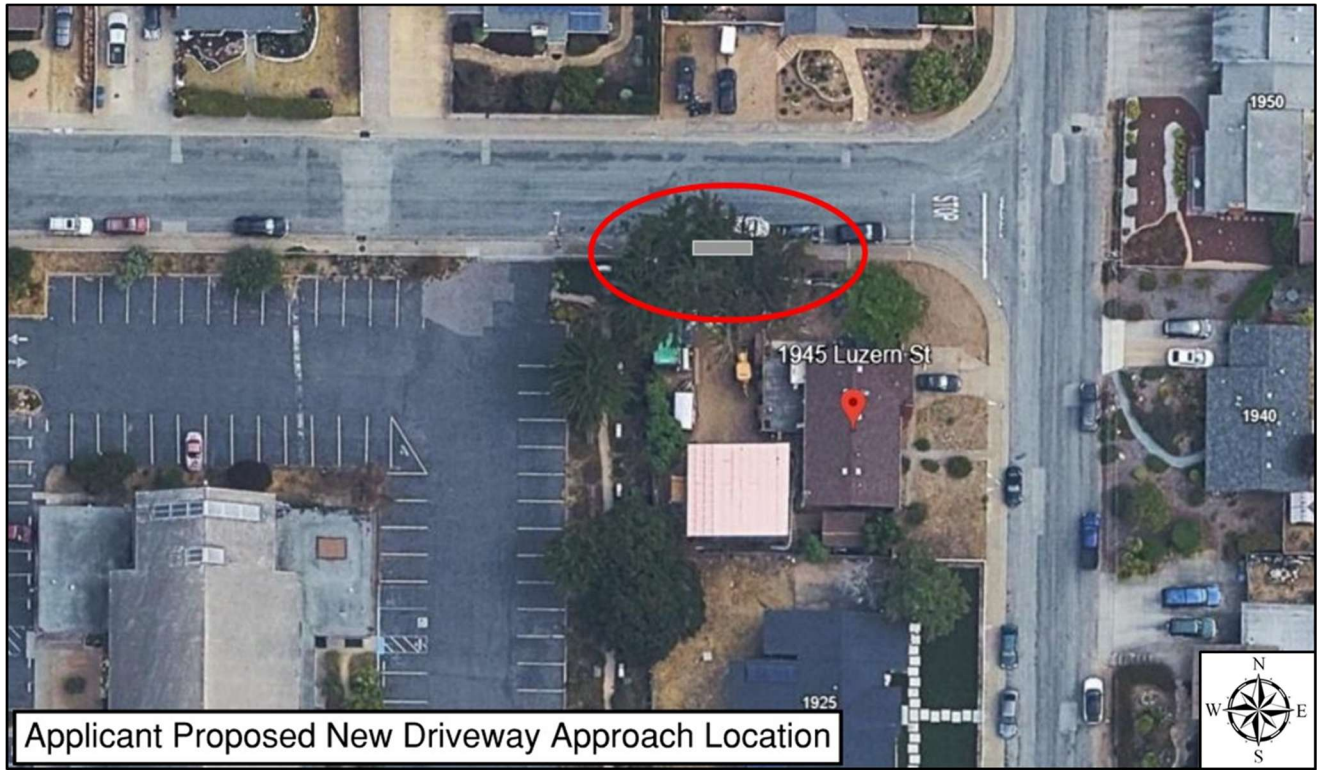
TAC REQUEST
ACKNOWLEDGEMENT STATEMENT

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

Applicant Signature _____

Date 12/15/25

1945 Luzern Photo Exhibit



Applicant Proposed New Driveway Approach Location.



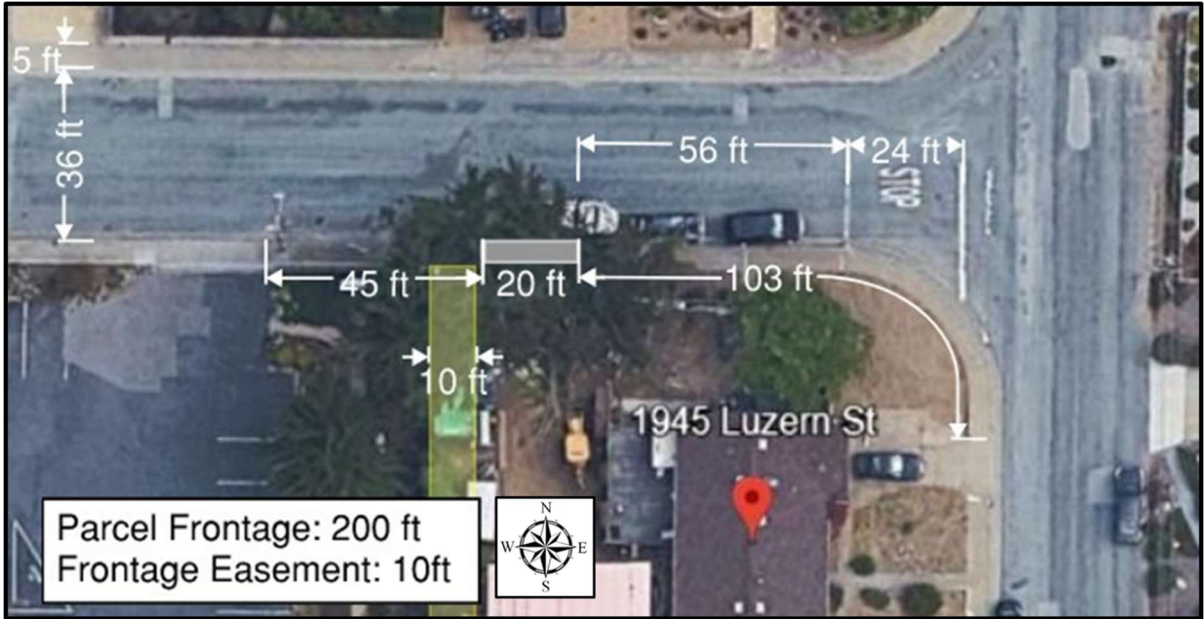
Existing Conditions at the Proposed Driveway Approach Location.



Parking Conditions Along Santa Clara Ave.



Current Paved Driveway at ADU, Not Connected to the Public Right of Way.



Staff Analysis and Dimensions.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.C.

TO: Traffic Advisory Committee

BY: Aaron Hahn, Junior Engineer

DATE: April 21, 2026

SUBJECT: CONSIDER CHANGING HILLSDALE STREET FROM TWO-WAY TO ONE-WAY NORTHBOUND FROM PALM AVE TO OLYMPIA AVE.

RECOMMENDATION

The purpose of this item is to consider changing Hillsdale St from two-way to one-way northbound from Palm Ave to Olympia Ave.

BACKGROUND

In (February) 2022, a parking study was conducted by DKS Consultants to reassess the parking conditions and needs in the West Broadway Area. In this report, they evaluated the current parking supply, occupancy patterns, and adequacy of parking to accommodate future growth. They also provided recommendations based on their report.

The study area was bounded by Del Monte Blvd to the west, an alley to the north, Calaveras to the east and Elm Ave to the south.

Overall the Study found:

- 512 available on-street parking capacity,
- Approx. 70% unrestricted and 30% two-hour limit;
- Existing supply was adequate for existing conditions

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 report states, "Angled parking may also be installed along Hillsdale Street between Olympia Avenue and Palm Avenue, with one-way operations northbound to further increase the parking supply in the near term." The report states that 15–19 additional spots could be made if the road was switched to angled parking

on both sides and changing to one way traffic. The report does not provide a figure or a description of how they achieved that, and staff has not been able to replicate their findings.

Properties adjacent to Hillsdale from Palm to Olympia:

- City Corp Yard
- Restaurants
- Auto repair Shops
- Printing Buisness
- Single Family Dwelling

Hillsdale Street between Palm Avenue and Olympia Ave measures 33 feet from face of curb to face of curb, with parking permitted on both east and west sides of the street. The curb ramps at the intersection of Hillsdale St and Broadway Ave bulb out and narrow the street to 26 feet wide.

Reconfiguring to one-way northbound could provide adjacent businesses and residents limited access. For example, the restaurants on the southwest corner of Hillsdale and Broadway will have to access the parking lot from Palm Ave. The City employees at the Corp Yard also tend to use Hillsdale to go south toward City Hall. Changing this road to a one-way northbound would complement the recent recommendation of Contra Costa to one-way southbound.

Parking on Hillsdale

- Currently provides parallel parking for 20 vehicles along the east and west sides of the street.
- Proposed parking will keep 20 spots.
- No Turn signs and One Way signs will be installed in the alleys, and a do not enter sign along Broadway and Olympia Ave.
- The 2-hour parking and 20-minute parking zones will remain in place, accounting for 8 spots (7 and 1).
- The stop sign at the north side of Hillsdale St and Broadway Ave would be removed.

Safety

- 1 Accident at Broadway and Hillsdale involving a bike and a vehicle.
- 1 hit-and-run at Olympia and Hillsdale.

Examples of potential parking layouts for the one-way street are provided. These include: Parallel parking, Angled parking (at 45 degrees), and considering one-way designation only from Palm to Broadway Ave.

