



A G E N D A

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Tuesday, August 16, 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
Rick Riedl	City Engineer

2. **REVIEW OF AGENDA**

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

3. **PUBLIC COMMENT**

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.

4. **APPROVAL OF MINUTES**

A. **REGULAR MEETING MINUTES OF JULY 19, 2016**

5. **BUSINESS ITEMS**

A. **CONSIDER PLACING DELINEATORS IN THE CENTERLINE ON PLUMAS AVENUE AT VARIOUS LOCATIONS BETWEEN NOCHE BUENA STREET AND HIGHLAND STREET-continued from the July 19th meeting**

6. **STAFF COMMUNICATION**

7. **ADJOURNMENT**

Next Regularly Scheduled Meeting:
September 20, 2016
Seaside City Hall
5:00 PM

The City of Seaside is an ADA accessible facility and is committed to include the disabled in all of its services, programs and activities. Any person who requires accommodation to be able to participate in this meeting is asked to contact the office of the City Clerk at 899-6707, no fewer than two business days prior to the meeting to allow for reasonable arrangements.

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

Meetings that are held in the City Council Chambers are broadcast live to all Seaside residents on Comcast Channel 25 and U-verse Channel 99. Meetings are also available through live streaming at:

<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.: 4.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: August 16, 2016

SUBJECT: REGULAR MEETING MINUTES OF JULY 19, 2016

PURPOSE

The purpose of this item is to review the minutes from the July 19, 2016 Traffic Advisory Committee meeting.

RECOMMENDATION

It is recommended to approve the July 19, 2016 TAC minutes.

BACKGROUND

Attached are the minutes from the July 19, 2016 TAC meeting.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. MEETING MINUTES 7.19.16
-

**CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
JULY 19, 2016**

1. CALL TO ORDER – 5:02 p.m.

ROLL CALL

Roll call was taken with the following members in attendance:

Dave Pacheco X Rick Riedl X Chris Veloz X Rick Medina X Troy Leist X

Staff: Leslie Llantero

2. REVIEW OF AGENDA

Riedl/Medina M/S/P approve to reorder Business Items D before C.

3. PUBLIC COMMENT - None

4. APPROVAL OF MINUTES – June 21, 2016

Medina/Riedl M/S/P approve June 21, 2016 minutes.

5. BUSINESS ITEMS

A. Consider disabled parking space for resident at 1 Valmar Court. *Item is being reconsidered by the TAC based upon new information from the applicant.*

Ms. Llantero presented staff report.

Medina/Leist M/S/P – Approve a disabled parking space at 1 Valmar Court.

B. Consider placing delineators in the centerline on Plumas Avenue at various locations between Noche Buena Street and Highland Street.

Ms. Llantero presented staff report. Applicant spoke in support of the delineators. Committee discussed locations and wanted to see the spacing requirements.

Leist/Riedl M/S/P – Continue item to determine when the suggested delineators would get Caltrans approval and return with locations and determine spacing requirements for placement on Plumas Avenue.

D. Update on RV Ordinance enforcement

Deputy Chief Lumpkin discussed how the Police Department provided outreach and informed residents of the new ordinance by placing warning stickers on boats, trailers, prohibited vehicles, and recreational vehicles since the adoption of Ordinance 1027 (RV Ordinance). Enforcement efforts began today (7/19/2016). Deputy Chief

Lumpkin identified issues associated with towing these types of vehicles and briefly discussed how the city's rotational towers are affected.

Henry Jones from California Towing, one of the City's rotational tow providers, explained how his business is affected. Towing companies are at risk towing recreational vehicles because of towing hazardous waste and disposal fees should the recreational vehicle not be claimed, which becomes costly. In addition, passing on a tow jeopardizes the towing companies' status on the rotational tow list. Not all towers on the rotational list can accommodate towing recreation vehicles. Mr. Jones also noted that 90% of all tow yards are small and that cities are not permitting new tow yards.

During the discussion it was revealed that other cities are facing the same issues with towing recreational vehicles. Salinas has assisted with the disposal of the raw sewage for recreational vehicles prior to being towed.

No action taken. The Traffic Advisory Committee directed the Police Department to look into neighboring cities processes and return with a plan to address the concerns raised.

C. Discuss permit parking for recreational vehicles

Ms. Llantero provided an overview of Ordinance 1027 as it relates to residents.

Vehicle Abatement Officer Montes answered questions from the committee.

