



A G E N D A

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

SPECIAL MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Monday, March 14, 2016
5:00 PM

PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING

1. **CALL TO ORDER**

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

2. **PUBLIC COMMENT**

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

3. **APPROVAL OF MINUTES**

A. **APPROVE NOVEMBER 17, 2015 MINUTES**

4. **BUSINESS ITEMS**

A. **CONSIDER EXTENDING RED CURB ON THE NORTHEAST CORNER OF OLYMPIA AVENUE AND WINTON STREET. - continued from November 17, 2015 meeting to allow staff to follow up on collision data**

B. **CONSIDER REQUEST FOR STOP SIGNS ON KIMBALL AVENUE AT HIGHLAND STREET**

C. **CONSIDER RED CURB AT 926 HAMILTON AVENUE DRIVEWAY APPROACH**

5. **STAFF COMMUNICATION**

6. **ADJOURNMENT**

Next Regularly Scheduled Meeting:
Tuesday, April 19, 2016
Seaside City Hall

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The City Council Chambers is equipped with a portable microphone for anyone unable to come to the podium. Assisted listening devices are also available.

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<http://cvp.telvue.com/player?id=T01629&video=52314&noplaylists=1&width=400&height=300> Videos of past meetings are available on demand through the City's website: <http://www.ci.seaside.ca.us>

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.: 3.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: March 14, 2016

SUBJECT: **APPROVE NOVEMBER 17, 2015 MINUTES**

PURPOSE

The purpose of this item is to review and approve the Traffic Advisory Committee minutes from the November 17, 2015 regular meeting.

RECOMMENDATION

It is recommended to approve the minutes from the November 17, 2015 regular meeting.

BACKGROUND

Attached are the minutes from the November 17, 2015 regular meeting.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. November 17, 2015 TAC Minutes
-

**CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
NOVEMBER 17, 2015**

1. CALL TO ORDER – 5:02 p.m.

2. ROLL CALL

Roll call was taken with the following members in attendance:

Dave Pacheco X Tim O'Halloran X Louis Lumpkin X Rick Medina X Paul Blaha X

Staff; Leslie Llantero

3. APPROVAL OF MINUTES – October 20, 2015

O'Halloran/Lumpkin M/S/P approval of October 20, 2015 minutes as amended by Medina.

4. PUBLIC COMMENT

Rich Cadigan addressed the committee on the excessive parking he has witnessed around Trinity Park. He indicated that it appears to have become a park and ride area, with vehicles parking for several hours at a time.

5. BUSINESS ITEMS

A. Consider signage on the 600 block of Trinity Avenue for traffic circulation.

Ms. Llantero presented staff report. Rich Cadigan spoke in support of item.

Lumpkin/Medina M/S/P – Approve to remove Keep Right sign and replace with One Way signs on the east and west ends of Trinity Park.

B. Consider disabled parking space for resident at 1252 Luzern Street.

No action taken, applicant withdrew request.

C. Consider red curb on the southeast corner of Baker Street and San Lucas Street.

Ms. Llantero presented staff report. Public spoke in support of item.

O'Halloran/Lumpkin M/S/P – Approve to install red curb .

D. Consider extending red curb on the northeast corner of Olympia Avenue and Winton Street.

Ms. Llantero presented staff report.

Lumpkin/O'Halloran M/S/P – Table item until collision data is obtained and evaluated.

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

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

7. **STAFF COMMUNICATION - none**

8. **ADJOURNMENT**

The meeting was adjourned at 5:50 p.m.

Respectfully submitted:

Leslie Llantero

Amend 10.32.101

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

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

1. Permitted by “construction related activity” or any landscape business in the vicinity between the hours of 7 am and 5 pm daily. For the purpose of this section, the term “construction related activity” includes any active loading and unloading of construction material for the purpose of construction work or landscape maintenance, in accordance with valid development permit (e.g. use permit, encroachment permit, building permit). For landscape businesses or independent contractors to be exempt, a copy of a valid City Business License must be attached to the trailer.
2. Trucks with sideboards extending above the cab will be permitted to park not longer than 24 hours.
3. If the registered owner of a recreational vehicle is a resident of a residence on the public street where the recreational vehicle is parked for the purpose of actively loading, unloading, cleaning, or other activity preparatory or incident to travel, parking shall be limited to 24 hours within a 7 day period.
4. One vehicle not exceeding a gross vehicle weight rating (GVWR) of five tons which is owned and operated by a water, gas, electric, or telephone public utility and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. One light-duty class A tow truck with a manufacturer’s gross vehicle weight rating (GVWR) of ten thousand to nineteen thousand five hundred pounds, and used for emergency service to prevent injury or hazard to the general public may be parked in a residential district. Such tow trucks must be registered with a city, county, or state agency to provide emergency towing services.

After three parking violations the trailer, recreational vehicle, or prohibited vehicle is subject to being towed at the owner’s expense.

Definitions

Amend

10.04.056 Recreational vehicles

Recreational Vehicles - For the purpose of this chapter a “recreational vehicle” shall mean any travel trailer or other vehicular portable structure designed to be used as a temporary occupancy for travel or recreation use, including, but not limited to, any motor home, truck slide-in camper, fifth wheel trailer, tent trailer, animal trailer, any trailer used for transporting recreational vehicles, any type of three- or four-wheeled sport vehicle, and boat

or boat trailer, any raft, aircraft, dune buggy, snowmobile, personal water craft, all-terrain vehicle, and vehicle dolly. Passenger vans which have been converted for use as a recreational vehicle and do not exceed nine feet in height are exempt from this section.

Add section

10.04.057 Trailer

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

Add section

10.04.058 Prohibited Vehicles

For the purpose of this chapter a “prohibited vehicle” shall mean any commercial vehicle, truck tractor, semi-trailer, independent trailer, walk-in van, box van, walk-in truck, trucks with sideboards exceeding the height of the cab, tow truck, any flatbed pickup, any vehicle designed to provide food or equipment sales or transport, any vehicle affixed with power attachments or tools, any school bus or passenger carrying vehicle which exceeds sixteen persons in capacity or twenty-two feet in length, and any vehicle exceeding 9 ½ feet in height.

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



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: March 14, 2016

SUBJECT: **CONSIDER EXTENDING RED CURB ON THE NORTHEAST
CORNER OF OLYMPIA AVENUE AND WINTON STREET. -**
*continued from November 17, 2015 meeting to allow staff to follow up on
collision data*

PURPOSE

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

RECOMMENDATION

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

BACKGROUND

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

STAFF ANALYSIS

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

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



1- Looking east on Olympia



2- Looking west on Olympia towards Winton Street.

Site Visit

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

Collision History

Collision history was reviewed from the last five years and are summarized below:

Date	Type of Collision	Cause	Location
12/17/2011	Hit & Run	unknown-hit parked car	Winton Street
07/04/2012	Hit & Run	unsafe backing	Olympia Avenue
11/23/2012	Broadside	Failure to Yield	Intersection of Winton & Olympia
03/13/2013	Broadside	Failure to Yield	Intersection of Winton & Olympia
08/18/2013	Broadside	DUI	Intersection of Winton & Olympia
08/28/2013	Hit & Run -sideswipe	unknown-hit parked car	Winton Street
02/23/2014	Hit & Run-sideswipe	unknown	Winton Street
08/06/2015	Broadside	unsafe turning movement	Intersection of Winton & Olympia

08/24/2015	Broadside	Failure to Yield	Intersection of Winton & Olympia
10/27/2015	unknown	unknown	Winton Street

Staff evaluated the police reports for the collision history identified above. Of the 10 reported collisions, the three collisions highlighted were caused by vehicles making a left turn onto Olympia Avenue from Winton Street. Of these three collisions, the driver cited for the collision on 3/13/2013 indicated the sun was a factor that obscured vision when entering the intersection. The driver cited for the collision of 11/23/2012 indicated they saw the vehicle on Olympia Avenue and thought the vehicle would stop. Consequently, the accident history does not support reduce sight visibility as a cause for collisions at the intersection.