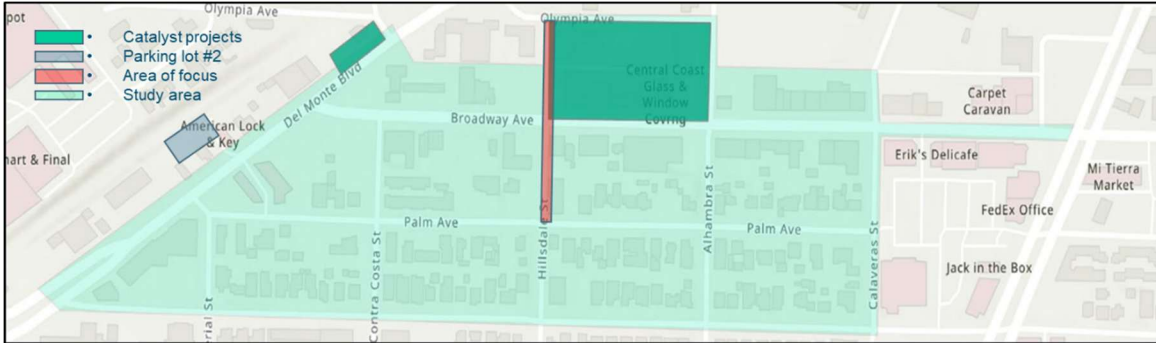
The angled parking option may reduce the speed of traffic by narrowing the drive aisle to 13 feet, though there would be a net loss of 3 parking spots.

Staff defers to the Committee for recommendation.

ATTACHMENTS

1. Photo Exhibit
 2. Seaside Parking Study Report-DKS
-

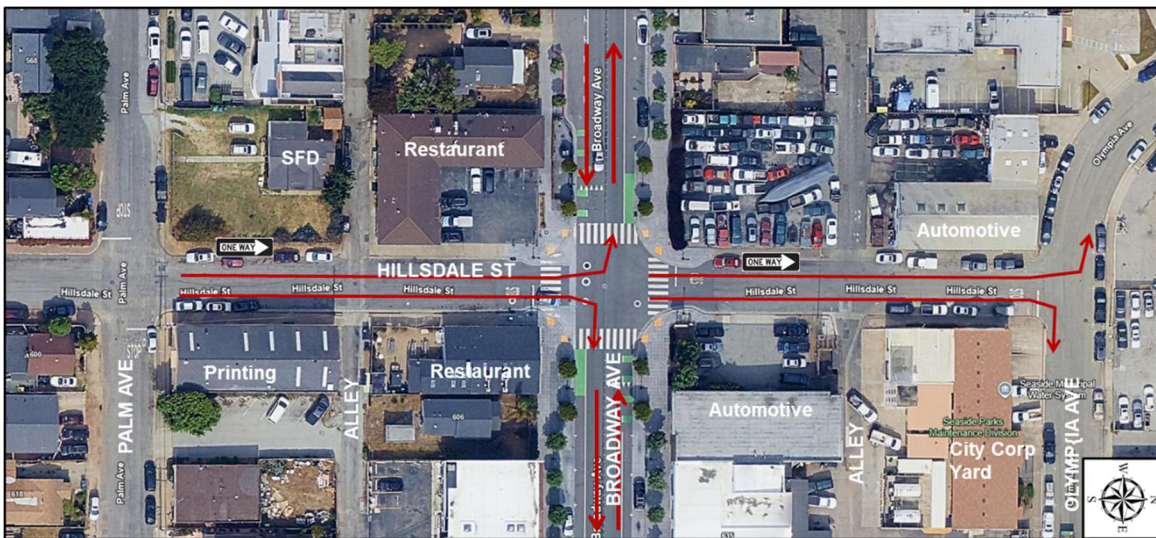
Hillsdale Photo Exhibit



2022 DKS Parking Study Area.



Hillsdale Corridor and Businesses.



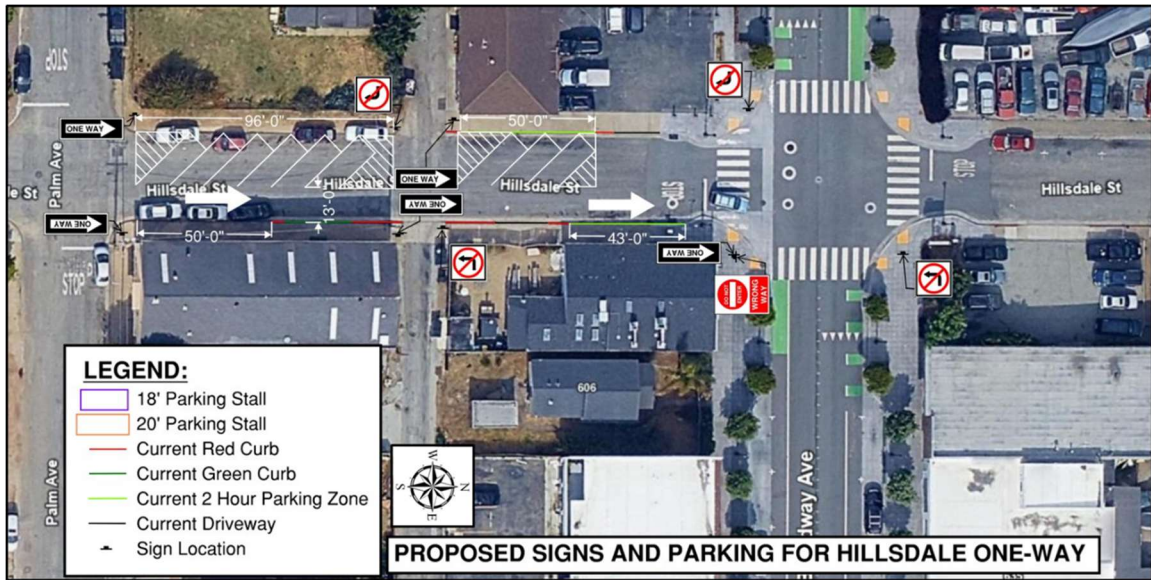
Hillsdale Circulation if Designated as One-Way.



Parallel Parking on Hillsdale from Palm Ave to Broadway Ave.



Parallel Parking on Broadway Ave to Olympia Ave.



Angled Parking on Hillsdale from Palm Ave to Broadway Ave.



Parallel Parking on Hillsdale from Palm Ave to Broadway Ave.

SEASIDE PARKING STUDY REPORT

APRIL 2022

PREPARED FOR:

CITY OF SEASIDE



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Erin Vaca

Haruka Ichikawa

Jeff Heald

Raven Ramos

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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.

