



A G E N D A

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Tuesday, May 16, 2017
5:00 PM

PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING

1. **CALL TO ORDER**

David R. Pacheco	Committee Member
Robert Jackson	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 JANUARY 17, 2017**

5. **BUSINESS ITEMS**

A. **CONSIDER STOP SIGNS ON SAN PABLO AT MESCAL STREET AND
CROSSWALK IMPROVEMENTS ON YOSEMITE STREET**

B. **CONSIDER DISABLED PARKING AT 1653 DARWIN STREET**

6. **STAFF COMMUNICATION**

7. **ADJOURNMENT**

Next Regularly Scheduled Meeting:
5:00 PM
Seaside City Hall
June 20, 2017

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**CITY OF SEASIDE
STAFF REPORT**

Item No.: 4.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: May 16, 2017

SUBJECT: REGULAR MEETING MINUTES OF JANUARY 17, 2017

PURPOSE

The purpose of this item is to review the minutes from the January 17, 2017 Traffic Advisory Committee meeting.

RECOMMENDATION

It is recommended to approve the January 17, 2017 TAC minutes.

BACKGROUND

Attached are the minutes from the January 17, 2017 TAC meeting.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. MEETING MINUTES 01.17.17
-

**CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
JANUARY 17th, 2017**

1. CALL TO ORDER – 5:00 p.m.

ROLL CALL

Roll call was taken with the following members in attendance:

Dave Pacheco X Rick Riedl X Rick Medina X Brian Dempsey X
Judy Veloz X

Staff: Leslie Llantero
Kurt Overmeyer

2. REVIEW OF AGENDA - None

3. PUBLIC COMMENT – Joy Lucido requested the process for requesting red curb along both sides of her driveway to prevent vehicles from parking blocking her driveway.

4. APPROVAL OF MINUTES

A. Regular Meeting Minutes of November 15, 2016

Riedl/Medina M/S/P- Approve the minutes of November 15, 2016 as written.

5. BUSINESS ITEMS

A. Consider affirming the current language in Ordinance 1027, Trailer, Recreation Vehicle and Prohibited Vehicle Parking-Prohibited on Any Street - Exception

Ms. Llantero presented staff report. Committee discussed the law prohibiting vehicles parking longer than 72 hours.

Riedl/Dempsey M/S/P – Approve to affirm Ordinance 1027 as written.

B. Consider a temporary RV Storage Facility on Surplus II property.

Mr. Overmeyer presented staff report. Mr. Overmeyer suggested an alternative site that the US Government operates in the former Fort Ord that is open to the public.

Riedl/Dempsey M/S/P – Approve staff recommendation to forgo providing a RV Parking area on the Surplus II parcel.

C. Consider Red Curb along the east side of Noche Buena Street north of Wanda Avenue.

Ms. Llantero presented the staff report. Clarence Edwards resident of 1300 Noche Buena spoke in opposition to the red curb because it would remove on street parking.

Riedl/Medina M/S/P – Approved to place 10 feet of red curb east side of Noche Buena Street north of Wanda Avenue and install a mirror on the utility pole on the west side of Noche Beuna Street.

6. STAFF COMMUNICATION – None

7. ADJOURNMENT

The meeting was adjourned at 5:45 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: May 16, 2017

SUBJECT: **CONSIDER STOP SIGNS ON SAN PABLO AT MESCAL STREET
AND CROSSWALK IMPROVEMENTS ON YOSEMITE STREET**

PURPOSE

The purpose of this item is to have the Traffic Advisory Committee consider stop signs on San Pablo Avenue at Mescal Street and other improvements identified in the Traffic Study conducted by Keith Higgins Traffic Engineer.

RECOMMENDATION

It is recommended to approve the following:

1. Multi-way stop at the intersection of San Pablo Avenue and Mescal Street. Install two (2) stop signs to create an all-way stop and refresh the crosswalk paint.
2. Remove faded crosswalk located north of the ISM driveway exit.
3. Retain crosswalks located at Mingo and Westminster and replace existing school crossing signs for crosswalk and install school ahead signs per the California Manual on Uniform Traffic Control Devices.

BACKGROUND

The International School of Monterey (ISM) is located at 1720 Yosemite Street (formerly Manzanita Elementary) and is a charter school for grades Kindergarten through 8th grade. ISM is in its sixteenth year of operation as an elementary charter school serving 418 students from the surrounding Monterey County communities. The majority of students are dropped off and picked up. There is a circular driveway in the front of the school for student pick up and drop off. The rear of the school is adjacent to Manzanita-Stuart Park which is another location for student drop off. Street access to the front of the school is on Yosemite and from the rear of the property accessed off of San Pablo Avenue. The school operates a gate adjacent to Manzanita-Stuart Park that is opened in the morning, closed during the school day and reopened in the afternoon when school is released.

ISM met with the City regarding the following concerns:

1. Safe crossing at San Pablo Avenue and Mescal Street; and
2. Crosswalk improvements on Yosemite Street.

The City contracted with Keith Higgins Traffic Engineer to perform a multi-way stop sign analysis for the intersection of San Pablo Avenue and Mescal Street and to review existing crosswalk conditions along Yosemite Street. The complete study is attached as Attachment 2.

Collision history, traffic volume, left turn traffic volumes, vehicle/pedestrian conflicts, sight distance, and similar streets were evaluated to determine if multiple stop signs are warranted for the intersection of San Pablo at Mescal. The analysis identifies a need to control left turn conflicts based upon the number of southbound San Pablo left turn movements and westbound San Pablo right turn movements. During the morning (AM) and afternoon (PM) school peak hours, there are a number of pedestrians crossing each approach of the intersection. The majority of the pedestrians cross the northern San Pablo Avenue approach - 87 pedestrians (AM peak hour) and 27 pedestrians (PM peak hour). The northern approach at this intersection also has the heaviest vehicle volumes for the intersection. The addition of a multi-way stop would create gaps in the vehicle cross traffic, providing an opportunity for pedestrians to cross San Pablo Avenue. Based upon the analysis it is recommended to convert the intersection of San Pablo and Mescal into a multi-way stop controlled intersection.

Yosemite Street crosswalks were also evaluated within the traffic study. Within the traffic study area, there are crosswalks along Yosemite Street located at intersections of Westminster Court and Mingo Avenue. There are remnants of a former crosswalk near the northern ISM driveway that was intentionally painted over with black paint which over time has become partially visible. The study identified pedestrians crossing in non-compliant manner at multiple mid-block locations along Yosemite Street and recommends these existing crosswalks are necessary to meet pedestrian crossing needs. Based upon the observations of the study, it is recommended to retain the existing crosswalks on Yosemite Street at Westminster Court and Mingo Avenue and permanently remove the crosswalk located north of the ISM driveway.

The study identified other improvements such as school speed limit signs that could reduce the speed limit to 20 mph around school zones, however further evaluation is needed prior to implementation. Review of these types of signs will be incorporated in the next Citywide Engineering and Traffic Study (E&TS) report.

It is recommended to place stop signs on San Pablo Avenue at Mescal Street and refresh the crosswalks on San Pablo Avenue. It is further recommended to completely remove the crosswalk located on Yosemite Street north of ISM's driveway and refresh the crosswalks at the intersections of Yosemite Street with Mingo Avenue and Westminster Court.

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.