No action taken. The TAC concurred that the ordinance as written provides police officer discretion on issuance of a citation for recreational vehicles parked within a residential neighborhood.

6. STAFF COMMUNICATION –

Mr. Riedl informed the committee that he was verbally informed by Caltrans that Caltrans would not install a crosswalk on Canyon Del Rey (Hwy 218) at Sonoma Avenue along the east crossing. Caltrans indicated that additional improvements would have to be made to place a crosswalk at that location. Staff will follow up with a written request.

7. ADJOURNMENT

The meeting was adjourned at 6:05 p.m.

Respectfully submitted:

Leslie Llantero



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: August 16, 2016

SUBJECT: **CONSIDER PLACING DELINEATORS IN THE CENTERLINE ON PLUMAS AVENUE AT VARIOUS LOCATIONS BETWEEN NOCHE BUENA STREET AND HIGHLAND STREET**-*continued from the July 19th meeting*

PURPOSE

The purpose of this item is to consider an application for placing channelizers in the centerline on Plumas Avenue at various locations between Noche Buena Street and Highland Street. This item is continued from the July 19th TAC meeting to allow staff to collect additional information.

RECOMMENDATION

It is recommended to deny request for channelizers and consider placing bot dots along the centerline.

BACKGROUND

Staff has received a request for delineators (channelizers) to be placed in the centerline on Plumas Avenue at various locations, see attachment 1. The request cites reckless driving, aggressive acceleration, speeding, running stop signs, crossing over painted lines, and driving on the wrong side of the road as safety concerns. The applicant is requesting channelizers be placed in the center of Plumas Avenue at the speed cushions and at the stop signs at Highland Street and Noche Buena Street.

The following identifies the actions taken by the Traffic Advisory Committee and the City Council as it relates to Plumas Avenue.

- February 2012 - The applicant filed a petition for Traffic Calming on Plumas Avenue was submitted. The petition cites excessive and reckless speeds as the main concern and a desire to restore a neighborhood atmosphere. The petition requests installation of traffic calming devices such as speed bumps/humps, delineators, cross-walk markings and signs.

- June 2012 - Traffic data was presented to the TAC, in which the Traffic Advisory Committee and subsequently the City Council approved actions to narrow the westbound lanes on Plumas Avenue and install two speed limit signs. The speed limit signs included additional language identifying the area as a "Traffic Complaint Area, Speed Limit Strictly Enforced." Phase I traffic calming measures approved by the TAC and City Council were implemented by February 2013.
- November 2013 - The City Council was presented with the follow up data that was collected in September 2013. The results presented showed the 85th percentile speeds on Plumas Avenue reduced from 33 MPH to 31 MPH for the traffic west of Waring Street and from 34 MPH to 32 MPH east of Waring Street. Since the measured speeds were close to the traffic calming threshold speed of 32 MPH, the City Council directed staff to review additional phase I traffic calming measures that could be implemented to reduce traffic speeds.
- December 2013 & February 2014 - The Traffic Advisory Committee reviewed additional phase I traffic calming measures and concluded that the cost to place additional phase I traffic calming measures would be more costly than implementing phase II traffic control measures and may not produce a significant reduction in speeds on Plumas Avenue.
- July 2014 - The City Council approved modifications to the Traffic Calming Program that included changes in the threshold speeds for collector and arterial streets in residential neighborhoods having less than 1000 vehicles per day. The Traffic Advisory Committee was requested to receive a report on Plumas Avenue traffic data and re-evaluate the need for traffic calming and considering proceeding to phase II traffic calming measures for Plumas Avenue.
- September 2014 - The City Council approved speed cushions as a phase II traffic calming measure for Plumas Avenue.
- April 2015 - The speed cushions were installed with funding from a neighborhood donation.

At the July 19, 2016 TAC meeting, the TAC continued item to determine when the suggested delineators would get Caltrans approval and return with locations and determine spacing requirements for placement on Plumas Avenue.