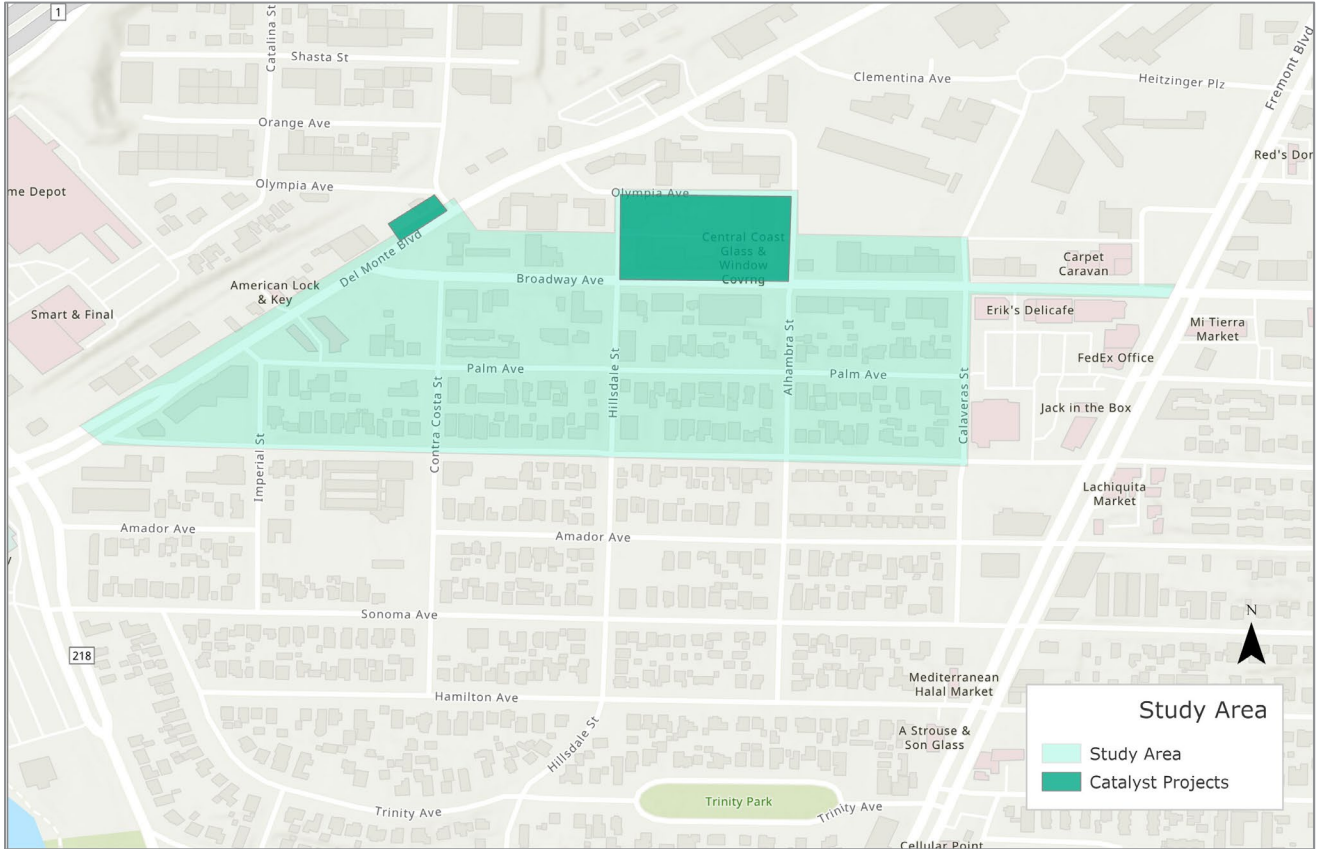


FIGURE 1: STUDY AREA



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

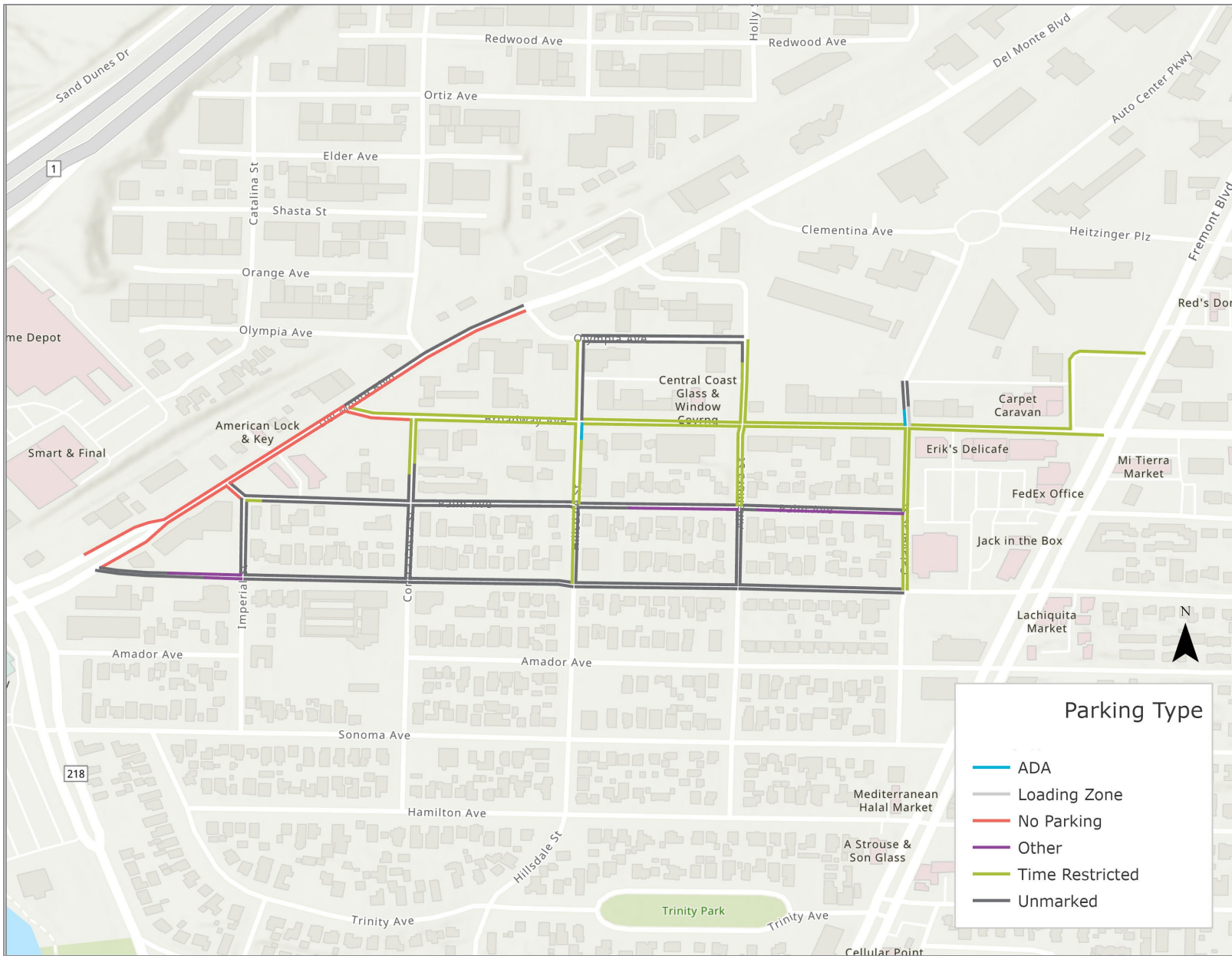


FIGURE 4: MAP OF ON-STREET PARKING SUPPLY BY TYPE

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.

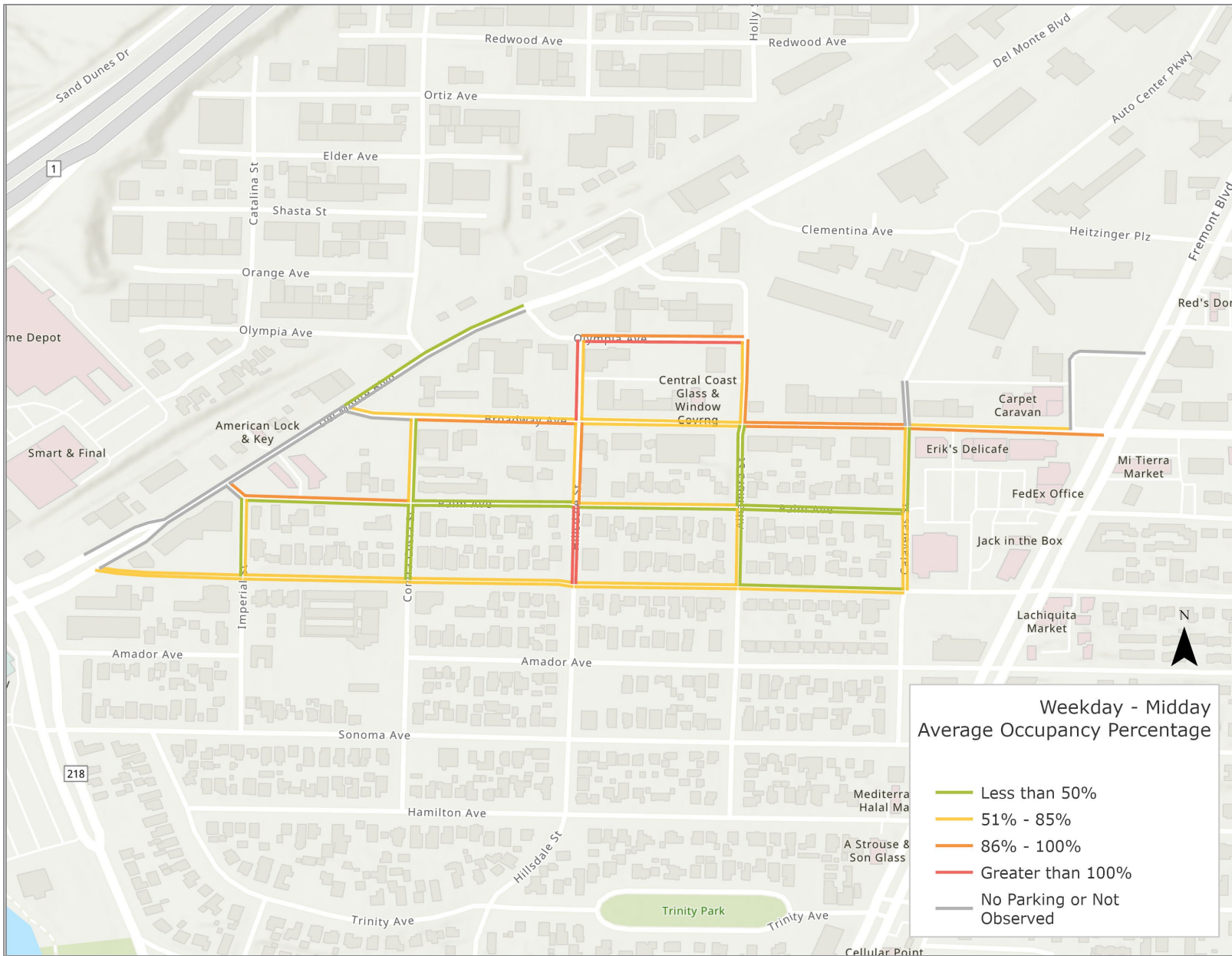


FIGURE 5: AVERAGE OCCUPANCY DURING WEEKDAY MIDDAY PEAK HOURS (12:00 – 2:00 PM)