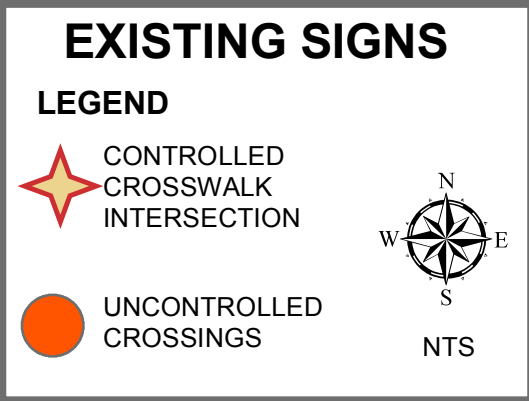
Evidence: The propose project would consist of installation of two stop signs and repainting of existing crosswalks which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant associated with the installation of stop signs or repainting crosswalks.

FISCAL IMPACT

Cost of installation of the stop signs on San Pablo Avenue at Mescal Street is approximately \$1,500 and the cost to refresh the paint and removal of the crosswalk is approximately \$1,100. These costs will be borne from the Street Maintenance account.

ATTACHMENTS

1. Existing Conditions
 2. ISM Request
 3. Traffic Study dated April 11, 2017
 4. Proposed Improvements
-



Rick



MEMO

To: Rick Riedl, P.E., City Engineer, City of Seaside
Leslie Llantero, Assistant Engineer, City of Seaside
From: Lisa Griffin Burns, Operations & HR Manager, ISM
Israel "Izzy" Ricardez, Student Safety Supervisor, ISM
Date: November 29, 2016
Subject: Meeting to Discuss Safety Concerns at ISM

Thank you for taking the time to meet with us this afternoon. We appreciate the opportunity to share with you both our concerns regarding traffic issues adjacent to our campus that impact the safety of our school community. We look forward to working cooperatively with the City of Seaside to address these concerns in a proactive manner. We do not want an unfortunate accident or fatality to drive our actions.

We would specifically like to address concerns in the following two areas and discuss options to improve safety in these areas:

- The **San Pablo Avenue (SPA) and Mescal intersection** (by footbridge and COS park on San Pablo)
 - This location is accessed by our school community during am & pm drop off/pick up
- **Yosemite Street** in front of our school campus

1. San Pablo Avenue (SPA) & Mescal intersection:

Existing status:

- One crosswalk located on west side of intersection of SPA with no accompanying stop sign
- One stop sign located at SPA coming down from General Jim Moore Boulevard with no accompanying crosswalk
 - These two locations have increased traffic flow since opening of GJ Moore Boulevard
 - Warrants discussing traffic safety enhancements
- No stop sign or crosswalk located on Mescal at SPA intersection
- Non traffic-related concern in morning: Sun poses safety hazard in am as it shines directly in drivers' eyes as they drive East up SPA.
 - As it is VERY DIFFICULT to see people crossing at the SPA intersection due to the sun, drivers really need to slow down (to 5-10 mph) as this approach this location.
 - However, this does not realistically happen as there is no stop sign.

Recommendations to consider:

- **Upgrading SPA & Mescal intersection to have three stop signs and three crosswalks**
 - Add stop sign to existing crosswalk across SPA (under footbridge)
 - Add stop sign and crosswalk across SPA
 - Add stop sign and crosswalk to Mescal Street
 - ***This intersection design currently exists at Yosemite & Mingo intersection***
- Other options:
 - Adding "Children Crossing" or "Slow Down" on both sides of San Pablo bridge

International School of Monterey, 1720 Yosemite Street, Seaside, CA 93955

Tel: 831-583-2165 // Fax: 831-899-7653

Email: lburns@ismonterey.org

Google Drive: Safety Meeting, City of Seaside 11/29/16

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-
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2. Yosemite Street - in front of International School of Monterey (ISM):

Existing status:

- faded crosswalk at Westminster Ct. with no accompanying stop sign
- faded / partially removed crosswalk on N-side of school driveway (closest to Westminster Ct) with no accompanying stop sign
 - Faded "SLOW" on S-side of partially removed crosswalk
- DO have three stop signs and accompanying crosswalks at Yosemite & Mingo intersection

Recommendations to consider:

- Repainting existing crosswalk at Westminster Ct
 - Adding stop sign at Westminster Ct
- Repainting and crosswalk at bottom of school driveway AND adding "School X-ing" sign
- Repainting "SLOW" in advance of these two crosswalks
- Other options:

-
-
-
-

3. Discuss Next Steps:

- City of Seaside Traffic Advisory Committee?
- Traffic Studies?
- Testimonials / Feedback from ISM Community
- Other:

-
-
-
-

International School of Monterey, 1720 Yosemite Street, Seaside, CA 93955

Tel: 831-583-2165 // Fax: 831-899-7653

Email: lburns@ismonterey.org

Google Drive: Safety Meeting, City of Seaside 11/29/16

Keith Higgins

Traffic Engineer

April 11, 2017

Leslie Llantero
City of Seaside
440 Harcourt Avenue

Seaside, CA 93955

Subject: International School of Monterey (ISM) Traffic Control Warrant Evaluation Scope of Work and Budget, Seaside, California

Dear Leslie,

As you requested, this is an evaluation of off-site circulation issues on the streets surrounding the International School of Monterey (ISM), a Kindergarten to 8th Grade Charter School located on Yosemite Street between San Pablo and Mingo Avenues in Seaside, California. Evaluated in this memorandum are the following tasks:

- A. A multi-way stop warrant evaluation at the San Pablo Avenue / Mescal Street intersection.
- B. Evaluation of potential modifications to the existing crosswalks on Yosemite Street between Westminster Court and the ISM Driveway.
- C. Evaluation of installing reduced speed limit signs in the school zone per California Vehicle Code (CVC) Section 22358.4 on Yosemite Street and San Pablo Avenue, as well as other traffic control measures on Yosemite Street, San Pablo Avenue and Mescal Street.

The study area described herein is depicted in **Figure 1**. Each topic is described individually below.

A. San Pablo Avenue / Mescal Street Multi-Way Stop Warrant Evaluation

The multi-way stop warrant evaluation is based upon requirements in Section 2B.07 of the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD). The evaluation in this study focuses on just the following criteria:

- 1. Collision History;
- 2. Total Volumes
- 3. Left Turn Traffic Volumes;
- 4. Vehicle/Pedestrian Conflicts;
- 5. Sight Distance; and

6. Similar Streets.

Each criterion is discussed below.

1. Collision History

Figure 2 summarizes the collision history for the Mescal – San Pablo / San Pablo intersection over the most recently available five years (i.e., from 2012 through 2016). This collision information was provided by the City of Seaside and is repeated in **Appendix A**. Over the five-year span analyzed, there were only four collisions. Of those, only one would have been potentially correctable by the installation of multi-way stop control. This is less than the minimum 5 collisions in a consecutive 12-month period required by the CA MUTCD. None of the collisions between 2012 and 2016 involved either pedestrians or bicyclists. Therefore, the collision history criterion is not met.

2. Total Traffic Volumes

Figure 3 depicts the AM and School PM (i.e., mid-afternoon) peak hour volumes at the San Pablo Avenue / Mescal Street intersection. These volumes are the peak morning and afternoon/evening volumes that were collected at this intersection on Thursday, March 16, 2017 from 7:00 AM – 9:00 AM and 12:00 PM – 6:00 PM. (See **Appendix B** for the entire 8-hour count.) Only one hour of the six hours counted exceeds the volume threshold that must be exceeded by an average of the 8 highest hourly volumes for all-way stop control to be warranted based on approach volumes. The all-way stop control volume warrant is not therefore not met.