Plumas Avenue Roadway Characteristics

Plumas Avenue is classified as a collector street and runs east west near the southern border of Seaside (see attachment 2). The street width varies between 20 feet wide (from Highland Street to Mescal Street) to 40 feet wide (Wheeler Street to Tweed Avenue). Between Waring Street and Highland, the majority of Plumas Avenue is 32 feet wide. There is approximately 400 feet of Plumas Avenue right of way measuring 40 feet wide beginning from Waring Street west towards Noche Buena. The eastbound travel lane remains constant at approximately 12 feet wide. The westbound travel lane varies in width, but generally maintains the width of approximately 12 feet. Parking is permitted on Plumas along the north side of the street and prohibited on the south side of the street. The posted speed limit is 25 miles per hour. There are three speed limit signs on Plumas Avenue with additional signage indicating "Traffic Complaint Area, Speed Limits Strictly Enforced." A painted median was placed reducing the westbound lane width to 12 feet west and east of the intersection of Waring Street and Plumas Avenue.

Plumas Avenue, from Noche Buena to Highland Street, has two sets of speed cushions: one between Noche Buena and Waring and the other between Waring and Highland, attachment 2.

Del Rey Woods Elementary School is located on the northwest corner of the intersection of Noche Buena Street and Plumas Avenue. Along the south side of Plumas Avenue, there is a tract of land approximately 35 feet wide owned by PG&E for their high voltage power lines. This tract of land has become an informal recreation trail.

STAFF ANALYSIS

Channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation. Channelizers are not a method recommended or approved by the City of Seaside for traffic calming.

Traffic collision data in the vicinity of the project area were reviewed from the last three years. There were a total of 10 traffic collisions which occurred on Plumas Avenue, as shown in the following table:

Date	Outside/Inside Project Area	Location	Primary Collision Factor
8/21/2013	outside	87 feet west of Noche Buena	Unknown
9/25/2013	No information provided		
10/02/2013	outside	55 feet west of Noche Buena	Unsafe backing
11/14/2013	outside	250 feet south of Tweed St	Unsafe lane change
02/26/2014	outside	104 feet west of Mescal St	Unknown
11/24/2014	outside	136 feet west of Noche Buena	Unsafe lane change
12/02/2015	No information provided		
01/15/2016	inside	64 feet east of Plumas Lane	Unsafe backing
05/10/2016	outside	187 feet west of Noche Buena	Crossing a double yellow line
06/17/2016	outside	408 feet east of Highland Street	Unknown

The majority of these collision occurred on Plumas Avenue adjacent to Del Rey Woods School, located west of Noche Buena Street and outside of the proposed project area. Based upon the reported traffic collision data on Plumas Avenue, reckless driving does not appear to be of concern.

Placing channelizers within the medians or centerlines would defeat the purpose of the speed cushions. The speed cushions were specifically designed as traffic calming devices so that normal traffic flow would cross the cushions but emergency vehicles could straddle the cushions by crossing the centerline/median. Placing channelizers within the centerline and medians at the locations of the speed cushions would obstruct emergency vehicles. Although the channelizers are identified as flexible, they are not designed to be driven over and are meant to prevent and discourage median crossings at traffic islands and at lane separations. The applicant identified flexible bolt down delineators made out of polyurethane as a possible solution. However, these types of delineators are new and are not Caltrans approved and therefore unacceptable for use within a roadway.

At the July 19, 2016 Traffic Advisory Committee, the applicant stated that he had volumes of data demonstrating the alleged traffic violations. Staff requested the applicant to provide documentation of the violations occurring on Plumas Avenue. The applicant provided two videos taken on August 4, 2016. Staff reviewed the videos for possible traffic violations and it appears that one vehicle traveling eastbound on Plumas Avenue did not come to a complete stop at the stop sign at Waring Street. No other vehicle violations were clearly shown in the videos provided by the applicant.

There are 16 driveway approaches fronting Plumas Avenue between Noche Buena Street and Highland Street. The center of the roadway in these areas need to remain clear in order for residents to maneuver in and out of driveways. The fire department recommends 160 feet of clearance on either side of the speed cushions to safely maneuver the fire apparatus during emergency calls. Based upon providing sufficient access to driveways and the distance needed to safely maneuver the fire apparatus around the speed cushions, it is not practical to place channelizers on Plumas Avenue between Waring Street and Highland Street, see figure 2. Since the channelizers can not be placed along the center-line in a continuous series, the purpose becomes unclear and possibly confusing for drivers and residents.

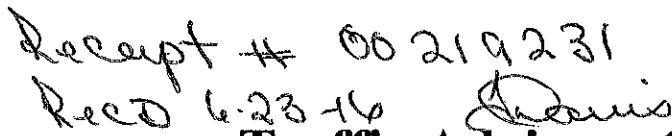
Staff recommends denying request for Channelizers, however bot dots can be considered in lieu of channelizers to discourage vehicles crossing over the centerline.