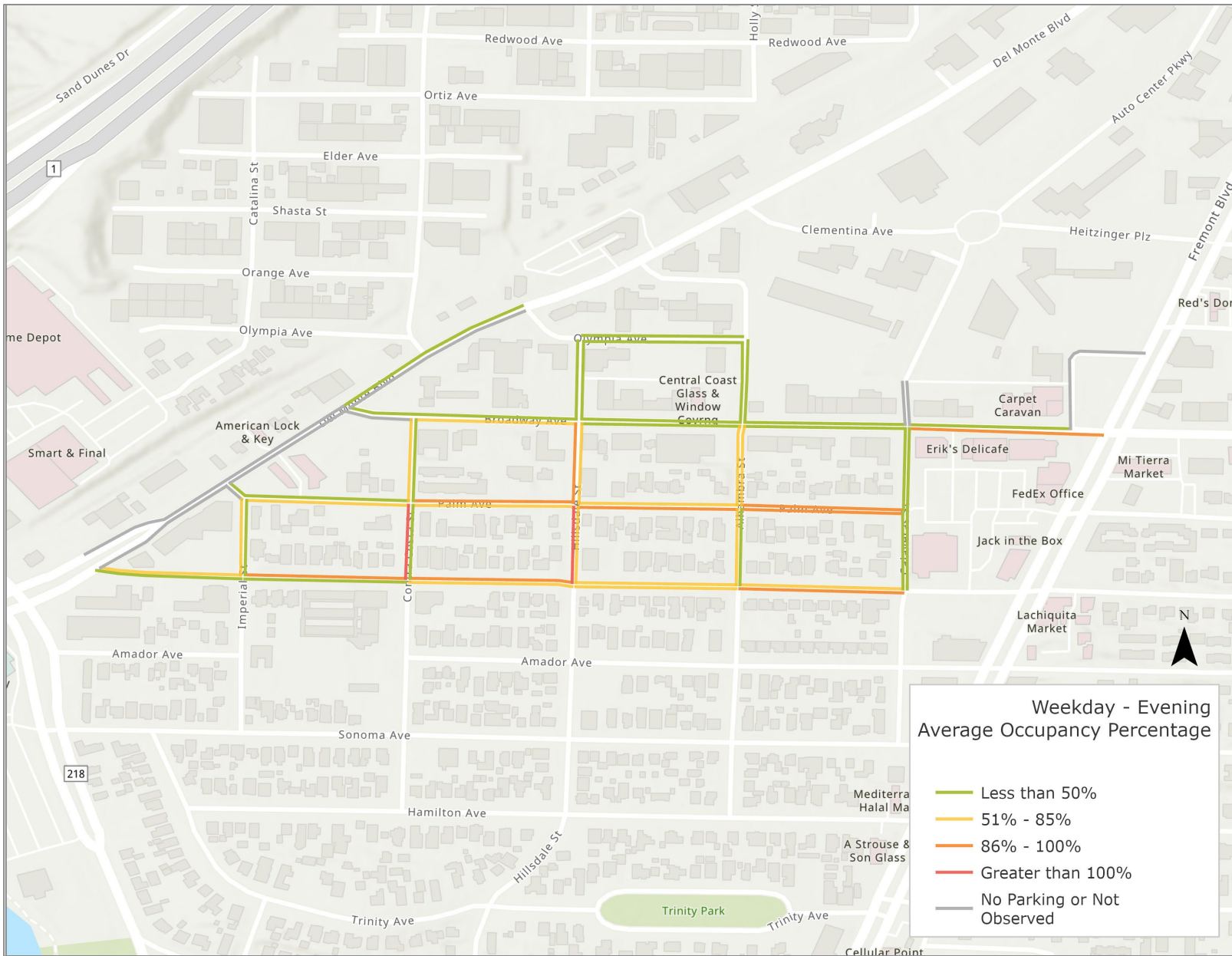


FIGURE 6: AVERAGE OCCUPANCY DURING WEEKDAY EVENING PEAK HOURS (7:00 – 10:00 PM)

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.

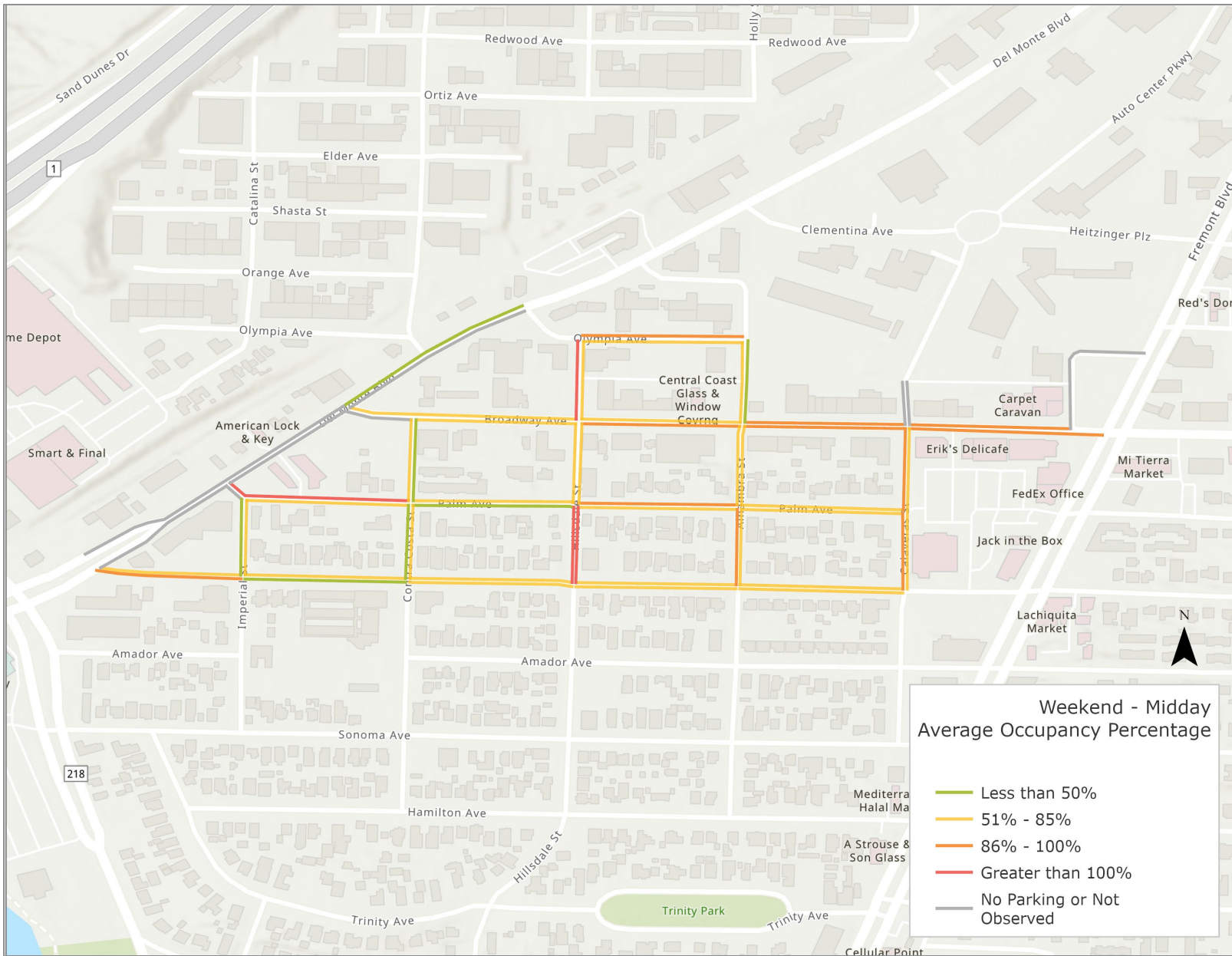


FIGURE 7: AVERAGE OCCUPANCY DURING WEEKEND MIDDAY PEAK HOURS (12:00 – 2:00 PM)

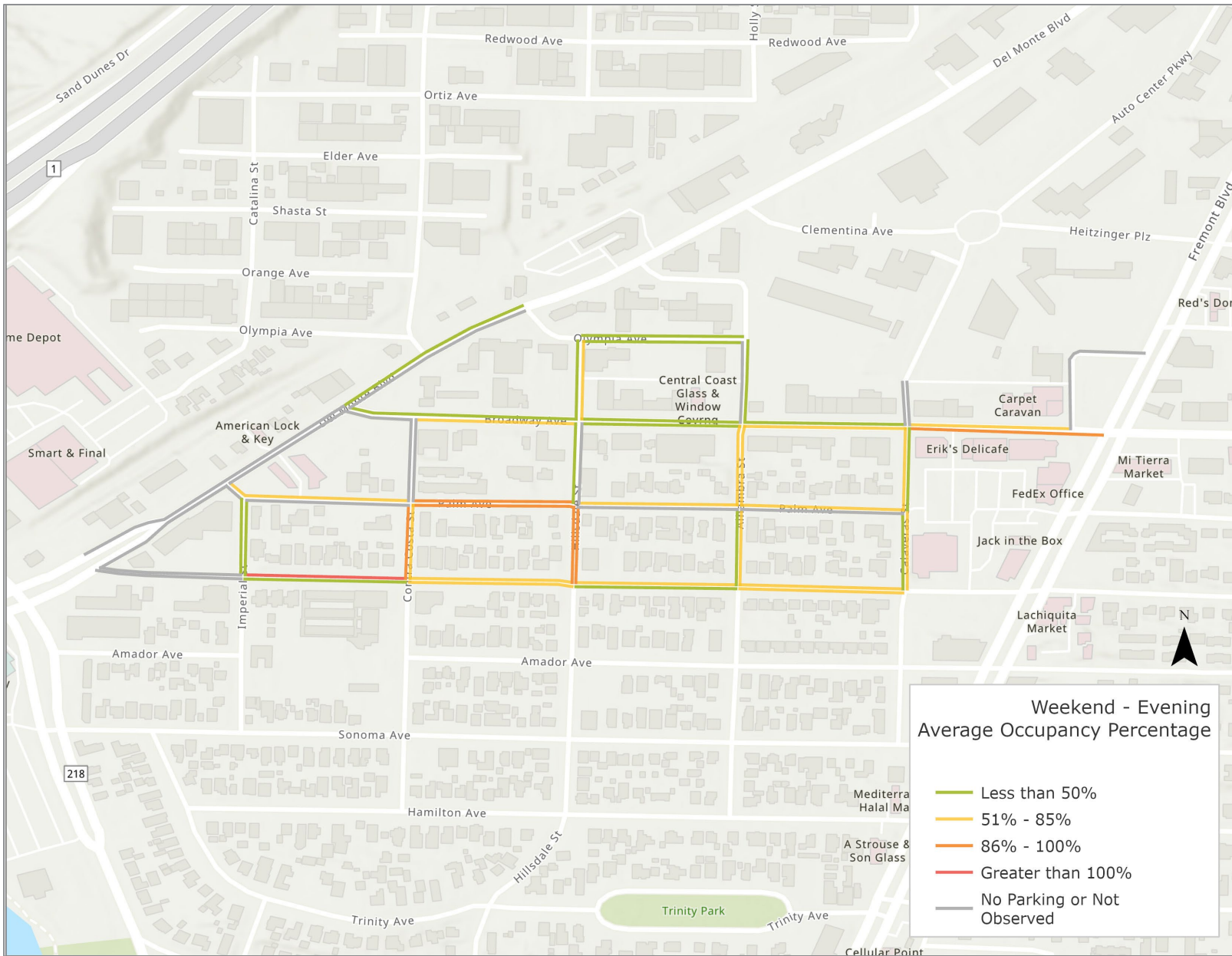


FIGURE 8: AVERAGE OCCUPANCY DURING WEEKEND EVENING PEAK HOURS (7:00 - 10:00 PM)

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.

