



AGENDA

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

REGULAR MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Tuesday, April 21, 2015
5:00 PM

PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING

1. CALL TO ORDER

2. ROLL CALL - ESTABLISHMENT OF QUORUM

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

3. APPROVAL OF MINUTES

A. APPROVE MARCH 17, 2015 MINUTES

4. 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.

5. BUSINESS ITEMS

A. CONSIDER STOP SIGNS ON NOCHE BUENA STREET AT MINGO AVENUE.

PURPOSE: The purpose of this item is to review the traffic collision data, traffic count data and present analysis to the Traffic Advisory Committee for consideration of a stop sign on Noche Buena Street at Mingo Avenue.

RECOMMENDATION: It is recommended not to install stop signs on Noche Buena Street

at Mingo Avenue based upon the stop sign warrant analysis.

B. TSUNAMI AREA ZONE SIGN PLACEMENT

PURPOSE: Public education is vital in preparing citizens to respond properly to Tsunami threats. An educated public is more likely to take steps to receive tsunami warnings, recognize potentially threatening Tsunami events, and respond appropriately to those events. The City has defined Tsunami evacuation areas and evacuation routes, and wishes to install tsunami zone signs.

RECOMMENDATION: It is recommended that the Traffic Advisory Committee approve installation of tsunami zone area signs.

6. STAFF COMMUNICATION

7. ADJOURNMENT

Next Regularly Scheduled Meeting:
May 19, 2015
Seaside City Hall

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&noplaylistskin=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: April 21, 2015

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

PURPOSE

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

RECOMMENDATION

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

BACKGROUND

Attached are the minutes from the March 17, 2015 meeting.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. March 17, 2015 TAC Minutes
-

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

1. **CALL TO ORDER** – 5:07 p.m.

2. **ROLL CALL**

Roll call was taken with the following members in attendance:

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

Staff; Leslie Llantero

3. **APPROVAL OF MINUTES** – February 17, 2015

Medina/Pacheco M/S/P approval of February 17, 2015 minutes

4. **PUBLIC COMMENT - None**

5. **BUSINESS ITEMS**

A. Provide input on the proposed Ordinance language to regulate parking of recreational and oversized vehicles on city streets and right of ways.

Ms. Llantero presented staff report and received input from the committee.

7. **STAFF COMMUNICATION -**

None

8. **ADJOURNMENT**

The meeting was adjourned at 5:37 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: April 21, 2015

SUBJECT: **CONSIDER STOP SIGNS ON NOCHE BUENA STREET AT MINGO AVENUE.**

PURPOSE

The purpose of this item is to review the traffic collision data, traffic count data and present analysis to the Traffic Advisory Committee for consideration of a stop sign on Noche Buena Street at Mingo Avenue.

RECOMMENDATION

It is recommended not to install stop signs on Noche Buena Street at Mingo Avenue based upon the stop sign warrant analysis.

BACKGROUND

The same request was considered at the May 17, 2006 and October 21, 2009 Traffic Advisory Committee meetings and was denied based upon lack of minimum requirements to warrant a stop signs. Due to multiple requests for a stop signs at this intersection, staff reviewed and analyzed the data. Engineering traffic warrants for stop signs are comprised of traffic collisions and traffic volumes. Traffic data was taken for a 24 hour period on March 3, 2015 and traffic collisions data was obtained by the police department.

Street Information

The intersection of Noche Buena Street and Mingo Avenue is a three-way intersection surrounded by a residential neighborhood. Noche Buena Street and Mingo Avenue are classified in the General Plan as collector streets. The posted speed limit on Noche Buena Street and Mingo Avenue is 25 miles per hour. Noche Buena Street and Mingo Avenue 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 Mingo Street regulating westbound traffic.

There are two bus stops on Noche Buena Street marked by red curbs approximately 30 feet along the east curb north of Mingo Avenue and 80 feet along the west curb south of Mingo Avenue. There is approximately 40 feet of red curb painted along the east curb on Noche Buena

south of Mingo Avenue. See Attachment 1.