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

ENVIRONMENTAL REVIEW

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

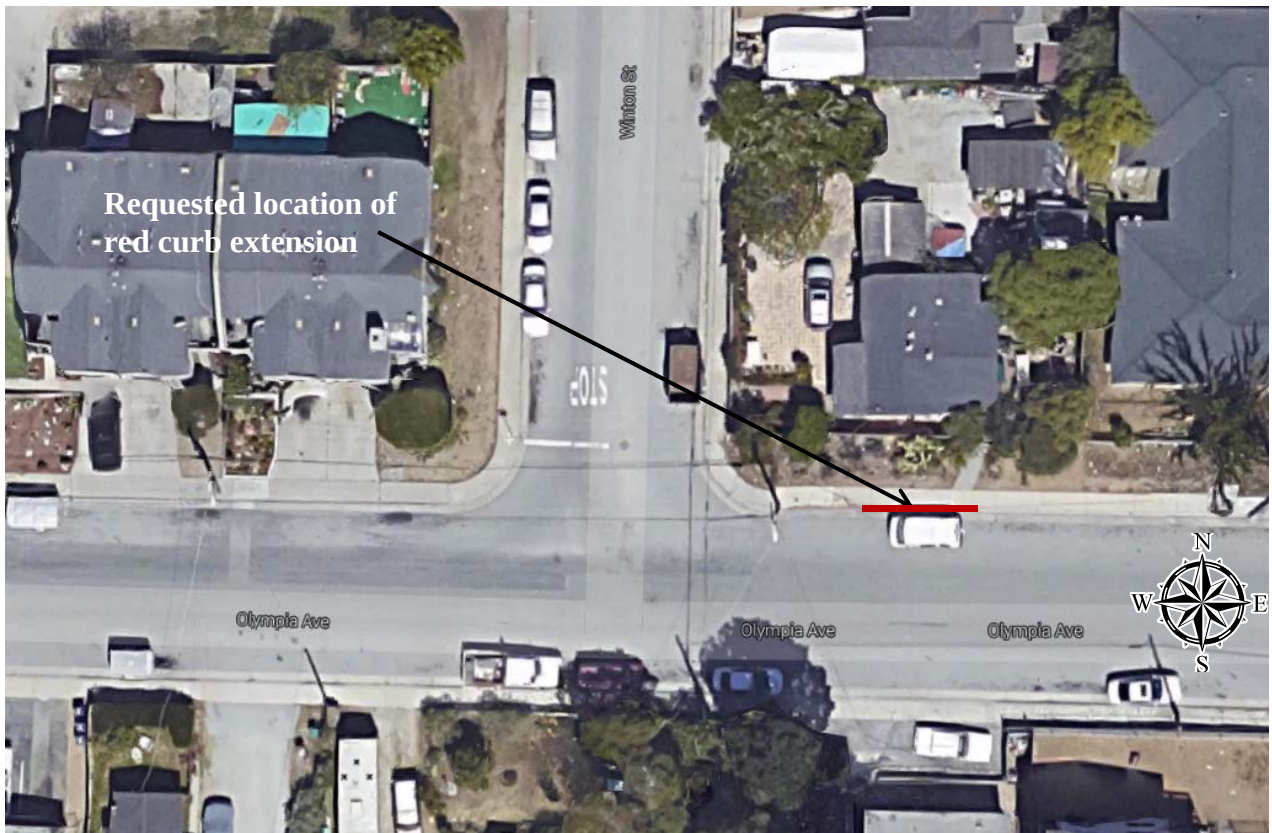
Evidence: The propose project would consist of installation of approximately 20 feet of red curb which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant impacts associated with the installation of red curb.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. Olympia Avenue at Winton Street
-



Intersection of Olympia Avenue at Winton Street



Looking east on Olympia Avenue





**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.B.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: March 14, 2016

**SUBJECT: CONSIDER REQUEST FOR STOP SIGNS ON KIMBALL AVENUE
AT HIGHLAND STREET**

PURPOSE

Staff has received a request for stop signs on Kimball Avenue at Highland Street and red curb along Kimball Avenue east and west of Highland Street. The requests received states it is difficult to see oncoming traffic when exiting Highland Street at Kimball Avenue, see attachment 1.