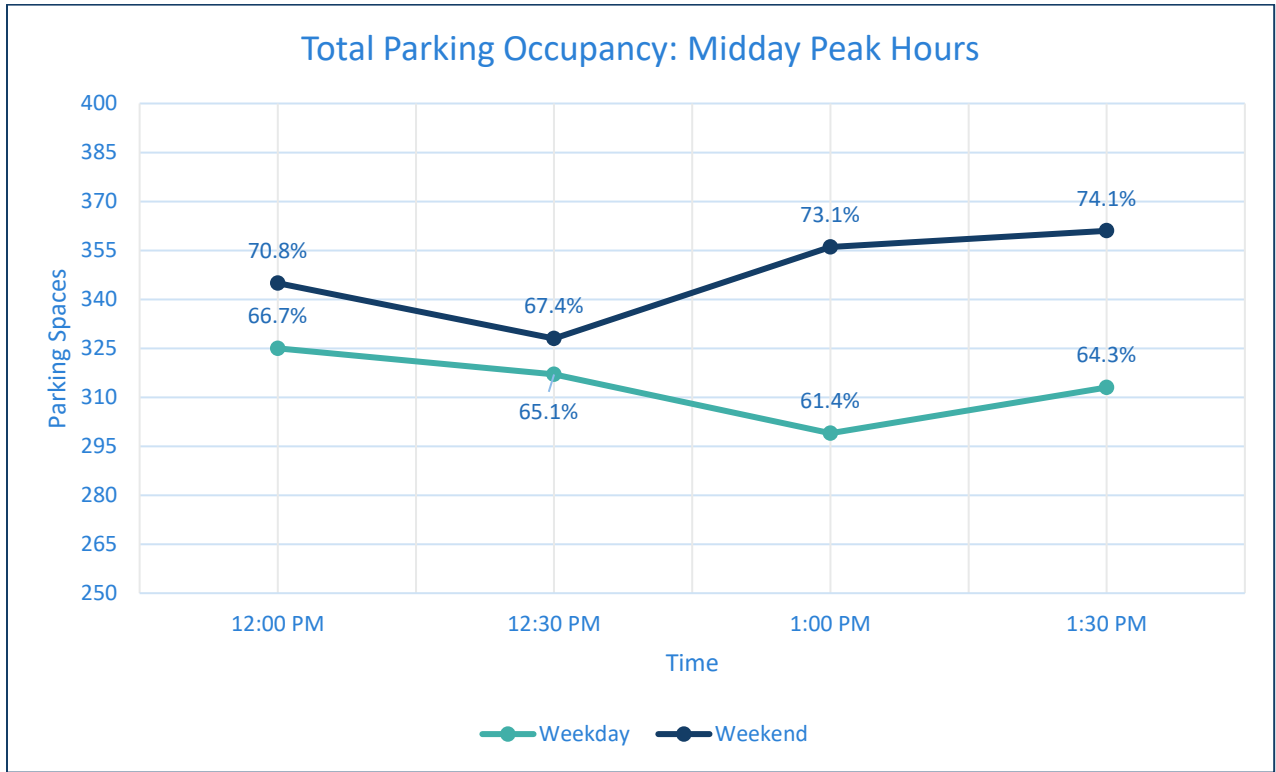


FIGURE 9: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND MIDDAY PEAK HOURS

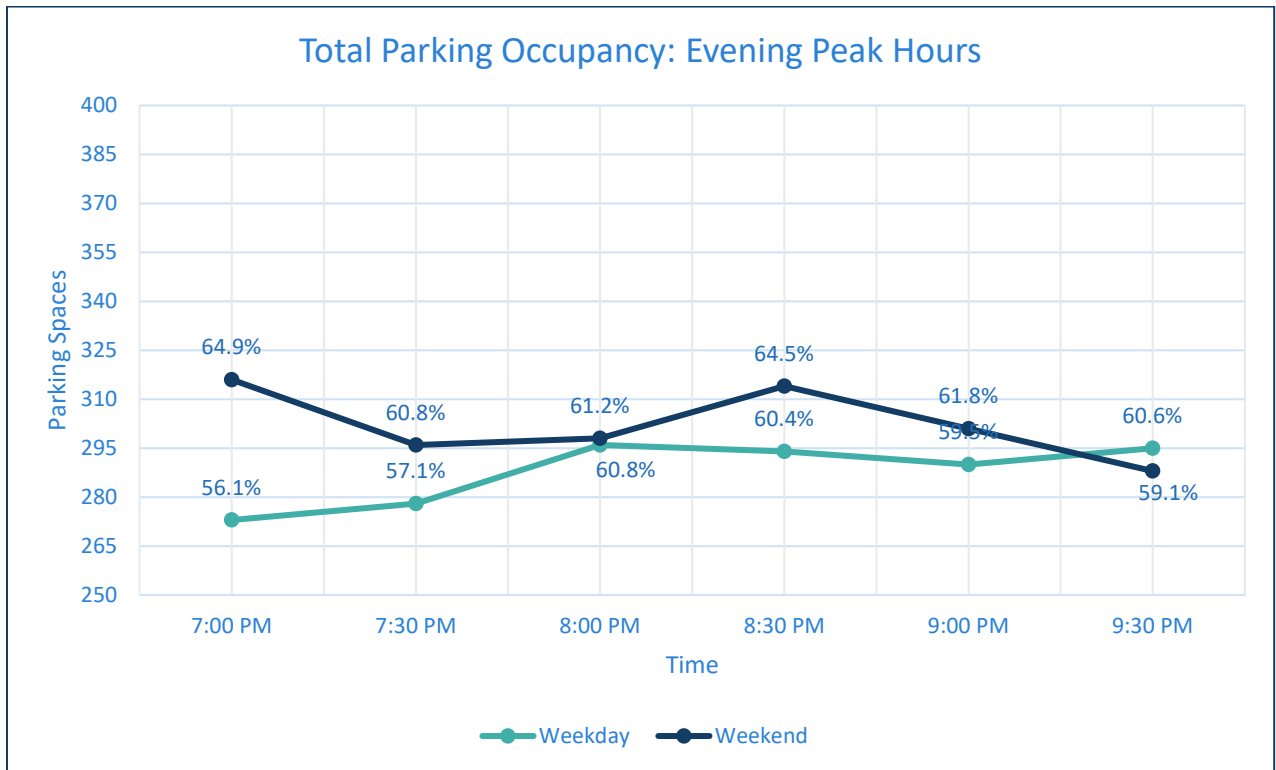


FIGURE 10: TOTAL PARKING OCCUPANCY FOR WEEKDAY AND WEEKEND EVENING PEAK HOURS

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.

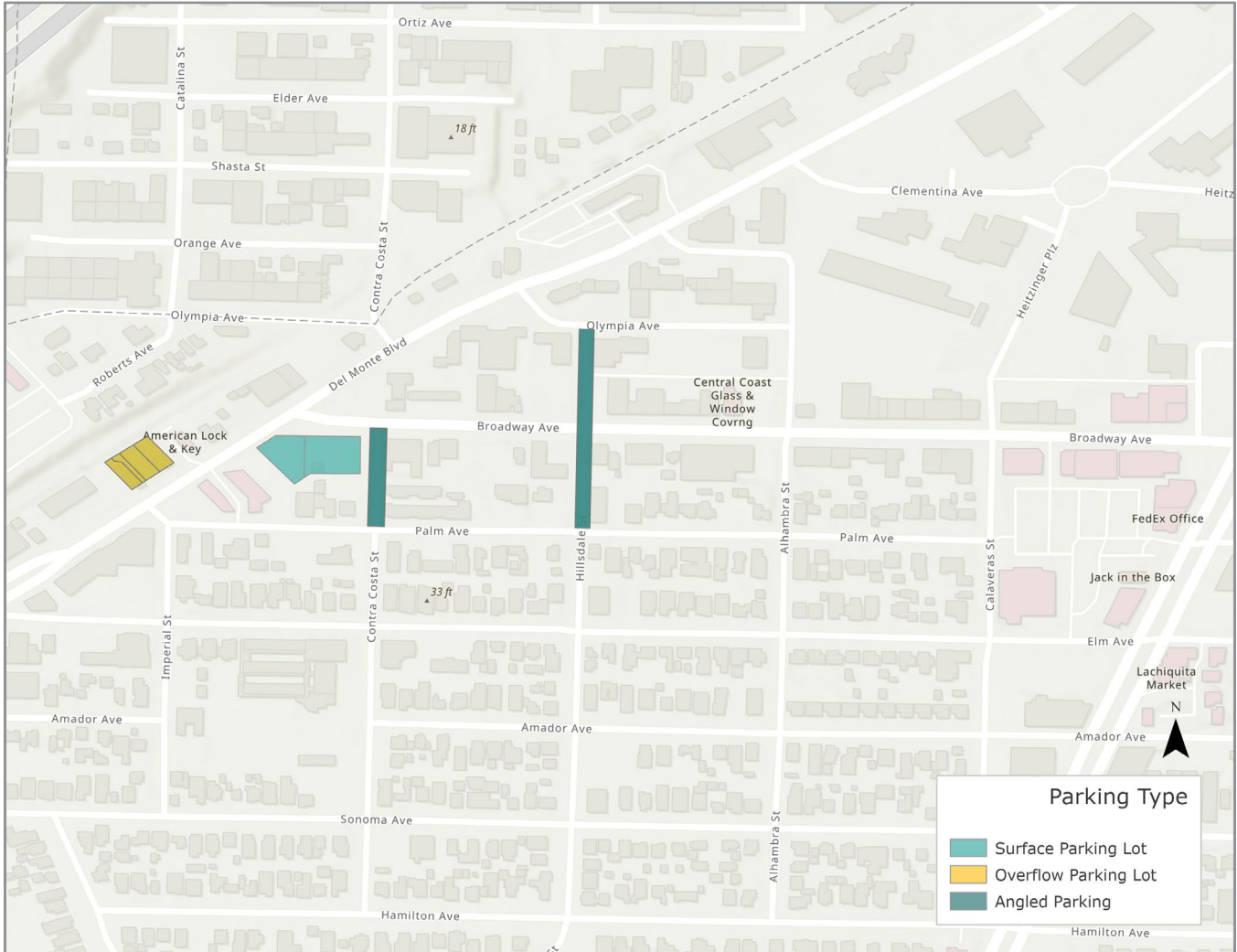


FIGURE 11: PARKING OPPORTUNITY SITES

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.