STAFF ANALYSIS

The City of Seaside uses the Caltrans warrant analysis system to determine whether or not a stop sign should be placed at a particular intersection. For a stop sign to be “warranted”, the following conditions are taken into consideration: accident history; vehicular and pedestrian traffic volumes; delay (time that a motorist must wait at an intersection before proceeding); and traffic speed.

Collision History: A stop sign may be warranted where an accident problem exists as indicated by five or more reported collisions 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 collision. Traffic collision data was reviewed for the last five (5) years. During that time there were eleven (11) reported collisions located at the intersection of Noche Buena Street and Mingo Avenue. Of the eleven (11) traffic collisions, three (3) could have been prevented by the presence of a stop sign. The three traffic collision occurred on 11/10/2012, 12/28/2014, 10/07/2013. There has been one traffic collision within a 12-month period susceptible to correction by a multi-way stop installation, therefore, this warrant is not met. See Attachment 2.

Vehicular and Pedestrian Volumes and Delay: If the total vehicular volume entering the intersection from all approaches averages at least 300 vehicles per hours for any eight hours of an average day, the stop sign could be warranted. The total vehicular volume on Noche Buena for a recent 24-hour count done by City staff was 6,068, with an average hourly volume of 253 vehicles and the total vehicular volume on Mingo for the same 24-hour count volume was 1,549, with an average hourly volume of 65 vehicles . The total volumes entering the intersection meet the 300 vehicle per hour threshold for any 8-hour period, however, the combined vehicular and pedestrian volume from the minor street must averages at least 200 vehicles per hour for the same eight hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, then the stop sign is warranted. Mingo's traffic data did not meet this requirement with an average hourly volume of 65. Since pedestrian volumes were observed to be very low, pedestrian counts were not completed. In addition, when vehicular and pedestrian volumes are low, typically, delay times will be short. Therefore, combined volumes of pedestrians and vehicles do not meet this warrant for the Noche Buena/Mingo intersection. See Attachment 3

Speed: If 85 percent of drivers on Noche Buena Street were traveling at speeds in excess of 40 MPH (the 85th percentile speed), then the minimum vehicular volume warrant can be reduced, in accordance with Caltrans guidelines. However, the 85th percentile speed is 33.16 MPH on Noche Buena Street.

Site Visit: A field visit confirmed statements made by staff in the 2009 staff report. Intersection visibility was found to be adequate for all turning movements at the intersection. If further site distance is requested however, one parking spot can be removed to the south of the intersection which would give 45 feet of visibility for only one parking space. This is due to the location of a drive approach which would work in favor of adding intersection visibility. However, parking is

at a premium in this neighborhood and this would leave a resident on Noche Buena Street without any on-street parking in front of their house. In addition, Per Seaside Zoning Codes, section 17.34.100(F), structures or landscaping within the safe sight area, as defined by 17.30.030, must be three feet or lower in height. Structures or landscaping that are taller than three feet can cause sight distance problems for drivers. The property at 1696 Noche Buena located at the southeast corner of the intersection, has a fence and landscaping greater than three feet in height.

Based upon the above analysis, stop signs at the intersection of Noche Buena Street and Mingo Avenue are not warranted. However, there were a very high speeds (over 50 MPH) reported so targeted enforcement could lower the potential for collisions caused by excessive speeding and additional red curb could help the sight distance for vehicles turning onto Noche Buena Street.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. Attachment 1 - Aerial Image
 2. Attachment 2 - Collision Data
 3. Attachment 3 -Traffic Counts
-

Attachment 1



Northeast corner of Noche Buena and Mingo



Southeast corner of Noche Buena and Mingo

Traffic Collision
1/1/2010 - 12/31/2015
Intersection of
Noche Buena Street and Mingo Avenue

Attachment 2

Traffic Collision History	Collision Type	Susceptible to Correction	Primary Collision Factor
3/10/2010	Hit Object	No	Driving under the influence of alcohol
3/6/2011	Broadside	No	Unsafe turning movement
5/21/2011	Rear End	No	Unkown
2/25/2012	Rear End	No	Unsafe turning movement
6/30/2012	Hit & Run -Sideswipe	No	Unsafe turning movement
8/6/2012	Rear End	No	Speeding
11/10/2012	Broadside	Yes	Unsafely making a left hand turn
10/7/2013	Broadside	Yes	Failure to Yield to an approaching vehicle
12/18/2013	Hit Object	No	Driving under the influence of alcohol
3/1/2014	Rear End	No	Driving under the influence of alcohol
12/28/2014	Broadside	Yes	Unsafely making a left hand turn