3. Left Turn Traffic Volumes

However, the heaviest volume movements at the intersection are the southbound San Pablo left turn and westbound San Pablo right turn movements – both are more than double any other traffic movement volume at the intersection. A review of the traffic counts at this intersection found that these volumes remain moderate to heavy throughout the day. The addition of multi-way stop at this intersection would create gaps in northbound Mescal through traffic that would improve the ability to complete a southbound San Pablo Avenue left turn movement. For these reasons, there is clearly a need to control left-turn conflicts. This all-way stop control warrant criterion is met.

4. Vehicle/Pedestrian Conflicts

Figure 3 also depicts the number of pedestrians crossing each approach of the intersection during the AM and PM School peak hours. The majority of the pedestrian crossings are across the northern San Pablo Avenue approach – 87 pedestrians (AM peak hour) and 27 pedestrians (PM School peak hour) crossed this approach during the peak periods. These pedestrians are primarily students walking to and from the ISM, connecting to a pedestrian path to the school campus. The northern approach at this intersection has the heaviest volumes of the entire intersection. The addition of multi-way stop control at this intersection would create gaps in cross traffic that pedestrians could use to cross San Pablo Avenue. Therefore, the vehicle/pedestrian conflicts criterion is met.

5. Sight Distance

Based on field measurements sight distance is limited on westbound San Pablo Avenue at Mescal Street. Available sight distance towards the south is only 155 feet – less than the 275-foot minimum Caltrans corner sight distance standard for a 25 mile-per-hour (mph) roadway established in the Caltrans Highway Design Manual, 6th Edition, although it does exceed the 150-foot minimum stopping sight distance standards established in that same publication. The sight distance to the south is impeded by shrubs and a short wall on the property at the corner of the intersection. The available sight distance to the south is considerably less if a vehicle is parked on northbound Mescal Street just south of San Pablo Avenue, as such a vehicle would block the view of northbound vehicles traveling northbound towards the intersection.

In addition, although available sight distance for southbound San Pablo Avenue traffic to the pedestrian crosswalk at Mescal Street is 176 feet – which exceeds the Caltrans stopping sight distance standard – sight distance is considerably less if there are parked vehicles on southbound San Pablo Avenue in advance of Mescal Street. Parked vehicles are typically present during the morning around the start of school at ISM, which also corresponds to the period with the heaviest use of the crosswalk.

Taking all of these sight distance issues into account, the all-way stop control sight distance criteria is met.

6. Similar Streets

Both Mescal Street and San Pablo Avenue are classified as collector streets, are both in residential neighborhoods and are both approximately 40 feet wide. Therefore, the similar streets criterion is met.

7. All-Way Stop Control Warrant Analysis Summary

In summary, the need to control left-turn conflicts, vehicle/pedestrian conflicts, sight distance and similar streets criteria were all found to be met. Therefore, conversion of the Mescal – San Pablo / San Pablo intersection to multi-way stop control is recommended.

B. Yosemite Street Crosswalk Evaluation

Currently, there are two sets of crosswalks across Yosemite Street just north of the ISM frontage – 1) At Westminster Court (south approach only); and 2) Yosemite Street at Mingo Avenue (north and south approaches). There is also a former crosswalk near the northern ISM school driveway that had been painted over with black paint to eliminate it, yet it is now partially visible. All of these existing and former crosswalk locations connect to the existing sidewalks on both sides of Yosemite Street. The southerly crosswalk at Mingo Avenue also directly connects to a pedestrian walkway into the campus of the adjacent middle school.

Leslie Llantero
April 11, 2017

Observations in March 2016 found that pedestrians do not consistently cross Yosemite Street in any one location between Westminster Court and Mingo Avenue. Instead, pedestrians cross in multiple mid-block locations, mostly ignoring the striped crosswalks, especially the crosswalk at Westminster Court. This is because parents park along the west side of Yosemite Street and walk directly between their cars and the school. Nevertheless, the crosswalk with the heaviest use was the southerly crosswalk at Mingo Avenue, given its connection to the pedestrian walkway. Although there appears to be a lack of compliance by many pedestrians, retention of all of the existing crosswalks is needed to indicate where pedestrian crossings of Yosemite Street should be made.

It is therefore recommended that the existing crosswalks at Westminster Court and Mingo Avenue be retained, and the former crosswalk at the northern ISM school driveway be permanently removed.

C. Evaluation of Reduced Speed Limit and Other Traffic Control Measures

Yosemite Street, San Pablo Avenue and Mescal Street are near or adjacent to the ISM – the school fronts onto Yosemite Street and pedestrian paths from the school lead to San Pablo Avenue and Mescal Street. Thus, it is important that vehicle travel speeds and driver awareness of potential pedestrian activity are appropriate for those conditions.

The 2010 Citywide Engineering and Traffic Study (E&TS) Report, prepared by Begur Consulting in May 2011, was reviewed to identify if there were any speeding issues on Yosemite Street, San Pablo Avenue or Mescal Street. The report found that the 85th percentile speeds (or, the speed at which 85% of the surveyed vehicles are traveling at or below) on those roadways were between 33 and 35 miles per hour (mph), which is 8 to 10 miles per hour over the then-25 mph speed limit on those roadways. State law considers speeds above 25 mph near schools to be in violation of the California Vehicle Code during school hours. Additional measures are needed to moderate vehicle speeds on those roadways near the school.

Figure 4 summarizes a review of collision histories on Yosemite Street, San Pablo Avenue and Mescal Street near the ISM. This review is based upon collision data provided by the City of Seaside at intersections near the school between 2012 and 2016. (Collisions at the Mescal – San Pablo / San Pablo intersection are also repeated from Figure 2.) The number of collisions at each intersection averages less than one per year. A few involve unsafe vehicle speeds, and a few others involved drivers that were driving while under the influence of alcohol or drugs. There were also no injuries or fatalities.

Based upon these analyses, it is concluded that methods to reinforce appropriate vehicle speeds and attention to school pedestrian activity are necessary on Yosemite Street, San Pablo Avenue and Mescal Street. It is recommended that new school speed zone signs, review of advance school warning and school crossing signs and refreshed pavement markings be added near the school. Each recommendation is discussed below.

1. New School Speed Zone Signs

A school speed zone should be established on Yosemite Street along the ISM frontage. Per state law, the length of the speed zone can extend for up to 500 feet beyond the edges of school grounds. The "SCHOOL SPEED LIMIT" (SR 4-11 (CA), or School Speed Limit Assembly C (CA)) sign should be added in each direction of Yosemite Street to designate the beginning of the school speed zone. The "25" pavement legend is recommended to be added next to these school speed limit signs, to further emphasize the appropriate speed limit near schools.

The posted speed in a school zone can be reduced to 20 mph if determined appropriate in an engineering study. The study shall identify the provisions of Section 627 of the California Vehicle Code (CVC) that support a reduced school speed limit; these provisions include speed survey data, collision records, highway/traffic/roadside conditions not readily apparent to driver and pedestrian and bicyclist safety. Such a study will need to be adopted as an ordinance of the City of Seaside City Council prior to enforcement and installation of the reduced speed limit signs. The random pedestrian crossings that were observed along the school's Yosemite Street frontage is a condition not readily apparent to drivers that would be justification for the lower speed limit.