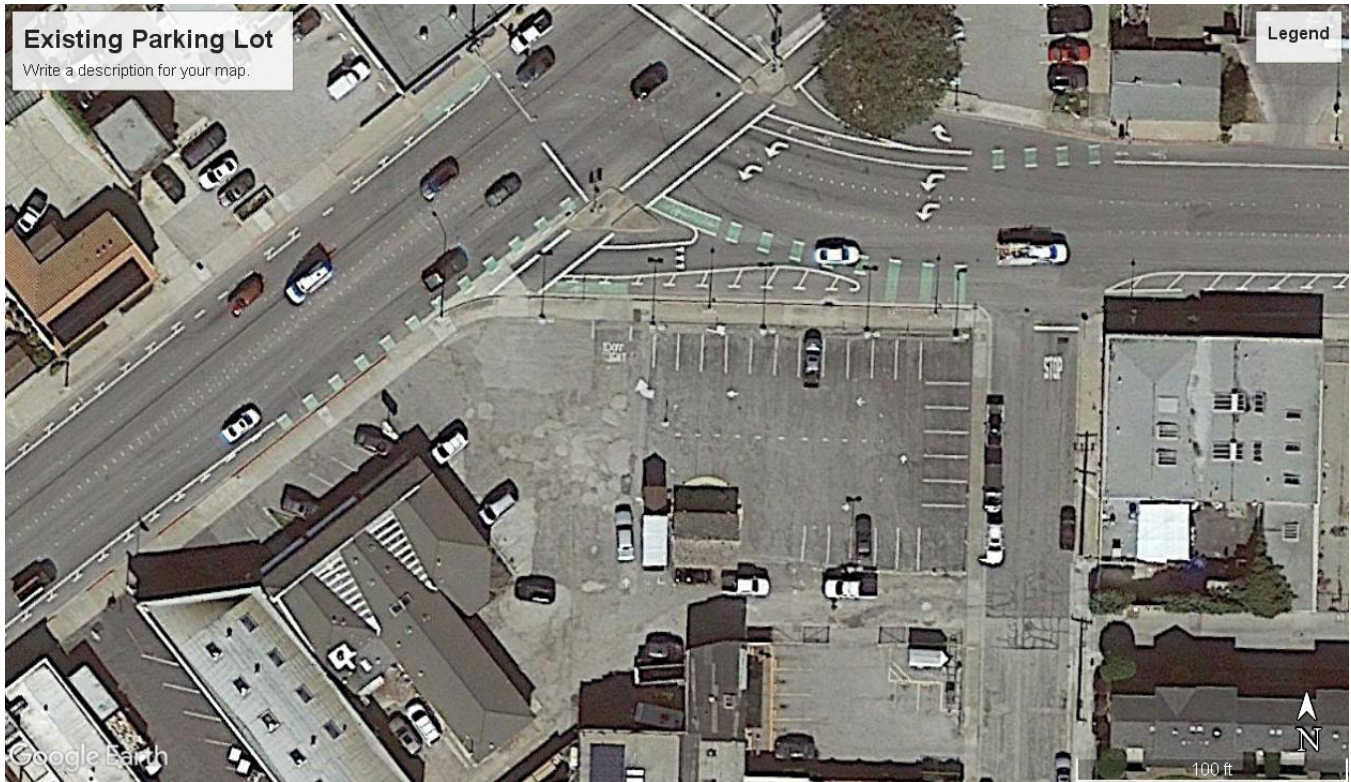


FIGURE 12: AERIAL IMAGE OF EXISTING PARKING LOT

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):

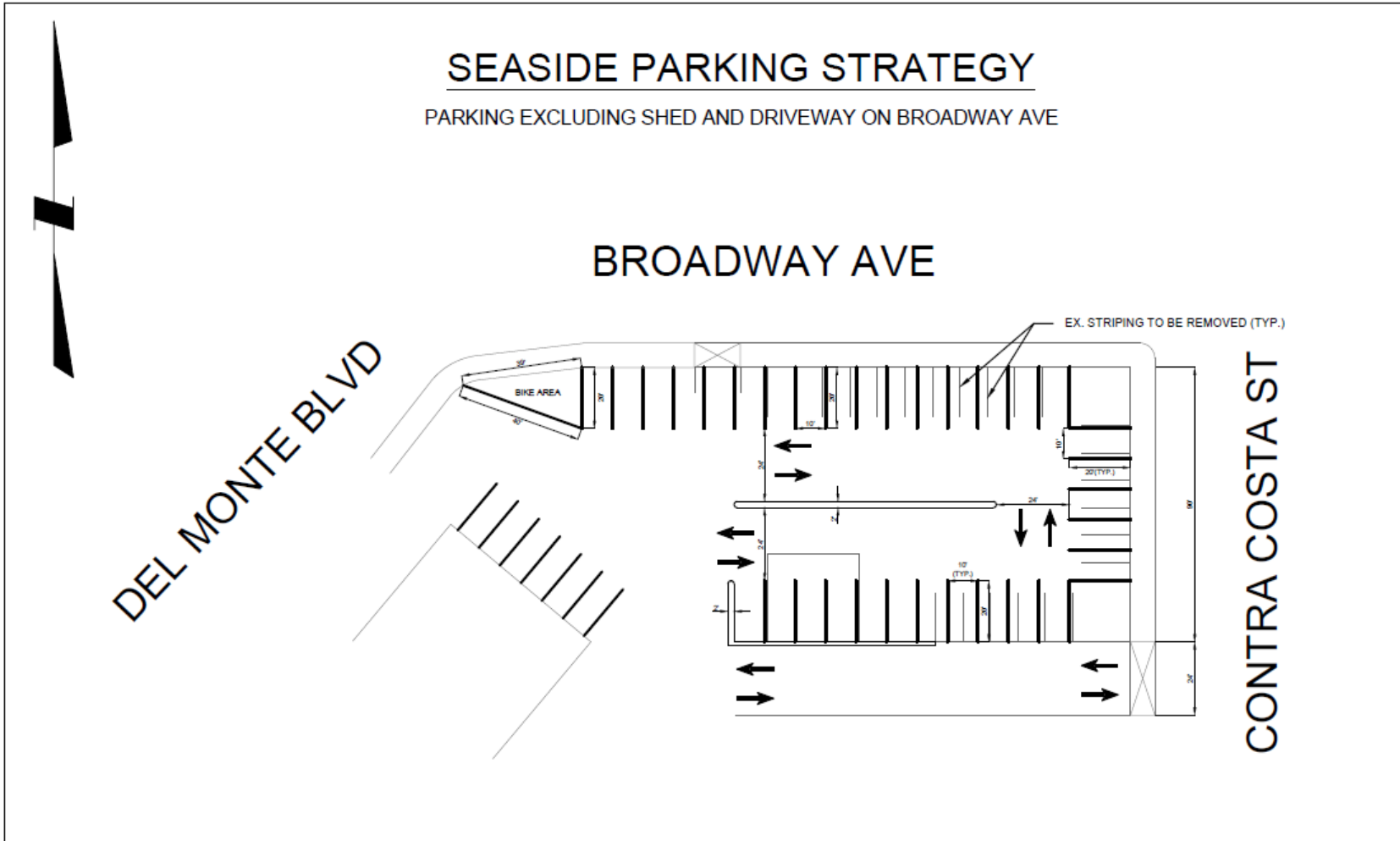
- Plan removes the existing structure, but retains the driveway exit on Broadway Avenue