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: NOCHE BUENA S/O MINGO**

A study of vehicle traffic was conducted with the device having serial number 200123. The study was done in the NB lane at NOCHE BUENA S/O MINGO in SEASIDE, CA in MONTEREY county. The study began on 03/03/2015 at 10:30 AM and concluded on 04/03/2015 at 10:30 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3027 vehicles passed through the location with a peak volume of 94 on 03/03/2015 at [17:00-17:15] and a minimum volume of 0 on 04/03/2015 at [04:15-04:30]. The AADT count for this study was 3,027.

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 28 MPH with 65.92% vehicles exceeding the posted speed of 25 MPH. 0.84% 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 34.23 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 >					
7	63	482	464	905	724	229	58	15	9	5	5	4	3	8					

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 1614 which represents 54 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1140 which represents 38 percent of the total classified vehicles. The number of Busses & Trucks in the study was 157 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 70 which represents 2 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 >												
1614	849	291	128	29	25	12	33												

CHART 2

HEADWAY

During the peak traffic period, on 03/03/2015 at [17:00-17:15] the average headway between vehicles was 9.474 seconds. During the slowest traffic period, on 04/03/2015 at [04:15-04:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 95.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: NOCHE BUENA N/O MINGO**

A study of vehicle traffic was conducted with the device having serial number 200124. The study was done in the SB lane at NOCHE BUENA N/O MINGO in SEASIDE, CA in MONTEREY county. The study began on 03/03/2015 at 10:30 AM and concluded on 04/03/2015 at 10:30 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3041 vehicles passed through the location with a peak volume of 95 on 04/03/2015 at [07:45-08:00] and a minimum volume of 0 on 04/03/2015 at [02:15-02:30]. The AADT count for this study was 3,041.

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 25 MPH with 60.30% vehicles exceeding the posted speed of 25 MPH. 0.38% 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 32.09 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 >					
26	215	433	486	1102	529	96	10	10	4	4	2	1	1	3					

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 2144 which represents 73 percent of the total classified vehicles. The number of Vans & Pickups in the study was 668 which represents 23 percent of the total classified vehicles. The number of Busses & Trucks in the study was 69 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 41 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 >												
2144	495	173	54	15	13	18	10												

CHART 2

HEADWAY

During the peak traffic period, on 04/03/2015 at [07:45-08:00] the average headway between vehicles was 9.375 seconds. During the slowest traffic period, on 04/03/2015 at [02:15-02:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 100.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SEASIDE
Street: MINGO E/O NOCHE BUENA**

A study of vehicle traffic was conducted with the device having serial number 200105. The study was done in the WB lane at MINGO E/O NOCHE BUENA in SEASIDE, CA in MONTEREY county. The study began on 03/03/2015 at 10:30 AM and concluded on 04/03/2015 at 10:30 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1549 vehicles passed through the location with a peak volume of 39 on 04/03/2015 at [08:30-08:45] and a minimum volume of 0 on 04/03/2015 at [01:30-01:45]. The AADT count for this study was 1,549.

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 15 - 20 MPH range or lower. The average speed for all classified vehicles was 20 MPH with 6.30% vehicles exceeding the posted speed of 25 MPH. 0.41% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 23.86 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 >					
16	152	638	563	71	9	2	1	1	2	0	0	2	1	3					

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 1043 which represents 71 percent of the total classified vehicles. The number of Vans & Pickups in the study was 366 which represents 25 percent of the total classified vehicles. The number of Busses & Trucks in the study was 36 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 16 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 >												
1043	297	69	29	7	8	3	5												

CHART 2

HEADWAY

During the peak traffic period, on 04/03/2015 at [08:30-08:45] the average headway between vehicles was 22.5 seconds. During the slowest traffic period, on 04/03/2015 at [01:30-01:45] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 102.00 degrees F.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Brian Dempsey, Fire Chief

DATE: April 21, 2015

SUBJECT: TSUNAMI AREA ZONE SIGN PLACEMENT

PURPOSE

Public education is vital in preparing citizens to respond properly to Tsunami threats. An educated public is more likely to take steps to receive tsunami warnings, recognize potentially threatening Tsunami events, and respond appropriately to those events. The City has defined Tsunami evacuation areas and evacuation routes, and wishes to install tsunami zone signs.