FISCAL IMPACT

There is no fiscal impact to the City. Since there is no demonstrated need for traffic calming at the proposed project area, the cost for implementing traffic calming measures at the proposed project area would be funded by others.

ATTACHMENTS

1. TAC Applications for delineators
 2. Figure 2
 3. Channelizers
 4. Caltrans Channelizers
-



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: JEFF HANEY Date: 3-18-16
Address: 1371 PLUMAS AVE Phone: 702-591-9949

Type of Request (check all that apply):

- ☐ Parking Designations ☐ Crosswalk ☐ Curb Markings (White, Yellow, etc.)
☐ Disabled Parking* ☐ Warning Sign ☐ Traffic Signal/Stop Sign
☒ Other MEDIAN DELINEATORS, ETC. ☐ 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: SEE ATTACHMENT.

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

Traffic Advisory Committee Request Application Attachment.

These suggestions provide solutions for the ongoing neighborhood safety issues/problems of reckless driving - aggressive acceleration - speeding - running stop signs - crossing over painted lines plus double yellow lines - driving on the wrong side of the road.

- Install delineators at Medians in strategic areas on Plumas Avenue. This will stop vehicles from crossing the double yellow lines, plus create a narrowing visual affect of the road and Stop Sign areas.
- Install 2 delineators on the East set of Speed Cushions, 1 West and 1 East of the Speed Cushions. This will stop vehicles from driving on the wrong side of the road crossing the painted line, plus create a narrowing visual affect of the road.
- Install delineators at Stop Sign lines.
 - Plumas & Noche Buena on Plumas's West bound line.
 - Plumas & Highland on Plumas's East bound line.
 - This will create a narrowing visual affect of the road. This will stop cars from driving on the wrong side of the road while turning onto Plumas.
- ALL areas of delineators will help with neighborhood/public safety.
- New FLEXIBLE bolt down delineators are now available in the United States. Safe for public safety vehicles.

<https://www.parkingzone.com/flexible-fixed-base-delineators.html>

Jeff Haney & Neighbors
1371 Plumas Ave.
Seaside Ca, 93955
702-591-9949

6-23-16

Cc - JRJ

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

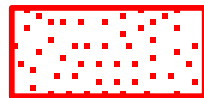
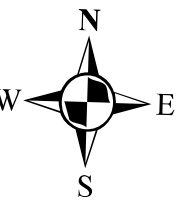
I, _____ understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate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