RECOMMENDATION

It is recommended that the Traffic Advisory Committee place approximately 40 feet of red curb along the south curb of Kimball Avenue west and east of Highland Street and deny request for stop signs on Kimball Avenue at Highland Street.

BACKGROUND

A similar request for 3-way STOP was evaluated by the Traffic Advisory Committee at its December 16, 2008 and August 17, 2010 meetings. At that time, the request for stop signs were denied based upon lack of minimum requirements to warrant a stop sign. The Traffic Advisory Committee approved to place 20 feet of red curb on Kimball Avenue to the east and west of Highland Street at that time.

Stop sign warrants are comprised of traffic collisions and traffic count data, speed and volume. Because traffic counts were not taken for Highland Street at Kimball Avenue within the past 5 years, staff conducted new traffic counts and collected collision history.

Street Characteristics- Attachment 2

The intersection of Kimball Avenue and Highland Street is a three-way intersection surrounded by a residential neighborhood. Kimball Avenue is classified as a collector street and Highland Street is classified as a collector street. The posted speed limit on Kimball Avenue is 30 miles per hour and Highland Street has a prima facie (non-posted) speed limit of 25 miles per hour.

Kimball Avenue and Highland Street both measure 40 feet from face of curb to face of curb, which allows for two lanes of two way traffic and parking on both sides of the street. There is a stop sign on Highland Street regulating northbound traffic. There is approximately 60 feet of red curb along the north curb of Kimball Avenue, east of Highland Street adjacent to the driveway of the Meadowbrook Swim Tennis and Fitness Club. It appears that this red curb was from an old bus stop. There is approximately 28 feet of faded red curb along the south curb on Kimball Avenue west and east of Highland Street and approximately 18 feet on the east curb of Highland south of Kimball.

STAFF ANALYSIS

A field visit was conducted on February 2, 2016 to evaluate visibility and site distance. As shown in attachment 1, visibility is impaired by the utility pole and tall hedges along the south east corner of Kimball Avenue and Highland Street. There is approximately 40 feet adjacent to the red curb where two vehicles could park on Kimball Avenue west of Highland Street. At the time of the photo, there were no vehicles parked at this location. Also, there were no vehicles parked along the south side of the Kimball Avenue east of Highland Avenue adjacent to the red curb. Staff conducted another site visit on March 2, 2016, in which two vehicles were parked obstructing the view of oncoming traffic proceeding east (up the Kimball).

Red curbing these section, approximately 40 feet each side, would improve visibility for vehicles making a left turn onto Kimball Avenue.

Stop Sign Signal Warrant Analysis

Traffic Data

Traffic volume, traffic speed and collision history were reviewed to determine if stop signs are warranted on Kimball Avenue at Highland Street. Traffic counts were taken at two separate 7 day periods; Tuesday, January 26, 2016 to Tuesday, February 2, 2016 and again on Wednesday, February 10, 2016 to Wednesday, February 17, 2016. This data revealed similar data for both those studies, see table below:

Direction	85% Speed		ADT Vehicles/Day	
	Jan. 2016	Feb. 2016	Jan. 2016	Feb. 2016
EB Kimball Avenue	33.86 mph	36.99 mph	759	758
WB Kimball Avenue	32.93 mph	33.72 mph	535	543
Combined Kimball Ave	33.45 mph	35.36 mph	1,294	1,301
NB Highland Street	27.16 mph	18.73 mph	407	411

The January data was used in the analysis. From the data collected the combined 85th percentile speed on Kimball Avenue was 33.40 miles per hour with a combined Average Daily Traffic (ADT) of 1,294 vehicles per day. The 85th percentile speed on Highland Street was 27.16 miles per hour with an ADT of 407 vehicles per day.

As outlined in the Manual of Uniform Traffic Control Devices (MUTCD) provided by the California Department of Transportation (Caltrans), stops signs are warranted based upon traffic volume under the following conditions:

- The total vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and *8 hour average entering from Kimball Avenue equals 881 vehicles/8hours or 110 veh/hour*
- The combined vehicular and pedestrian volume from the minor street must average at least 200 vehicles per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour
8 hour average from minor street for the same 8 hours is 282 veh/8 hours or 35 veh/hour

The traffic volume collected does not support the minimum requirements to warrant a stop sign.