RECOMMENDATION

It is recommended that the Traffic Advisory Committee approve installation of tsunami zone area signs.

BACKGROUND

Guidelines for being designated TsunamiReady include the installation of signage directing the public when entering and leaving a Tsunami inundation zone as well as signage directing escape routes. At the December 18, 2012 Traffic Advisory Committee meeting a listing of tsunami zone area signs were approved for placement and installation, however shortly after that meeting Cal OES, NOAA and the California Department of Conservation re-drew the tsunami inundation zone map for the Monterey Bay area which significantly reduced the impact for the City of Seaside. These three agencies have identified sites for the installation of signage as follows:

TSUNAMI ZONE PROJECT

Listed below are the locations recommended for placement and installation tsunami zone area signs based on the current inundation zone:

	Location	Sign
1	Seaside Beach Parking Lot	Earthquake got o High Ground
2	SW corner of CDR and Roberts	Tsunami Hazard Zone (HZ)
3	CDR between McDonalds and Home Depot entrance	Tsunami HZ

4	Del Monte S bound lane next to Roberts lake	Tsunami HZ
5	Del Monte N bound at Holiday Inn Express	Tsunami HZ
6	Del Monte & Elm N bound lane	Leaving Tsunami HZ
7	Del Monte & Elm S bound lane	Entering Tsunami HZ
8	Sonoma E bound lane at Del Monte	Leaving Tsunami HZ
9	Sonoma W bound lane at Del Monte	Entering Tsunami HZ
10	CDR N bound lane (towards beach) at Harcourt	Entering Tsunami HZ
11	CDR S bound lane (towards Fremont) at Harcourt	Leaving Tsunami HZ

STAFF ANALYSIS

Staff has reviewed the locations for signage and will coordinate with Resource Management for installation, if approved.