2. Review School Warning Signs

School Ahead and school crossing warning signs are currently present on Yosemite Street, San Pablo Avenue and Mescal Street near the ISM. Some of these signs may no longer be supported by the CA MUTCD. It is recommended that the city review these signs to verify compliance with the current CA MUTCD.

3. Refreshed Pavement Markings

Many of the existing crosswalks and pavement legends are faded. It is recommended that the city review these pavement markings and refresh the striping as needed. In addition, some of the existing pavement legends may no longer be supported by CA MUTCD. It is recommended that the city review these markings to verify compliance with the current CA MUTCD.

D. Conclusion

In summary, the following are the conclusions of this evaluation.

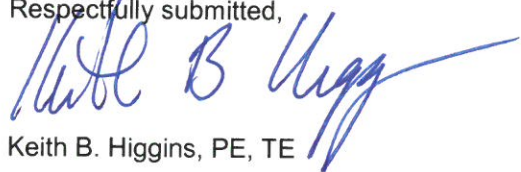
1. Multi-way stop control is recommended at the Mescal Street – San Pablo Avenue / San Pablo Avenue intersection.
2. The existing crosswalks on Yosemite Street should be retained and a former crosswalk just north of the ISM exit should be removed.
3. A school speed zone is recommended along Yosemite Street near the ISM. A 20 miles-per-hour speed limit

Leslie Llantero
April 11, 2017

4. School warning and crossing signs near the school should be reviewed for compliance with the current CA MUTCD. Pavement markings near the school be refreshed and reviewed for compliance with the current CA MUTCD.

If you have any questions regarding the contents of this proposal or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

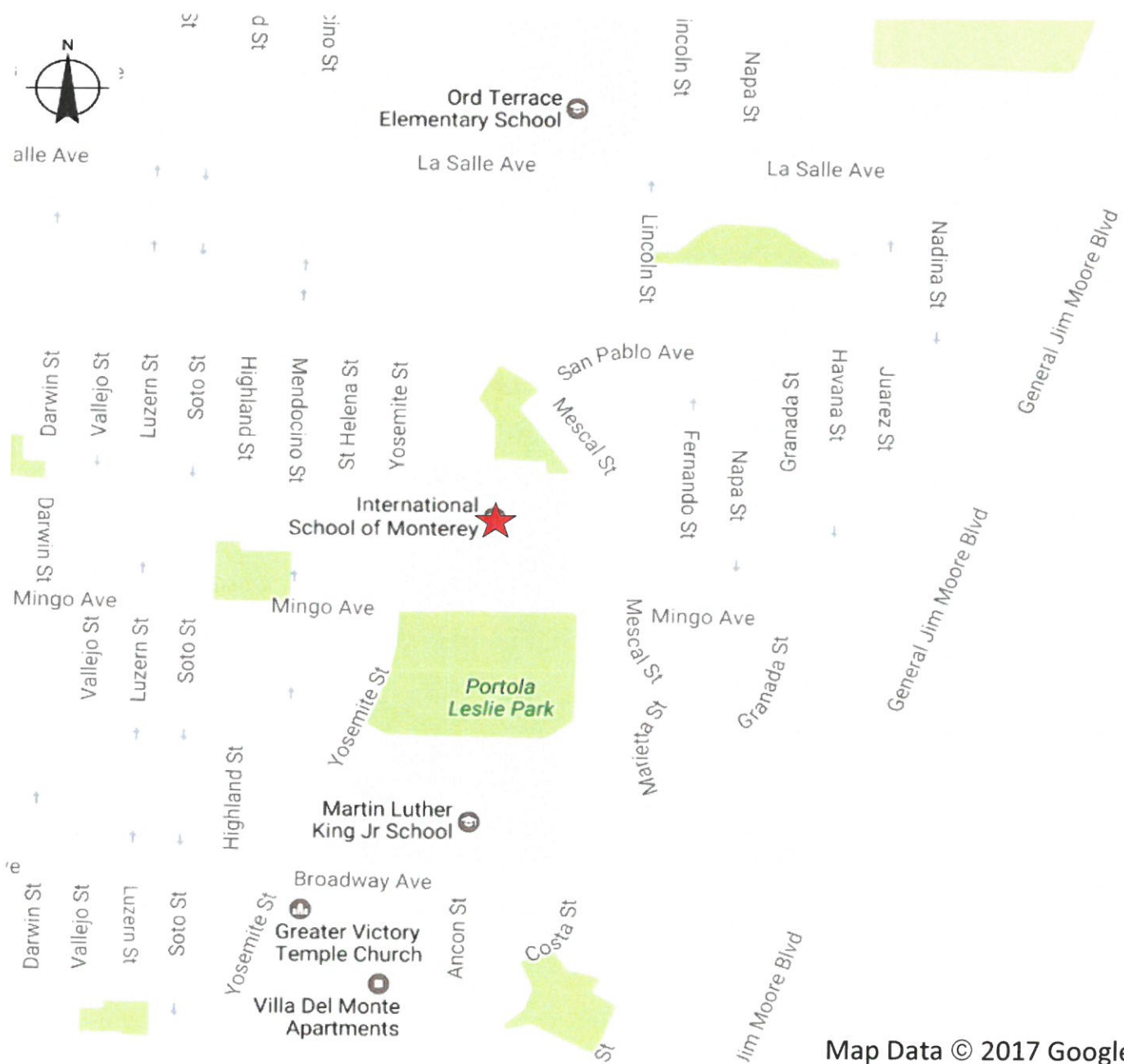
Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Keith B. Higgins", with a long horizontal flourish extending to the right.

Keith B. Higgins, PE, TE

T (408) 201-2752

keith@keithhigginste.com



Map Data © 2017 Google

Collision History
Mescal Street - San Pablo Avenue / San Pablo Avenue
383280AD01

Collision Data Range: 1/1/2012 through 12/31/2016 (5 years)

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
3/17/2012	9:15 PM	0	Hit Object	Driving While Intoxicated	0	0
9/25/2012	3:23 PM	0	Sideswipe	Unsafe Starting & Stopping	0	0
12/5/2014	11:34 PM	North	Hit Object	Driving While Intoxicated	0	0
3/14/2015	9:25 AM	0	Broadside	Unsafe Turning Movement	0	0