Collision Data

City of Seaside Police Department records were reviewed for a period of five years. From February 2011 through February 2016, there were three reported traffic collisions at the intersection of Kimball Avenue and Highland Street. Those collisions are noted below.

#	Date	Collision Type	Susceptible to Correction
1	11/19/2012	Sideswipe	Yes
2	04/13/2015	Left turn collision	Yes
3	01/14/2016	Left turn collision	Yes

Per the MUTCD, a stop sign is warranted where an accident problem exists as indicated by 5 or more reported accidents within a 12 month period of type susceptible to correction by a multi-way stop installation, such as right and left turn collisions as well as right angle accidents. There were two collisions which occurred in a 12-month period susceptible to correction by a multi-way stop sign installation. Two of the collisions occurred while attempting a left turn from Highland Street onto Kimball Avenue.

The collision data does not support the minimum requirements to warrant a stop sign.

Based upon the site visits and vehicle obstructions, staff recommends to red curb approximately 40 feet of curb south of Kimball Avenue west and east of Highland Street. Since the collision data, traffic volume and speed data do not meet Caltrans minimum requirements to warrant a stop sign, staff recommends denying the requests for stop signs.

FISCAL IMPACT

There is no fiscal impact at this time. Should the City Council approve the TAC's recommendation the cost associated with red curb are approximately \$1,400 from the Street Division's operations budget.

ATTACHMENTS

1. Traffic Advisory Committee Requests
 2. Site Photos
 3. Traffic Count Summary Reports
 4. Collision Summary
-

January 18, 2016

City Clerk's Office

JAN 19 2016

Received

Seaside Mayor Rubio,
Mayor Pro Tem Oglesby,
Council Members Alexander, Campbell, Pacheco
440 Harcourt Avenue
Seaside, CA 93955

RE: ADDING SAFETY MEASURES AT INTERSECTION OF KIMBALL/HIGHLAND STREETS

Honorable Mayor, Pro Tem, and Council Members:

As you are aware, an accident on the corner of Kimball and Highland Street on January 14, 2016 (about 4:30 PM) resulted in the death of a young man. Tragic.

This could have happened to any of us, i.e., either accidentally hitting someone or accidentally being hit, resulting in hospitalization and/or death.

All in our neighborhood *creep out very slowly* from Highland Street onto Kimball. All of us, even after creeping out, have been scared by a vehicle that came out of nowhere at this intersection. Then there are those who are not familiar with the dangerous intersection: how many of them had near misses, too? Given that all of us in the neighborhood have experienced extremely close calls, I am sure that most (if not all) of the out-of-neighborhood people have reached their destinations feeling grateful, too.

This death (and the potential deaths of many near misses) was preventable.

Take measures NOW. The cost of lives of course is not measureable, but you can measure how much it cost the City to bring all police, EMTs, and fire personnel to the scene. The following measures are a fraction of that cost. Implementing them, you WILL save lives.

1. Paint all the curbs red for two spaces from the intersection.
2. Place a stop sign on the southwest corner of the intersection.
3. Place a stop sign on the north side of the intersection (mid block).

In addition, implementing other measures such as speed bumps just below the intersection would help reduce the speeding. Understatement.

This is a well-known danger zone for drivers in the neighborhood, but *creeping out does not prevent accidents* (as in this accident) *or near misses* (as all of us in the neighborhood have experienced). This accident could have involved any of us.

You must save lives. Take action NOW. Thank you.

Joy Julian
1527 Highland Place
Seaside, CA 93955

Leslie Llantero - Comment for Kimball/Highland St Intersection

From: Joy Jul <joyandmagic@gmail.com>
To: <lllantero@ci.seaside.ca.us>, <to'halloran@ci.seaside.ca.us>
Date: 2/3/2016 10:54 AM
Subject: Comment for Kimball/Highland St Intersection

Dear Leslie, Tim, and the Traffic Advisory Committee,

Following is my additional comment to my letter dated January 18, 2016:

Please confirm receipt of this email. Thank you.