FISCAL IMPACT

None - Signs provided by National Oceanic and Atmospheric Administration

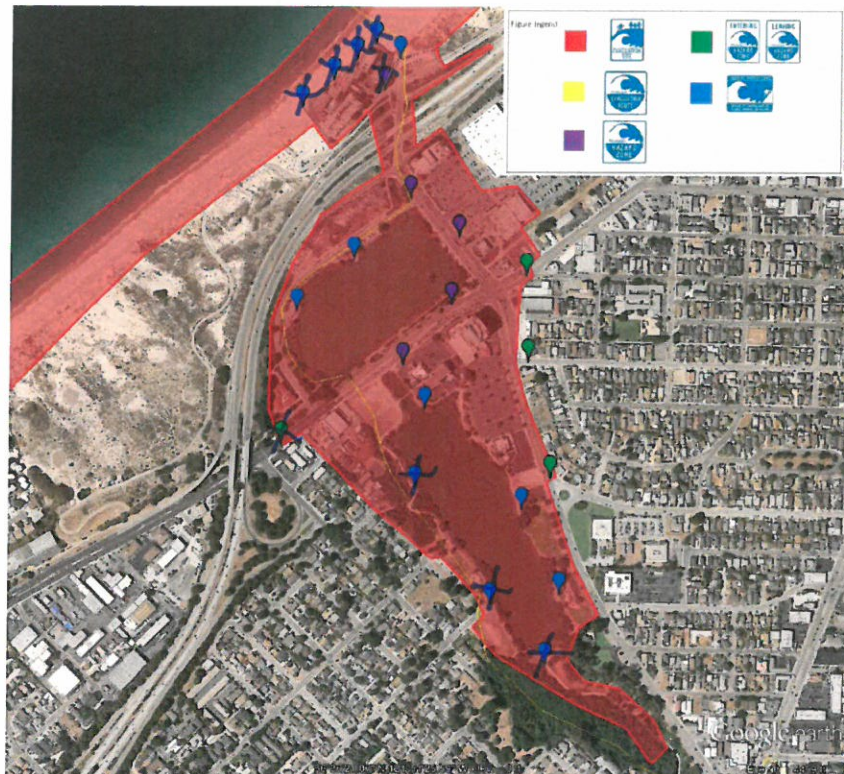
ATTACHMENTS

1. Tsunami Area Sign Location Report
 2. TAC Staff Report dated December 18, 2012
-

Tsunami Sign Placement Guidance For City of Seaside, Monterey County, California

By Rick I. Wilson¹, Kevin M. Miller², and Logan Johnson³

2015



Technical Report 2015-01
California Tsunami Program
Version 1.0

Funding by the National Tsunami Hazard Mitigation Program

- 1) California Department of Conservation,
California Geological Survey
- 2) California Governor's Office of Emergency Services
- 3) NOAA, National Weather Service,
Warning Forecast Office-Monterey



One of the most important lessons from recent tsunamis is the importance of signs as a tsunami education tool.



In American Samoa, signs linked ground shaking and an ensuing tsunami.



In Chile, tsunami hazard zone, evacuation route, and evacuation site signs helped to delineate safe and hazard zones, and direct foot traffic.

Why Tsunami Signs?

Public Safety:

- Where to go / Where not to go
- How to get there
- General Awareness
- Public Education
- Residents – can now understand
- Visitors – can now begin to be aware

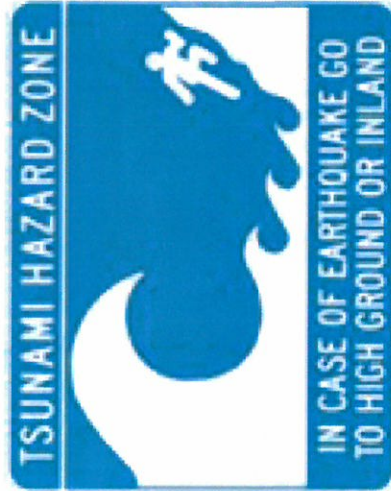
Actionable:

What to do if you only have 15 minutes to evacuate?

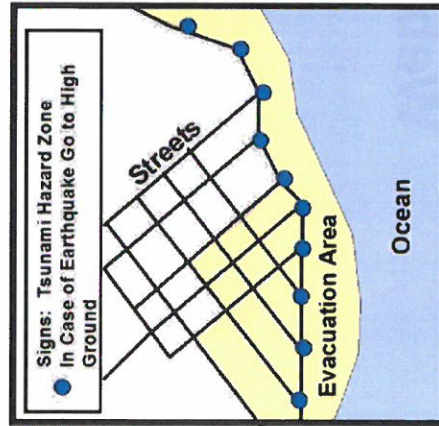
Web Search: “Caltrans Tsunami”



Beach / Parking Lot Sign



- May be placed in areas of foot traffic at beaches, parking lots and areas where people gather along the coast



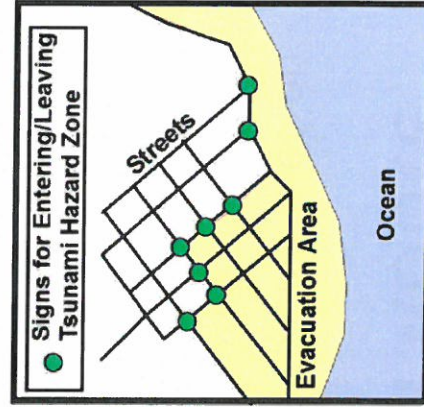
Huntington Beach

Entering / Leaving Hazard Zone



Sunset District, San Francisco

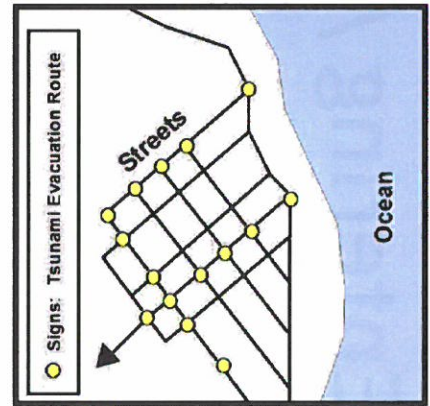
- There is a potential sign location anywhere the evacuation line intersects a road leading into/out of zone.