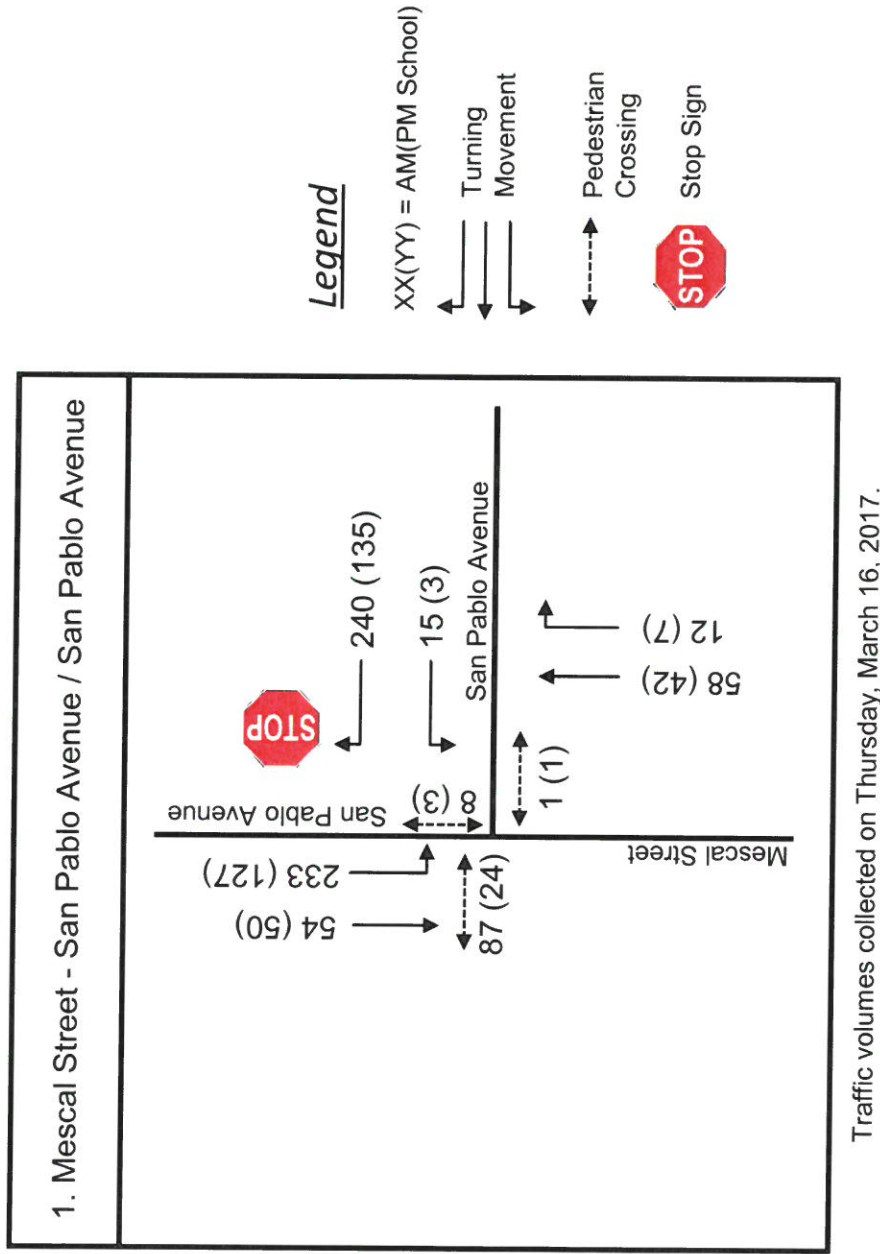
Total: 4 Collisions (0 Injured, 0 Fatalities) over 5 Years

Notes:

1. Collision data provided by City of Seaside.
2. Statewide Average from 2009 Collision Data on California State Highways, California Department of Transportation, 2009.

Keith Higgins
Traffic Engineer

Figure 2
Collision History
Mescal Street - San Pablo Avenue /
San Pablo Avenue



Collision History

383280AD01

Collision Data Range:

1/1/2012 through 12/31/2016

(5 years)

Location: Mescal Street - San Pablo Avenue / San Pablo Avenue

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
3/17/2012	9:15 PM	0	Hit Object	Driving While Intoxicated	0	0
9/25/2012	3:23 PM	0	Sideswipe	Unsafe Starting & Stopping	0	0
12/5/2014	11:34 PM	North	Hit Object	Driving While Intoxicated	0	0
3/14/2015	9:25 AM	0	Broadside	Unsafe Turning Movement	0	0
Total:				4 Collisions (0 Injured, 0 Fatalities) over 5 Years		

Location: Yosemite Street / San Pablo Avenue

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
5/5/2012	6:19 PM	50 feet East	Sideswipe	Unknown	0	0
9/27/2012	7:53 AM	0	Sideswipe	Unsafe Right Turn	0	0
7/29/2014	6:01 PM	14 feet South	Head On	Unsafe Speed	0	0
11/17/2017	1:00 PM	176 feet South	Rear End	Unsafe Turning Movement	0	0
Total:				4 Collisions (0 Injured, 0 Fatalities) over 5 Years		

Location: Yosemite Street / Westminster Court

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
1/15/2013	8:05 AM	South	Broadside	Unsafe Backing or Starting	0	0
Total:				1 Collision (0 Injured, 0 Fatalities) over 5 Years		

Location: Yosemite Street / Mingo Avenue

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
5/3/2012	5:02 AM	0	Other	Unsafe Speed	0	0
1/29/2014	8:27 AM	44 feet North	Other	Undetermined	0	0
Total:				2 Collisions (0 Injured, 0 Fatalities) over 5 Years		

Location: Yosemite Street / La Salle Avenue

Date of Collision	Time of Collision	Location (Relative to Intersection)	Type of Collision	Primary Collision Factor	Injuries	Fatalities
1/16/2014	11:05 PM	10 feet South	Hit Object	Unsafe Turn	0	0
Total:				1 Collision (0 Injured, 0 Fatalities) over 5 Years		

Note:

1. Collision data provided by City of Seaside.

Keith Higgins
Traffic Engineer

Figure 4
Collision History
Yosemite Street, San Pablo Avenue
and Mescal Street
Packet Page 21

Appendix A

Collision Data

Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj/Killed	Incident No.
03/17/12	2115	SAT	1764 SAN PABLO AV	X	MESCAL ST	23152(A)/	1	EA1201137
09/25/12	1523	TUE	SAN PABLO AV	X	MESCAL ST	22106	1	EA1203598
12/05/14	2334	FRI	1771 B MESCAL ST		NORTH SAN PABLO AV	23152(E)	1	EA1404145
03/14/15	0925	SAT	SAN PABLO AV	X	MESCAL ST	22107	1	EA1500850
Record Count								4

Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj/Killed	Incident No.
01/06/14	2305	MON	1700 B YOSEMITE ST	X 10 FEET SOUTH	LA SALLE AV	22107	1	EA1400067
								SNELL A
								Record Count 1

Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj/Killed	Incident No.
05/05/12	1819	SAT	SAN PABLO AV	X 50 FEET	EAST YOSEMITE ST	Unknown	1	EA1201783
09/27/12	0753	THU	SAN PABLO AV	X	YOSEMITE ST	22100(A)	1	EA1203621
07/29/14	1801	TUE	YOSEMITE ST	X 14 FEET	SOUTH SAN PABLO AV	22350	1	EA1402551
11/17/14	1300	MON	YOSEMITE ST	X 176 FEET	SOUTH SAN PABLO AV	22107	1	EA1403959
Record Count								4

Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj/Killed	Incident No.
01/15/13	0805	TUE	YOSEMITE ST	X	SOUTH WESTMINISTER CT	22106	1	EA1300144
								HIGGINS J
								Record Count 1