- 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

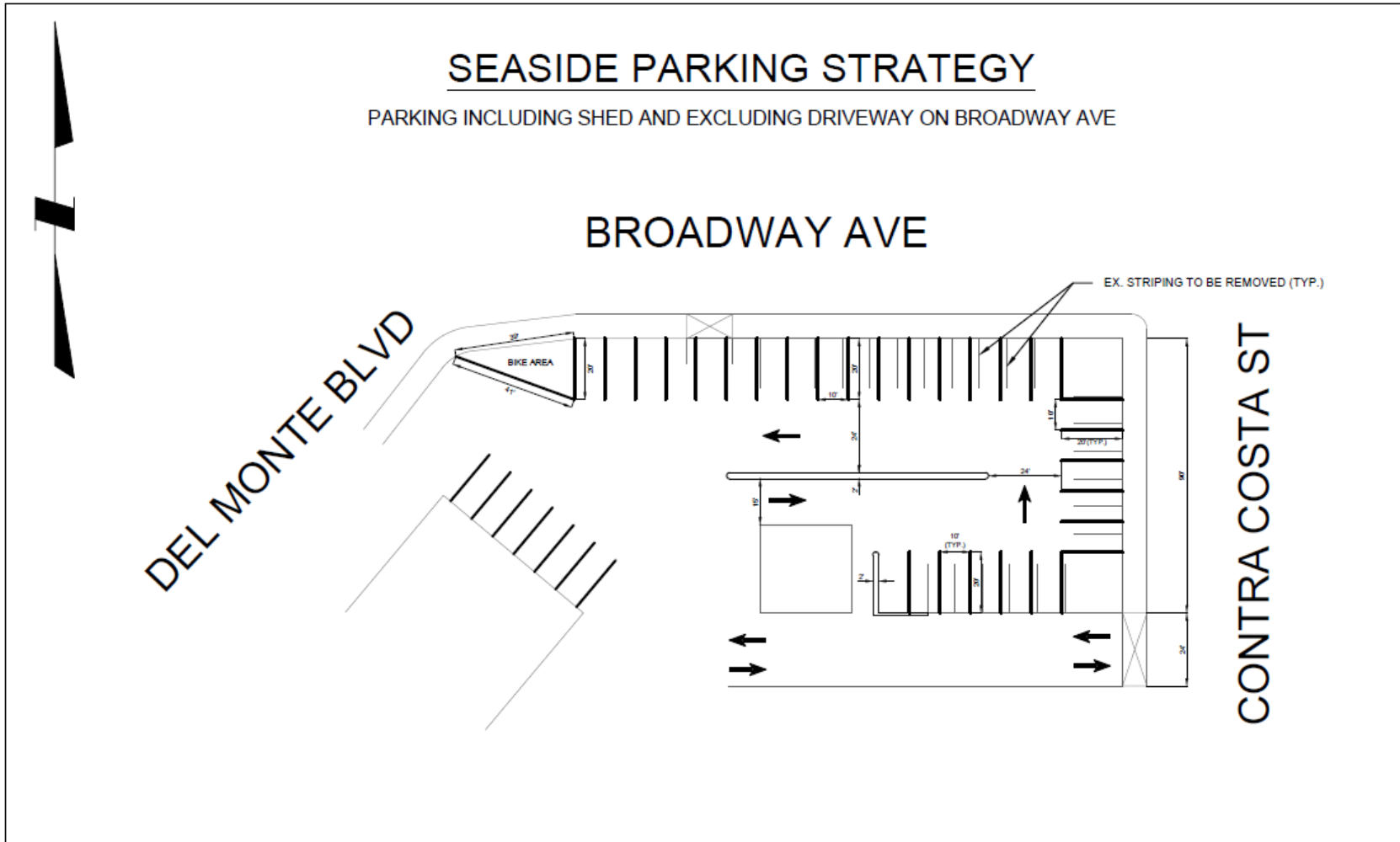
These include a lot on Fremont Boulevard and Broadway that could potentially be leased. This location would complement the existing angled street parking on Santa Barbara Street.

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.



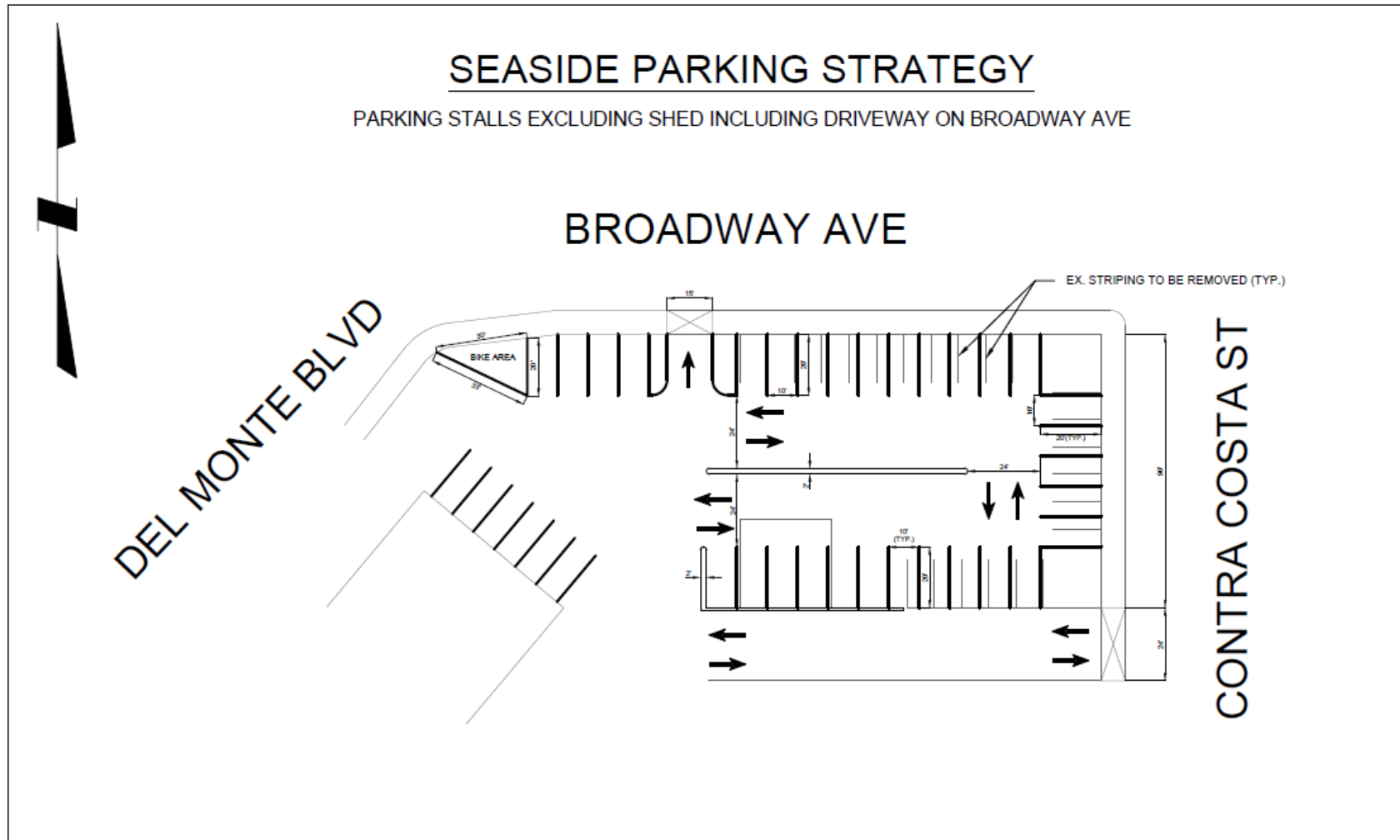
PARKING STALLS	
EXISTING	27
PROPOSED	38

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) 11 (west)	12 (east) 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) 6 (west)	11 (east) 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
RESTRIPED 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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CONTENTS

SECTION 1. PARKING DATA COLLECTION SHEETS

SECTION 1. PARKING DATA COLLECTION SHEETS

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
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	2	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	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

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	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	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			



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.D.

TO: Traffic Advisory Committee

BY: Aaron Hahn, Junior Engineer

DATE: April 21, 2026

SUBJECT: CONSIDER TRAFFIC CALMING MEASURES FOR TRINITY AVE

RECOMMENDATION

The purpose of this Item is to present Traffic Calming Measures to the TAC and receive direction.

BACKGROUND

One application was received during the rolling application cycle last year and that was for Trinity Avenue. This application was originally denied due to the low traffic concern score, and the 85th percentile speed being under the speed limit for the road, but at the March 17th meeting it was requested that staff take another look at the project.

The TAC requested the following: present traffic-calming measures based on the budget, showing potential striping plans to narrow the roadway, conducting a speed limit survey to see if the road speed should change, and conducting an additional traffic study involving the business used previously.

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). 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.

A sample plan for speed cushion layouts around the park is included. Each cushion is

broken up to allow emergency vehicles to pass easily. The speed cushions also have painted chevrons on them to make them more visible. Speed hump signs are placed 200' before the speed cushions and pavement markings would be installed 50' before the speed cushions. These effectively reduce vehicle speed and do not remove parking spaces. The signage and pavement markings will help to increase awareness of the drivers.

\$600 for signs, \$2,800 for paint, \$10,400 for demo, \$8,280 for Humps, \$19,560 total. Asphalt speed cushions have several advantages compared to rubber products. Asphalt cushions are

- More resistant to damage due to traffic deterioration and weathering (edges of rubber cushions can warp and draw away from the roadway surface)
- Offer greater design flexibility as they can fit a variety of roadway widths (most rubber products come in pre-formed and limited dimensions)
- Quieter than rubber products, which can reverberate against the roadway surface
- More visually appealing, reflecting a finished product as opposed to an after-market addition to the roadway

The edge line striping visibly narrows the travel lane, encouraging drivers to lower their speed. In the included layout, a 12-foot wide lane is maintained around Trinity Park, and at each end it splits into two lanes to allow cars to exit or continue around. Arrows are also added to help cars navigate the lanes. There is an 8' wide parking lane around the park, allowing cars to utilize that parking. The parking area in front of the homes is 13 feet wide, and narrows down to 8 feet around the corners. The painted dividing islands at the east and west of the neighborhood help direct the traffic and help prevent drivers from going the wrong way.

This method is fairly quick to implement, can delineate parking areas, may improve safety by granting bikes a path of travel, and can help to reduce the speed of traffic. Arrows : \$1,250, Striping: \$15,500 Total: \$16,750.

The next idea could be for angled parking along the north and south sides of the park. This layout would delineate 42 angled parking spots around the inside, which would decrease the current amount by 8, but it would narrow the road, and still allow parking in front of the residences. The drive aisle would be narrowed to 19 feet, which allows for parking along the outer edge and still maintain an 11' wide lane. This configuration also includes the painted dividing islands to help enforce the one-way streets.

This method is fairly quick to implement, can delineate parking areas, illustrates legal parking areas, and can help to reduce the speed of traffic. The reduced parking may also help address the residents' concern about long-term parking around the park, as there are fewer spots for this to occur.

Arrows : \$1,250, Striping: \$11,000, Total: \$12,250.

Speed feedback signs measure and display each approaching vehicle's speed. These would be installed approx. 300' from the start of the straightaways. Each pole also has the legal speed limit to remind drivers to slow down to that speed. Some advantages

are that it will provide immediate feedback on the driving speed, requires little maintenance after the initial set up, and is effective in reducing speeds in the short term. As it is not an enforcement tool, the effectiveness could be temporary. Speed Feedback Signs: \$23,500. This includes new post, foundation, solar panel, and signage.