It is important to note that the recent electronic data collected at the intersection of Kimball and Highland Street will *not* be accurate. After the January 14, 2016 accident which resulted in a death, *most* of us in the neighborhood are NOT driving that way anymore. Rather, we are driving up the other way on Highland St to Del Rey Oaks Blvd OR Plumas to Waring (or Noche Buena) to Kimball. Most are going Highland to Del Rey Oaks Blvd. This is because before the accident all of us in the neighborhood have had *many very close* misses.

Neither the vehicles going up Kimball or the vehicles turning left or right from Highland to Kimball can see each other until the last minute. And that is with both drivers being extremely careful, let alone speeding.

Take measures now.

Sincerely,
Joy Julian
Concerned Resident
1527 Highland Place
Seaside CA 93955



RECEIVED
CITY OF SEASIDE

RESOURCE MANAGEMENT SERVICES | BUILDING DIVISION
440 Harcourt Avenue Phone (831) 899-6723
Seaside, CA 93955 Fax (831) 899-6211
<http://www.ci.seaside.ca.us/>

JAN 19 2008 CIRCLE ONE: BUILDING ENGINEERING PLANNING

RESOURCE MANAGEMENT
SERVICES

PUBLIC INFORMATION REQUEST FORM

The City of Seaside is currently experiencing budget shortfalls that have resulted in a reduction in Building Division staff and resources and has instituted a freeze on new hires. In an effort to ensure that Division questions and comment are received and responded to in a timely and thorough manner, the Building Division is providing this form for public inquiries that staff is unable to address immediately but will be reviewed and responded to in the order received.

Please complete the following information and provide as complete a description as possible in order for staff to respond to your inquiry in a timely manner.

Project Address or Location: KIMBLE & HIGHLAND APN: _____

Nature of request (building code requirements, inspection information, project status, permit fees, development standards, new business, etc.):

STOP SIGN OR CURB PAINTED RED

Description of request: THE INTERSECTION @ KIMBLE & HIGHLAND IS VERY DANGEROUS. SOMEONE WAS KILLED THERE RECENTLY. A STOP SIGN ON KIMBLE OR AT LEAST PAINT THE CURB RED TO THE DRIVEWAY ON KIMBLE. YOU CAN'T SEE DOWN KIMBLE FROM THE HIGHLAND STOP SIGN. CARS COMING UP KIMBLE ARE GOING TO FIRST!

Contact Information

Name: DICK STOWERS
Address: 1112 SUMMIT City: SEASIDE State: CA Zip: 93955
Phone Contact: 831-374-7923 Email: _____
Best way to contact: BY PHONE Best time /day to contact: 5

Staff appointment request: Yes ☐

-----TO BE COMPLETED BY STAFF-----

Accepted by: _____ Reviewed by: _____ Date Completed: _____
Date accepted: _____ Dated reviewed: _____

February 2, 2016

Leslie Llantero
Tim O'Halloran
Traffic Safety and Advisory Committee
City of Seaside
Seaside, CA 93955

Dear Leslie Llantero, Tim O'Halloran and Traffic Advisory Committee,

DANGEROUS INTERSECTION OF KIMBALL/HIGHLAND STREETS

The fatal accident that took place on the corner of Kimball and Highland Street on January 14, 2016 resulted in the death of Alex Viscara-Garcia and has impacted the lives of the two families involved in this tragedy. The family that was in their vehicle making a L turn that was struck by Alex, and Alex's family are forever changed by this terrible event.

This intersection has been a safety hazard for years. If you stop at the corner of Highland and Kimball, at the stop sign (coming from DRO) it is very difficult to see until you inch out into the intersection. Because of the way cars are parked along Kimball (almost all the way to the corner) one is unable to clearly see when making a L turn onto Kimball. I have avoided driving this way ever since seeing the paramedics trying to revive Alex on January 14, 2016 and I am sure many in our community are doing the same.

Another intersection that is also dangerous for similar reasons is Waring St. and Hilby. When you are stopped at Waring St. to turn L onto Hilby, it is extremely difficult to see the traffic coming up and down Hilby (sometimes speeding). If trucks and cars are parked along Hilby and blocking the view of the driver it is almost impossible to safely see. Please take a look at this intersection also.

It is possible that the death of Alex would not have happened if there had been a red painted curb along Kimball, and/or a stop sign on Kimball.