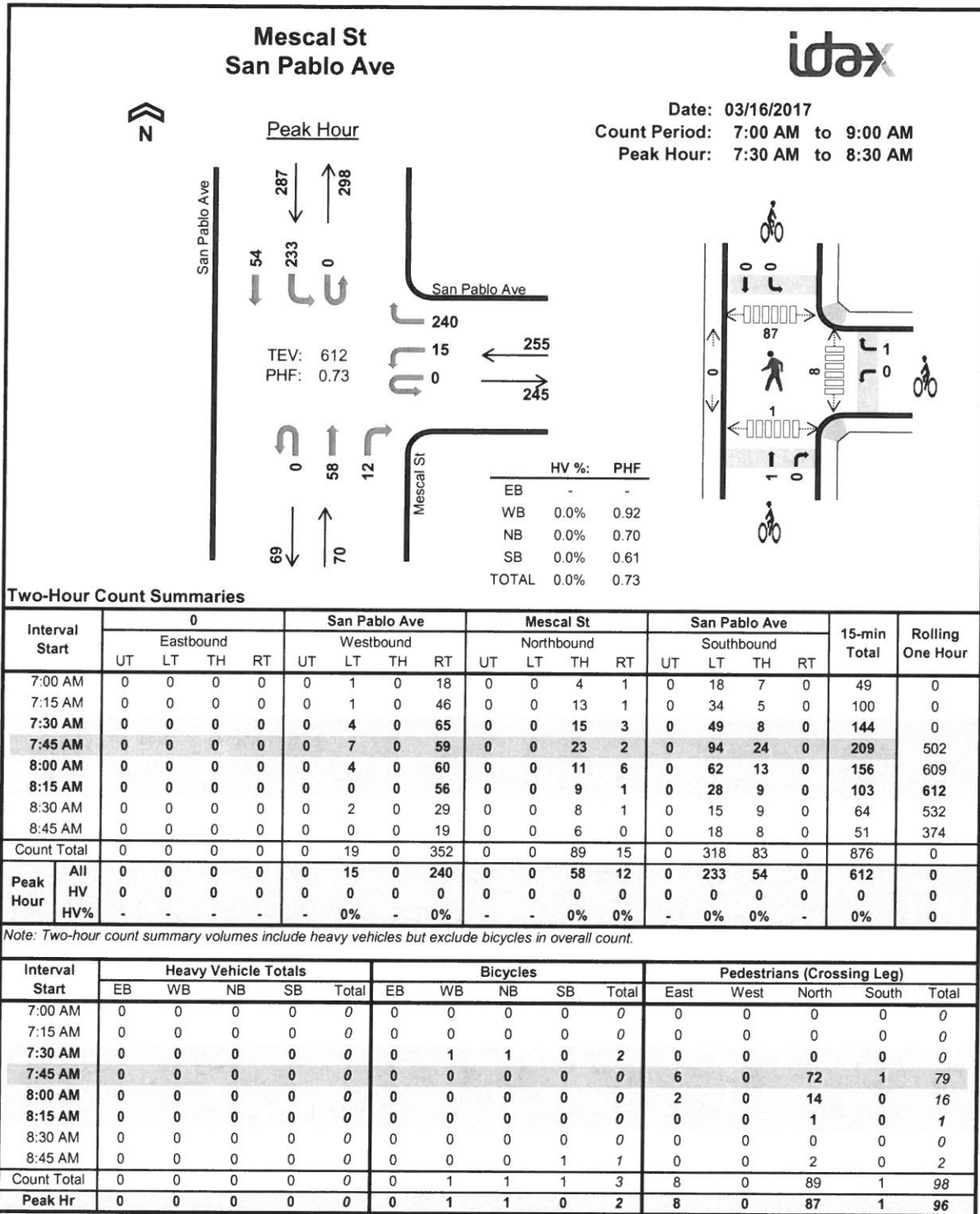
Traffic Accident Report

Grouped and Sorted By Date and Time

Date	Time	Day	Location	Intersection/Distance	Cross Street	PCF	Number Inj/Killed	Incident No.
05/03/12	0502	THU	YOSEMITE ST	X	MINGO AV	22350	1	EAI201755
01/29/14	0827	WED	YOSEMITE ST	X	44 FEET NORTH MINGO AV	Unknown	1	EAI400273
							Record Count	2

Appendix B

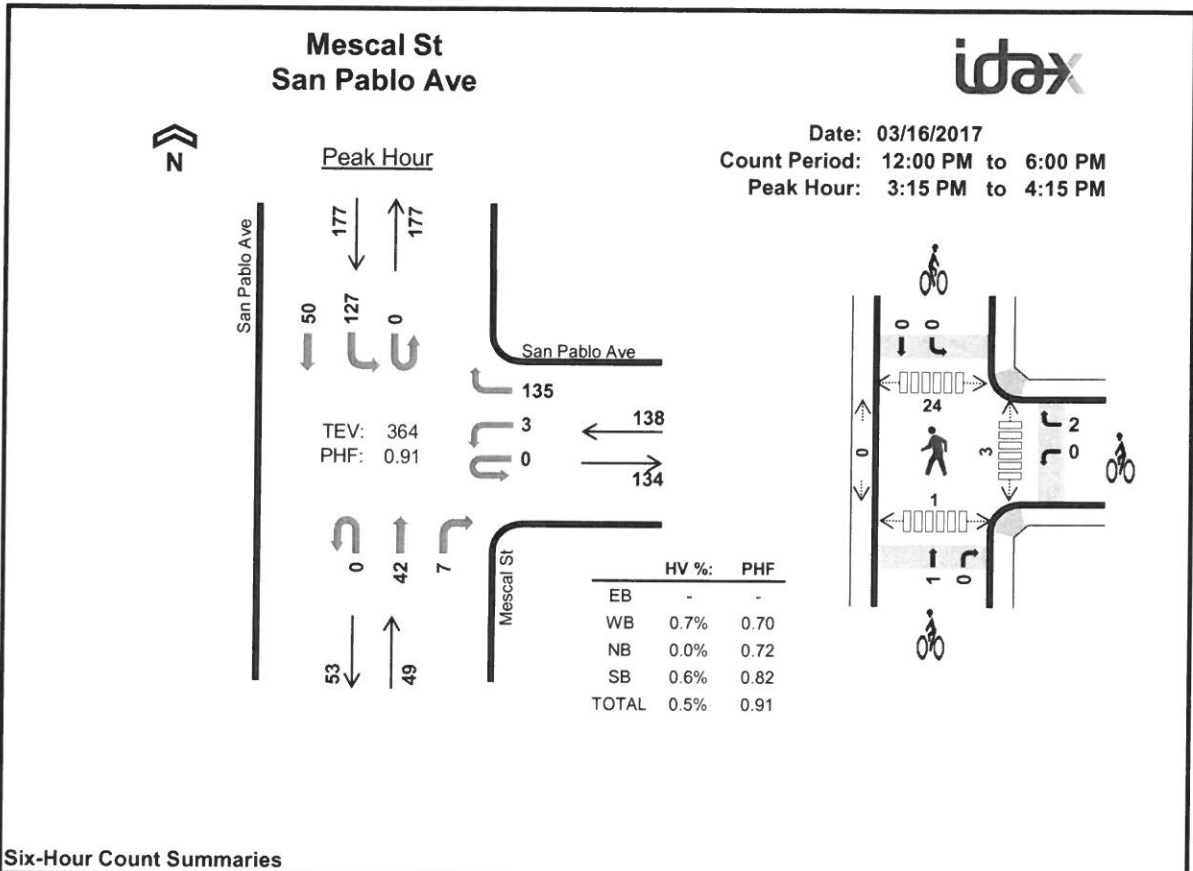
Traffic Counts



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				San Pablo Ave				Mescal St				San Pablo Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	0			San Pablo Ave			Mescal St			San Pablo Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
Count Total	0	0	0	0	0	1	0	1	0	0	1	0	3	0			
Peak Hour	0	0	0	0	0	1	0	1	0	0	0	0	2	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Six-Hour Count Summaries