Applicant Signature

Date



MATCH LINE



AREA TO BE KEPT CLEAR FOR DRIVEWAY ACCESS



SPEED CUSHIONS

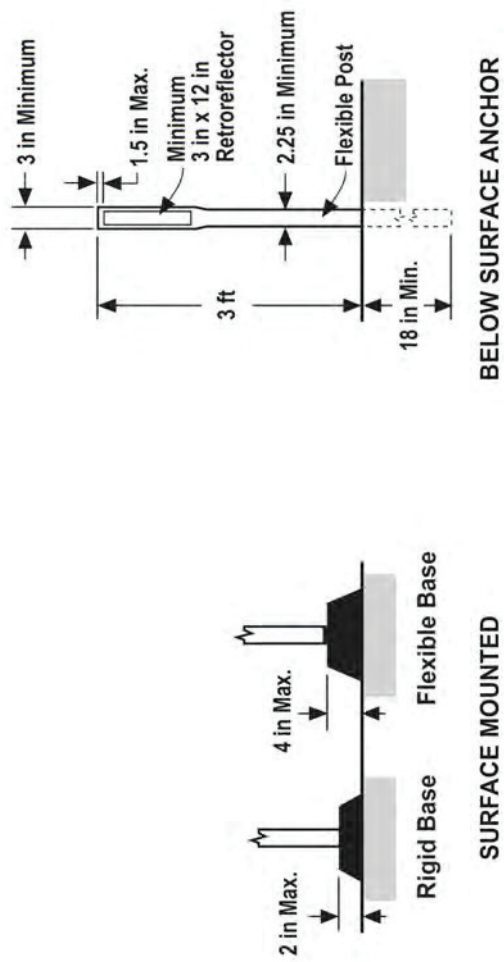


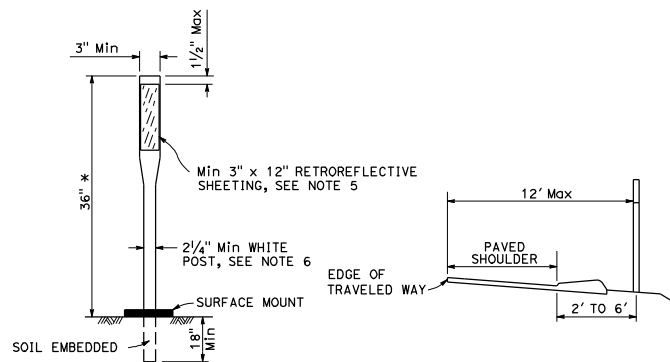
AREA TO BE KEPT CLEAR FOR EMERGENCY VEHICLES ACCESS

MATCH LINE



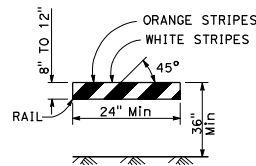
Figure 3H-101 (CA). Example of Channelizers





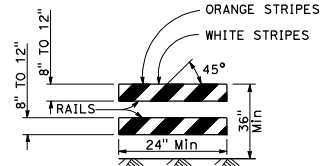
* 36" Min where speeds are 40 miles/h or less.

CHANNELIZERS



TYPE I BARRICADE

See Note A



TYPE II BARRICADE

BARRICADES (See Note 3)

Only face of rails shown. Barricade construction materials and supports as specified in the specifications.

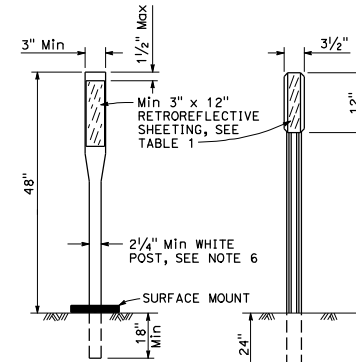
TABLE 2 - BARRICADES			
BARRICADE	TYPE I	TYPE II	TYPE III
WIDTH OF RAIL	8" Min - 12" Max *	8" Min - 12" Max *	8" Min - 12" Max *
LENGTH OF RAIL	24" Min	24" Min	48" Min
WIDTH OF STRIPES * *	6"	6"	6"
HEIGHT	36" Min	36" Min	60" Min
NUMBER OF RETROREFLECTIVE RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTION

* For the wooden option dimensions are nominal lumber dimensions.

* * For rails less than 36" long, 4" wide stripes shall be used.

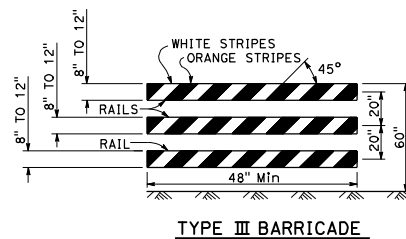
NOTE A:

Barricades to have a minimum of 270 square inches of retroreflective area facing traffic when used on freeways, expressways, and other high speed highways.



CLASS 1 FLEXIBLE POST DELINEATORS

CLASS 2 METAL POST See Note 4



TYPE III BARRICADE

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

REGISTERED CIVIL ENGINEER

May 20, 2011

PLANS APPROVAL DATE

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

Roberto L. McLaughlin
No. C40375
EXP. 3-31-13
CIVIL
STATE OF CALIFORNIA

TYPE	RETROREFLECTIVE SHEETING	
	FRONT	BACK
E	WHITE	WHITE (SEE NOTE 1)
F	WHITE	NONE
G	YELLOW	NONE
I	YELLOW	YELLOW (SEE NOTE 1)
J	RED	NONE

NOTES:

- The retroreflective sheeting used on the back of delineator shall be a minimum size of 3" x 3".
- The type of delineator to be installed will be designated on the plans.
- All barricade stripes shall be retroreflective and sloped downward in the direction of the opened traffic lane.
- See Standard Plan A73B for Metal Post Details.
- Unless shown otherwise on the plans, or as directed by the Engineer, the color of the retroreflective sheeting for permanent channelizers shall conform to the color of the pavement markings it supplements.
- Except, Class 1 (Flexible Post) temporary delineators and temporary channelizers in work zones shall be orange post with white retroreflective sheeting.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DELINEATORS, CHANNELIZERS AND BARRICADES

NO SCALE

A73C