Seaside needs to take the following measures:

1. ASAP please paint the curb red along Kimball before the corner intersection.
2. Place a stop sign on the corner of Kimball and Highland.

If Seaside does not have the resources to paint the curb red, I volunteer to do this and get others in the neighborhood to help if you supply the paint, supplies, and safety cones. I have safety vests and would be happy to do my part to help. Please prevent another tragic accident from happening.

Sincerely,

Maris Sidenstecker
1192 Waring St.
Seaside, CA 93955
P: 899-9957
orcamaris@earthlink.net

Attachment 1



Existing Condition





February 2016 - Looking west on Kimball Avenue at Highland Street



Looking east on Kimball Avenue at Highland Street



March 2016 - Looking west on Kimball Avenue at Highland Street



March 2016 - Looking east on Kimball Avenue at Highland Street

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: KIMBALL E/O HIGHLAND**

A study of vehicle traffic was conducted with the device having serial number 200119. The study was done in the WB lane at KIMBALL E/O HIGHLAND in SEASIDE, CA in MONTEREY county. The study began on 01/26/2016 at 03:00 PM and concluded on 02/02/2016 at 03:00 PM, lasting a total of 168.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3745 vehicles passed through the location with a peak volume of 28 on 02/01/2016 at [07:30-07:45] and a minimum volume of 0 on 01/26/2016 at [20:15-20:30]. The AADT count for this study was 535.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 27.23% vehicles exceeding the posted speed of 30 MPH. 0.11% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 32.93 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
18	197	588	764	1114	769	198	24	6	2	1	0	1	0	2					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2835 which represents 77 percent of the total classified vehicles. The number of Vans & Pickups in the study was 793 which represents 22 percent of the total classified vehicles. The number of Busses & Trucks in the study was 44 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 12 which represents 0 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >												
2835	634	159	38	6	6	4	2												

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2016 at [07:30-07:45] the average headway between vehicles was 31.034 seconds. During the slowest traffic period, on 01/26/2016 at [20:15-20:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 41.00 and 102.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: KIMBALL W/O HIGHLAND**

A study of vehicle traffic was conducted with the device having serial number 200124. The study was done in the EB lane at KIMBALL W/O HIGHLAND in SEASIDE, CA in MONTEREY county. The study began on 01/26/2016 at 03:00 PM and concluded on 02/02/2016 at 03:00 PM, lasting a total of 168.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5310 vehicles passed through the location with a peak volume of 33 on 01/28/2016 at [07:30-07:45] and a minimum volume of 0 on 01/26/2016 at [21:15-21:30]. The AADT count for this study was 759.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 31.51% vehicles exceeding the posted speed of 30 MPH. 0.37% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 33.86 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
13	147	1014	1196	1184	1110	370	99	27	10	3	3	5	1	7					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3723 which represents 72 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1316 which represents 25 percent of the total classified vehicles. The number of Busses & Trucks in the study was 113 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 37 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >												
3723	997	319	86	27	14	4	19												

CHART 2

HEADWAY

During the peak traffic period, on 01/28/2016 at [07:30-07:45] the average headway between vehicles was 26.471 seconds. During the slowest traffic period, on 01/26/2016 at [21:15-21:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 41.00 and 100.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: HIGHLAND S/O KIMBALL**

A study of vehicle traffic was conducted with the device having serial number 200118. The study was done in the NB lane at HIGHLAND S/O KIMBALL in SEASIDE, CA in MONTEREY county. The study began on 01/26/2016 at 03:00 PM and concluded on 02/02/2016 at 03:00 PM, lasting a total of 168.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2846 vehicles passed through the location with a peak volume of 25 on 01/28/2016 at [17:00-17:15] and a minimum volume of 0 on 01/26/2016 at [21:30-21:45]. The AADT count for this study was 407.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 23 MPH with 19.79% vehicles exceeding the posted speed of 25 MPH. 2.20% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 27.16 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
18	204	841	1049	292	78	43	22	15	13	13	8	5	7	25					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1662 which represents 63 percent of the total classified vehicles. The number of Vans & Pickups in the study was 739 which represents 28 percent of the total classified vehicles. The number of Busses & Trucks in the study was 138 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 94 which represents 4 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >												
1662	548	191	93	45	37	19	38												

CHART 2

HEADWAY

During the peak traffic period, on 01/28/2016 at [17:00-17:15] the average headway between vehicles was 34.615 seconds. During the slowest traffic period, on 01/26/2016 at [21:30-21:45] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 43.00 and 106.00 degrees F.

Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj\Killed	Incident No.
11/19/12	1305	MON	KIMBALL AV	X	HIGHLAND ST	21750	1	JOHNSON D EA1204276 ✓
04/13/15	1727	MON	KIMBALL AV	X	HIGHLAND ST	22450(A)	1	ROGISH J EA1501156 ✓
01/14/16	1627	THU	KIMBALL AV	X	HIGHLAND ST	22350	01 \ 01	FERNANDEZ M EA1600170 ✓
Record Count								3



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.C.

TO: Traffic Advisory Committee

BY: Scott Ottmar, Assistant Civil Engineer

DATE: March 14, 2016

**SUBJECT: CONSIDER RED CURB AT 926 HAMILTON AVENUE DRIVEWAY
APPROACH**

PURPOSE

Consider request to install red curb adjacent to the driveway approach at 926 Hamilton Avenue.

RECOMMENDATION

It is recommended to approve approximately 10.5 feet of red curb on the west side of 926 Hamilton Avenue.

BACKGROUND

TRAFFIC ADVISORY COMMITTEE REQUEST

The applicant, Mr. Mark Daoud, is requesting red curb be painted on either side of the driveway approach to 926 Hamilton Avenue. The applicant indicates vehicles are blocking the driveway. The applicant notes red curb has been painted at other locations in the vicinity adjacent to the driveway approaches.

Hamilton Avenue is classified as a local street, with a prima facie speed limit of 25 miles per hour and one lane of traffic in each direction. The 900 block of Hamilton Avenue measures approximately 36 feet wide measured from face of curb to face of curb with parking permitted on both sides. Sidewalks measuring approximately 4 feet wide are provided on both sides of the street. There is a multi-family dwelling immediately east of the applicants residence. See attachment 2 for an aerial view.

STAFF ANALYSIS

Staff visited the applicant's property on February 25, 2016. The driveway approach at 926 Hamilton Avenue measures approximately 20 foot wide from top of wing to top of wing. There is approximately 58 feet of sidewalk curb and gutter between the applicant's driveway approach and the adjacent driveway approach to the east at 938 Hamilton Avenue, a small apartment complex. There is approximately 10.5 feet of sidewalk curb and gutter between the applicant's driveway approach and the adjacent property driveway approach to the west at 918-A Hamilton

Avenue. The driveway approach for 918-A Hamilton Avenue is approximately 18 feet wide. It is unclear if the residence at 918-A Hamilton Avenue utilizes the driveway approach for off-street parking. See attachment 2 for photographs and images.

It is the city's policy to not paint red curb on either side of driveway approaches for the purpose of preventing vehicles from blocking driveway approaches. Code enforcement should be called to resolve such instances of parking violations. However, in this particular case, there is insufficient space between 926 Hamilton Avenue and 918-A Hamilton for a legal parking space. Staff recommends placement of 10.5 feet of red curb between 926 Hamilton Avenue and 918-A Hamilton Avenue.

ENVIRONMENTAL REVIEW

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

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

FISCAL IMPACT

The fiscal impact associated with painting 10.5 feet of red curb is \$367 per the adopted fee schedule.

ATTACHMENTS

1. Attachment 1-TAC APPLICATION
 2. Attachment 2-Aerial & Photographs
-



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: Mark Daoud Date: 2/20/16

Address: 926 Hamilton ave Phone: 831 915-0777

Type of Request (check all that apply):

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

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

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: Paint curb Red on each side of
driveway. Cars parking between driveways
in insufficient space, thus blocking driveway
access. Similar markings are evident across
the street, with curbs painted Red. This is
becoming a danger.

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 TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next 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)	\$350
Installation of one sign	\$350

* 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, Mark Daoud 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

2/20/16
Date



Attachment 2