Interval Start		0				San Pablo Ave				Mescal St				San Pablo Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	0	0	0	0	0	26	0	0	11	3	0	43	11	0	94	0
3:30 PM		0	0	0	0	0	0	0	22	0	0	7	2	0	29	13	0	73	0
3:45 PM		0	0	0	0	0	0	0	41	0	0	17	0	0	29	10	0	97	0
4:00 PM		0	0	0	0	0	3	0	46	0	0	7	2	0	26	16	0	100	364
Peak Hour	All	0	0	0	0	0	3	0	135	0	0	42	7	0	127	50	0	364	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	0%	0%	-	1%	0%	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	20	0	21
3:30 PM	0	0	0	1	1	0	0	1	0	1	2	0	2	1	5
3:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Peak Hour	0	1	0	1	2	0	2	1	0	3	3	0	24	1	28

Six-Hour Count Summaries																			
Interval Start		0				San Pablo Ave				Mescal St				San Pablo Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	12:00 PM	0	0	0	0	0	0	0	19	0	0	11	0	0	7	6	0	43	0
	12:15 PM	0	0	0	0	0	1	0	13	0	0	5	0	0	11	5	0	35	0
	12:30 PM	0	0	0	0	0	1	0	10	0	0	10	1	0	13	8	0	43	0
	12:45 PM	0	0	0	0	0	1	0	18	0	0	10	1	0	22	8	0	60	181
	1:00 PM	0	0	0	0	0	0	0	17	0	0	5	0	0	14	9	0	45	183
	1:15 PM	0	0	0	0	0	1	0	18	0	0	4	0	0	12	8	0	43	191
	1:30 PM	0	0	0	0	0	2	0	15	0	0	6	2	0	13	3	0	41	189
	1:45 PM	0	0	0	0	0	3	0	17	0	0	11	1	0	27	11	0	70	199
	2:00 PM	0	0	0	0	0	1	0	15	0	0	7	3	0	19	11	0	56	210
	2:15 PM	0	0	0	0	0	2	0	10	0	0	5	1	0	25	5	0	48	215
	2:30 PM	0	0	0	0	0	0	0	36	0	0	8	2	0	26	10	0	82	256
	2:45 PM	0	0	0	0	0	0	0	31	0	0	7	2	1	14	5	0	60	246
	3:00 PM	0	0	0	0	0	3	0	30	0	0	11	2	0	18	9	0	73	263
	3:15 PM	0	0	0	0	0	0	0	26	0	0	11	3	0	43	11	0	94	309
	3:30 PM	0	0	0	0	0	0	0	22	0	0	7	2	0	29	13	0	73	300
	3:45 PM	0	0	0	0	0	0	0	41	0	0	17	0	0	29	10	0	97	337
	4:00 PM	0	0	0	0	0	3	0	46	0	0	7	2	0	26	16	0	100	364
	4:15 PM	0	0	0	0	0	1	0	32	0	0	14	2	0	12	4	0	65	335
	4:30 PM	0	0	0	0	0	0	0	36	0	0	11	4	0	20	9	0	80	342
	4:45 PM	0	0	0	0	0	1	0	34	0	0	7	1	0	25	7	0	75	320
	5:00 PM	0	0	0	0	0	1	0	39	0	0	12	3	0	29	12	0	96	316
	5:15 PM	0	0	0	0	0	3	0	45	0	0	11	1	0	32	11	0	103	354
	5:30 PM	0	0	0	0	0	0	0	35	0	0	14	3	0	22	10	0	84	358
	5:45 PM	0	0	0	0	1	2	0	25	0	0	10	1	0	36	6	0	81	364
Count Total		0	0	0	0	1	26	0	630	0	0	221	37	1	524	207	0	1,647	0
Peak Hour	All	0	0	0	0	0	3	0	135	0	0	42	7	0	127	50	0	364	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	0%	0%	-	1%	0%	-	1%	0
Note: Six-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 PM	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0			
	12:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0			
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:45 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0			
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0			
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1			
	3:00 PM	0	0	0	0	0	1	0	0	1	2	0	6	0	8				
	3:15 PM	0	0	0	0	0	0	0	0	0	1	0	20	0	21				
	3:30 PM	0	0	0	1	1	0	0	1	0	2	0	2	1	5				
	3:45 PM	0	1	0	0	1	0	1	0	0	0	0	2	0	2				
	4:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0				
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0				
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
	5:15 PM	0	0	0	0	0	0	0	2	2	0	0	2	0	2				
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
Count Total		0	1	0	2	3	0	6	3	5	14	11	0	35	1	47			
Peak Hr		0	1	0	1	2	0	2	1	0	3	3	0	24	1	28			

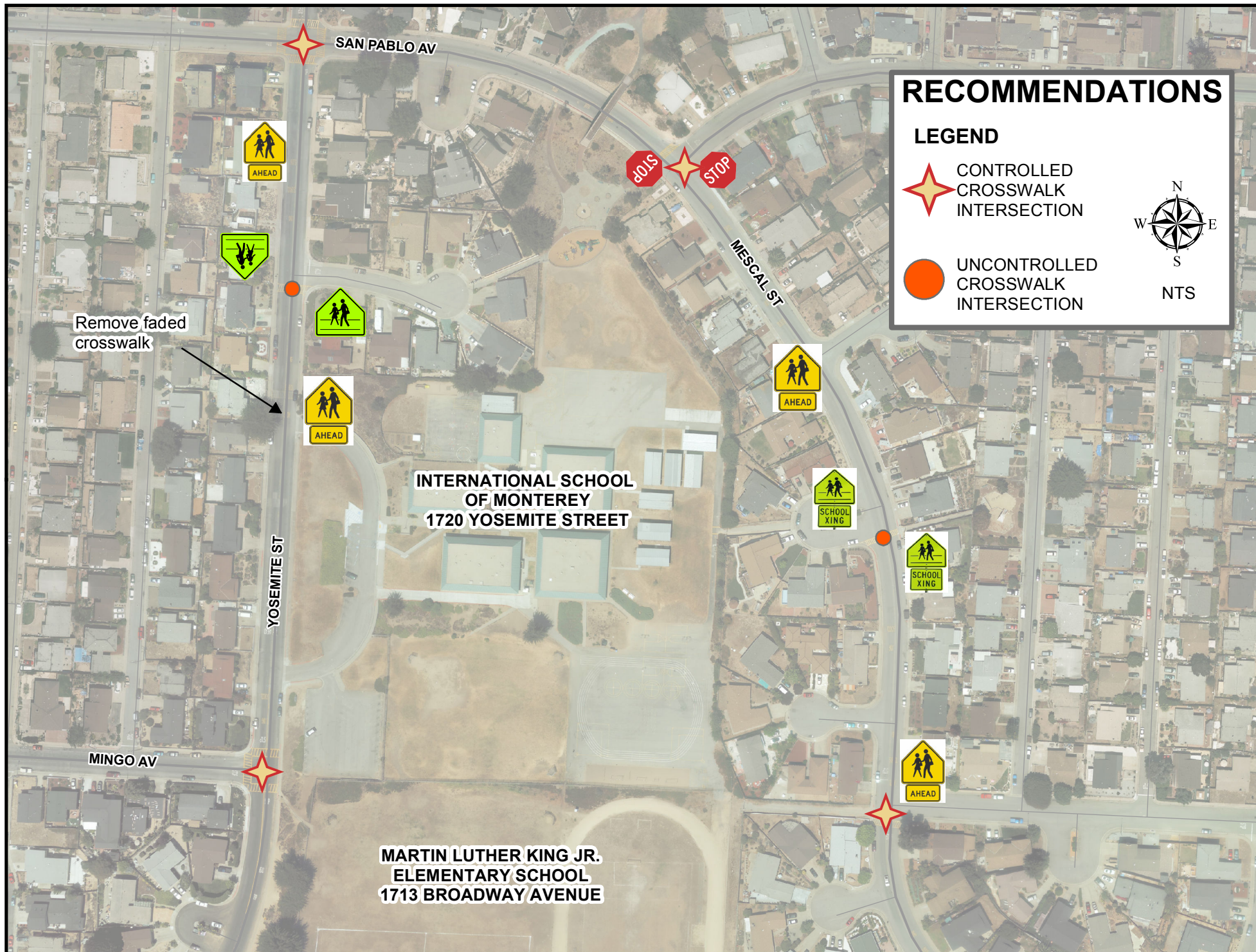
Six-Hour Count Summaries - Heavy Vehicles