During the initial TAC meeting, residents raised concerns regarding the traffic counting consultant, Counts Unlimited, noting that this firm had not been used for prior studies and questioning the credibility of the data. Historically, the Public Works Department conducted traffic counts in-house using a magnetic in-pavement counter and prepared reports based on those data. However, this type of device detects vehicles only when they pass directly over the sensor and does not capture vehicles traveling outside its immediate detection zone.

Due to the width of Trinity Avenue, vehicles can travel within the lane while bypassing the sensor entirely, resulting in potential undercounting and biased speed data. While temporary traffic control (e.g., cones) could be used to channel vehicles over the device, doing so would introduce a traffic-calming effect and compromise the validity of the results.

For these reasons, a consultant with equipment capable of capturing traffic data across the full roadway width was retained. Counts Unlimited has over 30 years of experience in traffic data collection.

An additional traffic count could be conducted with the north-side counter relocated toward the midpoint of the study segment. However, the south-side counter was already positioned near the midpoint and recorded comparable, if not lower, vehicle speeds.

Per SMC 10.24.010 An Engineering and Traffic Study could be conducted to change the speed limit of a street within the city . An Engineering and Traffic Study to potentially lower the speed limit on this street will not be conducted at this time, as traffic-calming may be able to address this issue.

No funds have been allocated for Trinity traffic-calming this year, as it had not been approved. The proposed project cost would be included in next year's budget and decided on by City Council.

Staff recommends road narrowing via edge line striping.

ATTACHMENTS

1. Application
 2. Trinity petition
 3. Photo Exhibit
-

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:

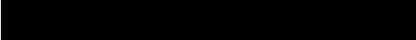
Mail: Traffic Calming Program, Seaside Public Works Department – Engineering Division, 440 Harcourt Avenue
Seaside, CA 93955
Email: PWInfo@ci.seaside.ca.us

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

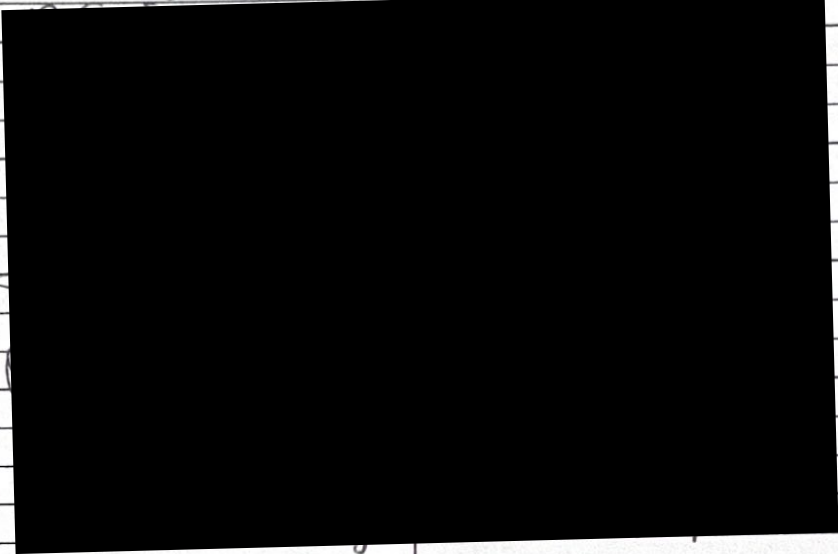
Date: 09/13/2025

Applicant Signature: 

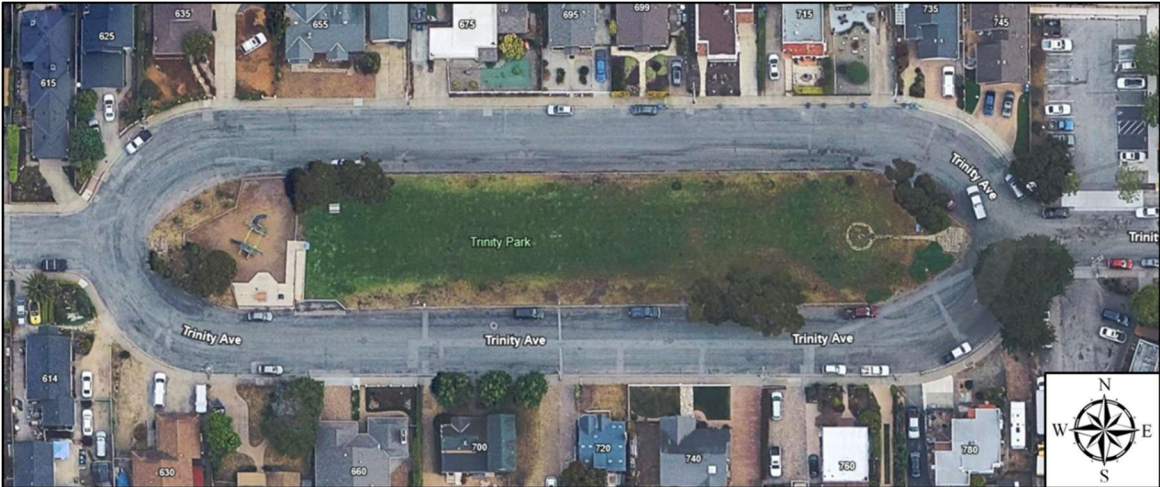
Kyle Cadigan

Petition for Neighborhood Traffic Calming

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

Printed Name	Signature	Address
R. CADIGAN		
Derek Barkalow		
PHILLIS SATO		
Kyle Cadigan		
Gary Cannon		
Lynn Yoshiyama		
Justin Smith		
Maria Lucia Salas		
Marlon V. Sanchez		
Michelle Cadigan		
Lindsay Silver		
Barbara Hallock		
Barbara Dolbec		
Imelda Valdez		

Trinity Ave Traffic Calming Photo Exhibit



Aerial Picture of Trinity Avenue.



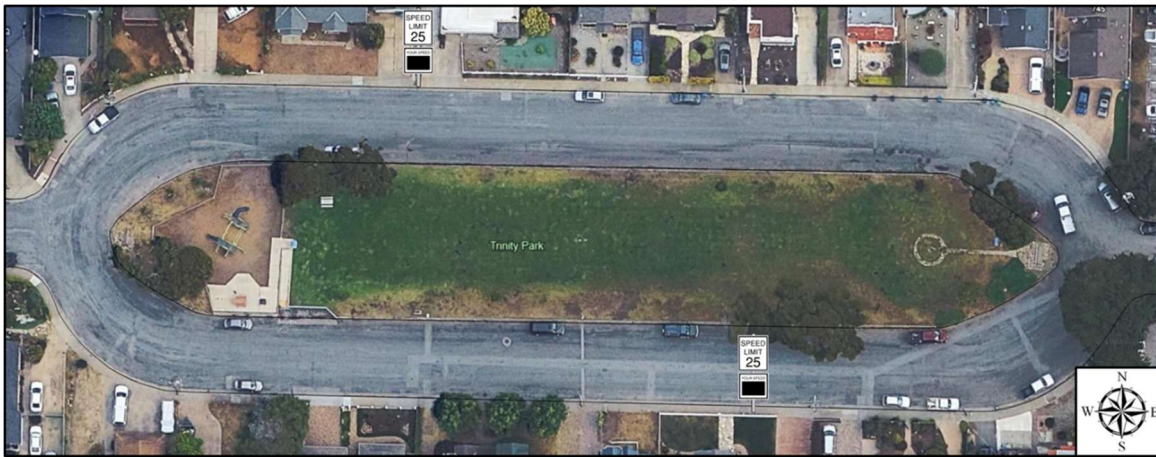
Potential Layout of Speed Cushions on Trinity Avenue.



Potential Layout of Edge Line Striping on Trinity Avenue.



Potential Layout of Angled Parking on Trinity Avenue.



Potential Layout of Speed Feedback Signs on Trinity Avenue.



Traffic Counting Results on Trinity Ave.



Mission Park in Salinas.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.E.

TO: Traffic Advisory Committee

BY: Aaron Hahn, Junior Engineer
Kelly McClendon

DATE: April 21, 2026

**SUBJECT: RECEIVE PRESENTATION FROM CALTRANS ON HIGHWAY 218
IMPROVEMENTS AND PROVIDE FEEDBACK**

RECOMMENDATION

The purpose of this item is to receive presentation and provide feedback on the project.

BACKGROUND

City of Seaside is collaborating with partner agencies Caltrans, Transportation Agency for Monterey County (TAMC), City of Sand City, and Association of Monterey Bay Area Governments (AMBAG) on a grant application for the upcoming cycle of the Active Transportation Program (ATP). The ATP funds about \$123 million per year for projects that increase the safety and mobility of non-motorized users. The Broadway Avenue Complete Street Corridor project, for example, was awarded with \$12 million in ATP funding in 2021.

This presentation will provide a summary of the grant proposal for Committee feedback and questions. The proposed project includes multiple elements strategically intended to remove existing barriers for walking and biking, and replacing these barriers with high-quality infrastructure. The presentation will include an overview of all project elements, including the purpose, need, and anticipated benefits. Additional details will be covered for the most transformative proposals within the City, including the following elements:

- Protected intersection at Canyon Del Rey Boulevard and Del Monte Avenue
- Roundabout at Canyon Del Rey Boulevard and Harcourt Avenue

- Roadway reconfiguration on Canyon Del Rey Boulevard between Fremont Boulevard and Del Monte Avenue

All elements proposed for the project are driven from a strong history of public involvement, beginning with TAMC's 2019 corridor plan on Canyon Del Rey Boulevard. Our presentation will include a discussion of the additional engagement being conducted this spring as part of our application efforts.

ATTACHMENTS

None