Interval Start	0				San Pablo Ave				Mescal St				San Pablo Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0

Six-Hour Count Summaries - Bikes

Interval Start	0			San Pablo Ave			Mescal St			San Pablo Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1	0	1	0	0	3	0
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	6	0	3	0	2	3	0	14	0
Peak Hour	0	0	0	0	0	2	0	1	0	0	0	0	3	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.





**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: May 16, 2017

SUBJECT: **CONSIDER DISABLED PARING AT 1653 DARWIN STREET**

PURPOSE

The purpose of this item is for the TAC to consider a disabled parking request for a resident at 1653 Darwin Street.

RECOMMENDATION

It is recommended to deny request for a disabled parking space at 1653 Darwin Street.

BACKGROUND

Ms. Deborah Pearson is requesting a disabled parking space at 1653 Darwin Street. She is asking on behalf of her mother, see Attachment 1. The request indicates that the apartment complex residents and visitors use the on-street parking on Darwin Street leaving no available on street parking for residents.

The 1600 Block of Darwin Street is a one way northbound street until Darwin Place located north of Broadway Avenue. North of Darwin Place, Darwin Street becomes two way traffic that leads to a cul de sac. There are apartment buildings at the end of the cul de sac, which provide off street parking.

1653 Darwin Street is located on the corner of Darwin Street and Darwin Place. There is approximately 40 feet of red curb along the north curb of Darwin Place just west of Darwin Street. On street parking is permitted both sides of Darwin Street until Darwin Place, then parking is prohibited along the east side where two way traffic begins. Darwin Place is a one-way westbound street that connects to one-way southbound Harding Street. There is approximately 40 feet of red curb along the north curb of Darwin Place just west of Darwin Street.

ANALYSIS

Deborah Pearson lives at 1653 Darwin Street and is the primary caretaker for her 82 year old mother. Her mother has limited mobility and suffers from Alzheimer Disease. Ms. Pearson's residence is located on the corner of Darwin Place and Darwin Street at 1653 Darwin. The front yard is surrounded by a three foot high chain link fence. The front door can be accessed through a gate and pathway from Darwin Street. There is a driveway approximately 20 feet wide located to the north with access through a gate along the front of the house. At the time of the site visits there was a hauling trailer parked in the driveway.

Darwin Street slopes upward to the south with an approximate 8% incline. There is approximately 60 feet of on street parking along the frontage of 1653 Darwin, enough for 3 vehicles to park. Parking is restricted along the Darwin Place frontage, marked by red curb.

Disabled parking spaces are considered when resident's driveway is considered to be inaccessible. The driveway at 1653 Darwin Street appears to slope upwards towards the garage and the sidewalk in front of has a 8% incline.

Staff recommends denying request for disabled parking space at 1653 Darwin Street. Due to the slope of the street, the driveway is more accessible.

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 a handicap sign with associated reserved parking space which would not result in an expansion or significant modification of the existing roadway and sidewalk. Therefore there are no significant associated with the installation of on-street handicap parking space.

FISCAL IMPACT

There is no fiscal impact associated with this item. Should the TAC approve the request for a disabled parking space the applicant is responsible to pay for the cost of sign and installation.

ATTACHMENTS

1. Request
 2. Location Map
-

Meeting Date: May 16, 2017

\$54 Application Fee

RECEIVED BY
CITY OF SEASIDE

APR 12 2017

COMMUNITY
DEVELOPMENT

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: Gisela Ford Date: 4-10-2017

Address: 1653 Darwin Street Seaside CA 93955 Phone: (831) 383-2060

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: My mother Gisela Ford has been a homeowner of the property located at 1653 Darwin Street, Seaside California since 1972. She is 82 years old and has limited mobility and suffers from Alzheimers Disease. Her house is located approximately 100ft from an Apartment complex. Frequently the tenants or visitors from the apartments will park directly in front or across the street. It has been quite challenging walking with her from the next street over when transporting her because there is no available space to park nearby. Attached to this Traffic Advisory Committee Request Application is a copy of the DMV issued placard # 861803 F issued to Gisela Ford. I want to thank the Traffic Advisory Committee and City Council in advance for considering my request

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

on behalf of my mother's condition.

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)	\$384
Installation of one sign	\$384

* 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, Deborah Pearson 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.

Deborah R Pearson
Applicant Signature

4-10-2017
Date



Geriatric Medical Center

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CITY OF SEASIDE

APR 12 2017

COMMUNITY
DEVELOPMENT

12/01/2014

To whom it may concern,

I am the primary care physician for Gisela Ford, DOB 01/31/1935. I am not related to Gisela Ford by blood or marriage and I am authorized to practice medicine in the state of California.

Mrs. Ford has Alzheimer's dementia.

I declare under penalty of perjury that Mrs. Ford is not capable of making good decisions concerning her health and financial matters, and is not able to shop at commissary.

If you have any questions, please call me.

Thank you,

Shehab Saddy, MD, FACP

Internist/Geriatrician

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APR 12 2017

COMMUNITY
DEVELOPMENT

DEPARTMENT OF MOTOR VEHICLES

PLACARD NUMBER: 861804F

EXPIRES: 06/30/2017

DATE ISSUED: 03/27/2015

DISABLED PERSON
PLACARD IDENTIFICATION
CARD/RECEIPT

This identification card or facsimile copy is to be carried by the placard owner. Present it to any peace officer upon demand. Immediately notify DMV by mail of any change of address. When parking, hang the placard from the rear view mirror, remove it from the mirror when driving.

**When your placard is properly displayed,
you may park in or on:**

- * Disabled person parking spaces (blue zones)
- * Street metered zones without paying.
- * Green zones without restrictions to time limits.
- * Streets where preferential parking privileges are given to residents and merchants.

You may not park in or on:

- * Red, Yellow, White or Tow Away Zones.
- * Crosshatch marked spaces next to disabled person parking spaces.

It is considered misuse to:

- * Display a placard unless the disabled owner is being transported.
- * Display a placard which has been cancelled or revoked.
- * Loan your placard to anyone, including family members.

Misuse is a misdemeanor (section 4461VC) and can result in cancellation or revocation of the placard, loss of parking privileges, and/or fines.

TYPE: N1

TV: 92

CO: 27

DOB: 01/31/1935

ISSUED TO

FORD GISELA
1653 DARWIN ST

SEASIDE

CA 93955

Purchase of fuel

(Business & Professions Code 13660):

- * State law requires service stations to refuel a disabled person's vehicle at self-service rates, except self-service facilities with only one cashier.