Tsunami Evacuation Route



- Signs to be placed on designated roads leading away from coast/shoreline.
- Spacing / Size may be determined by posted speed and sight – distance requirements.

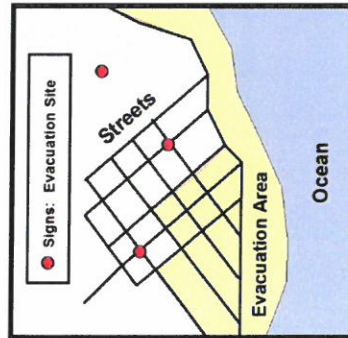


Ocean Beach, San Diego County

Evacuation Site



- Signs may be placed at predetermined, safe assembly areas, as a destination for public evacuating the coast.



Tsunami Hazard Zone



- May be placed anywhere within the zone that heightened awareness is desired.
- Examples:
 - Beach Kiosk
 - Restroom
 - Beach Parking Lot Entrance

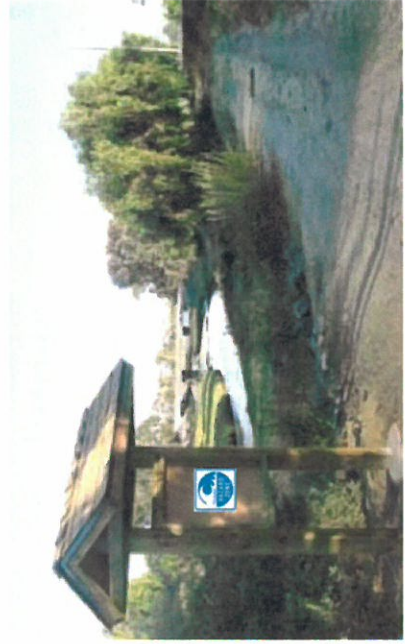
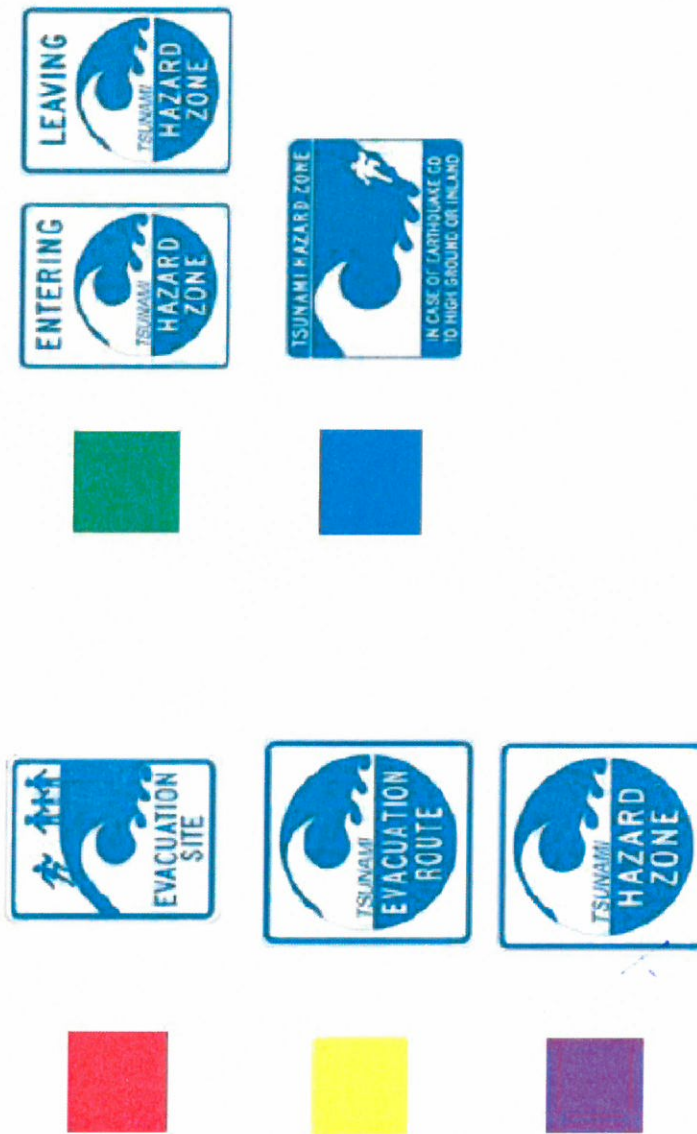
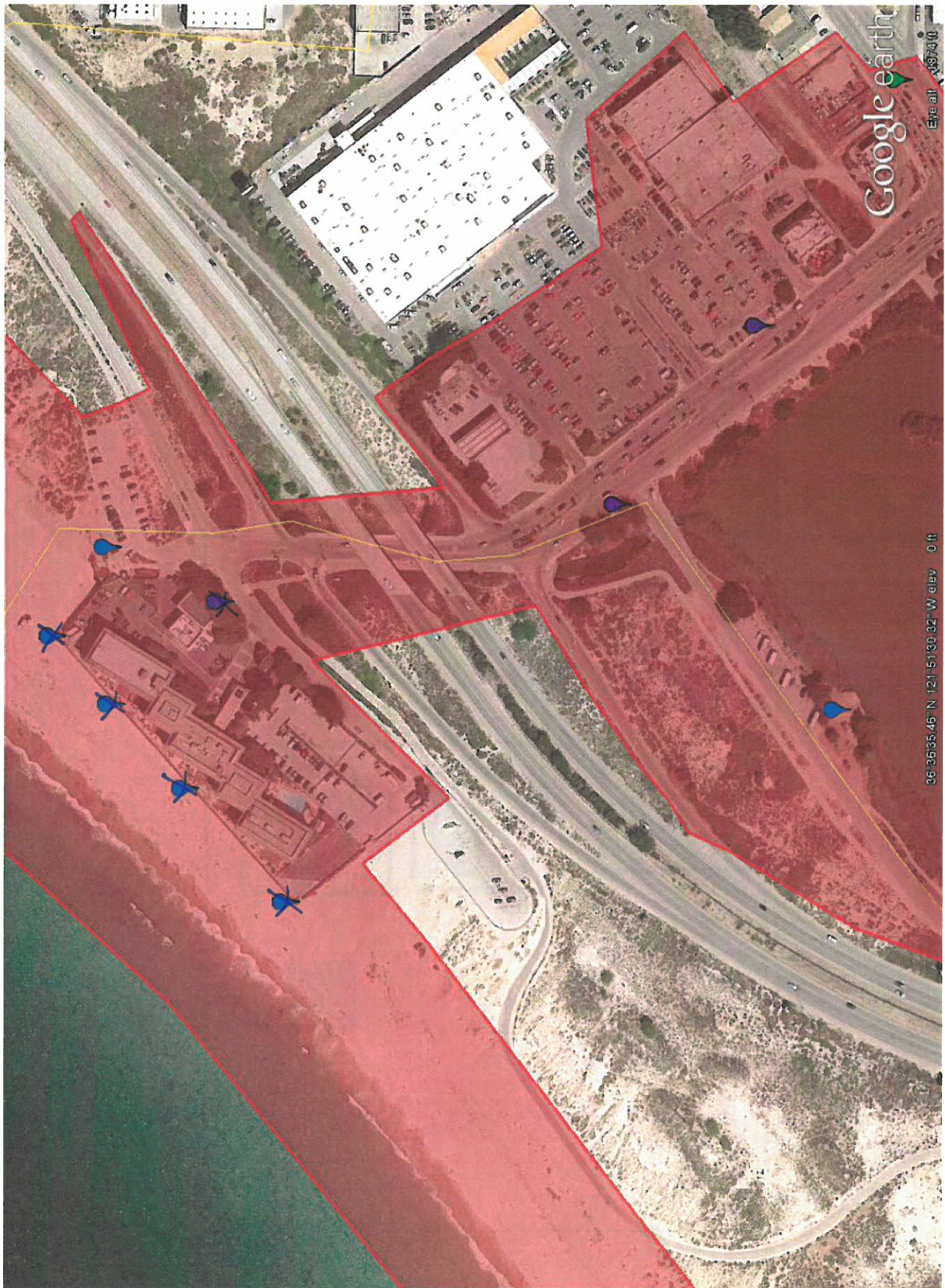
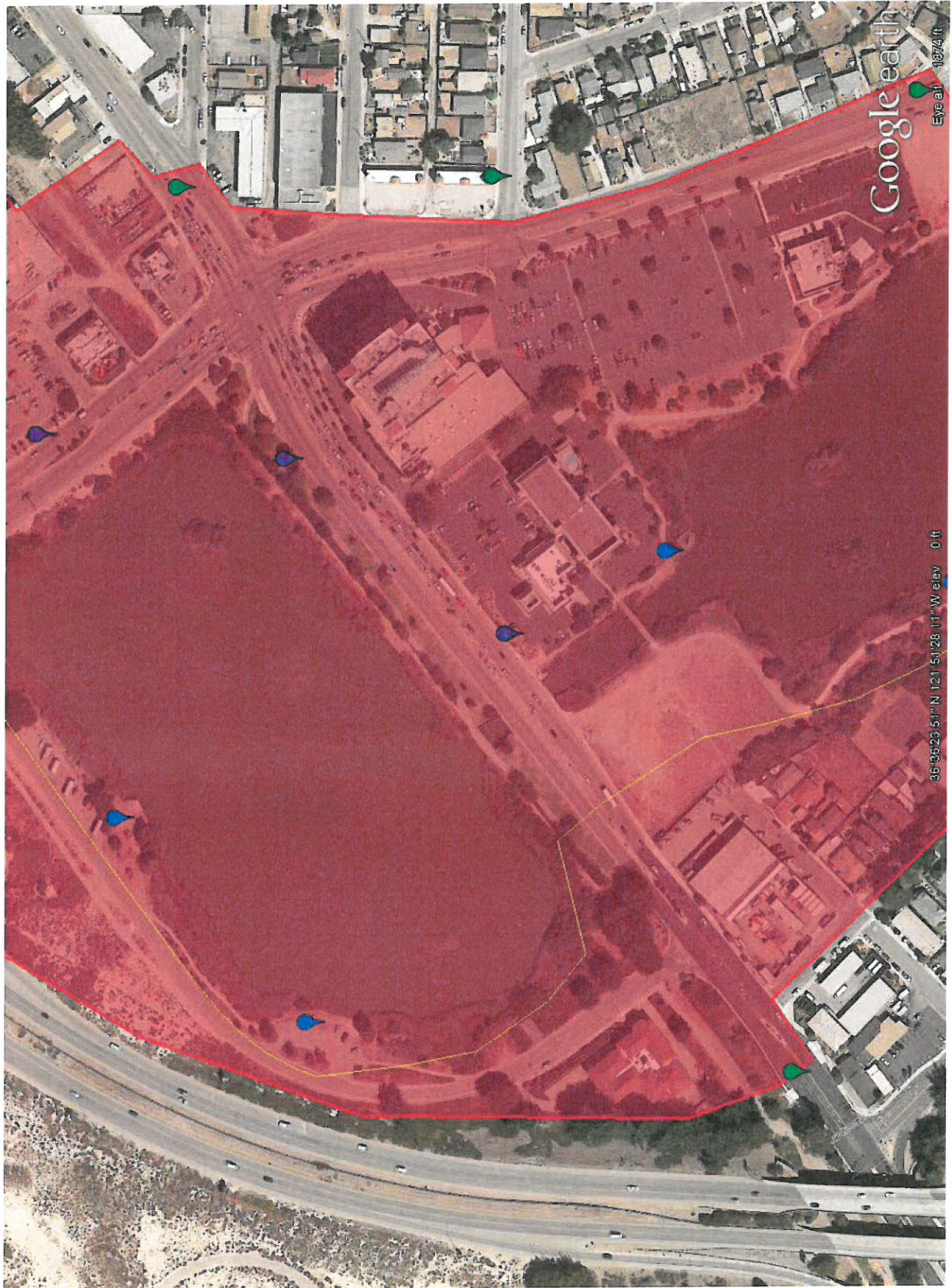


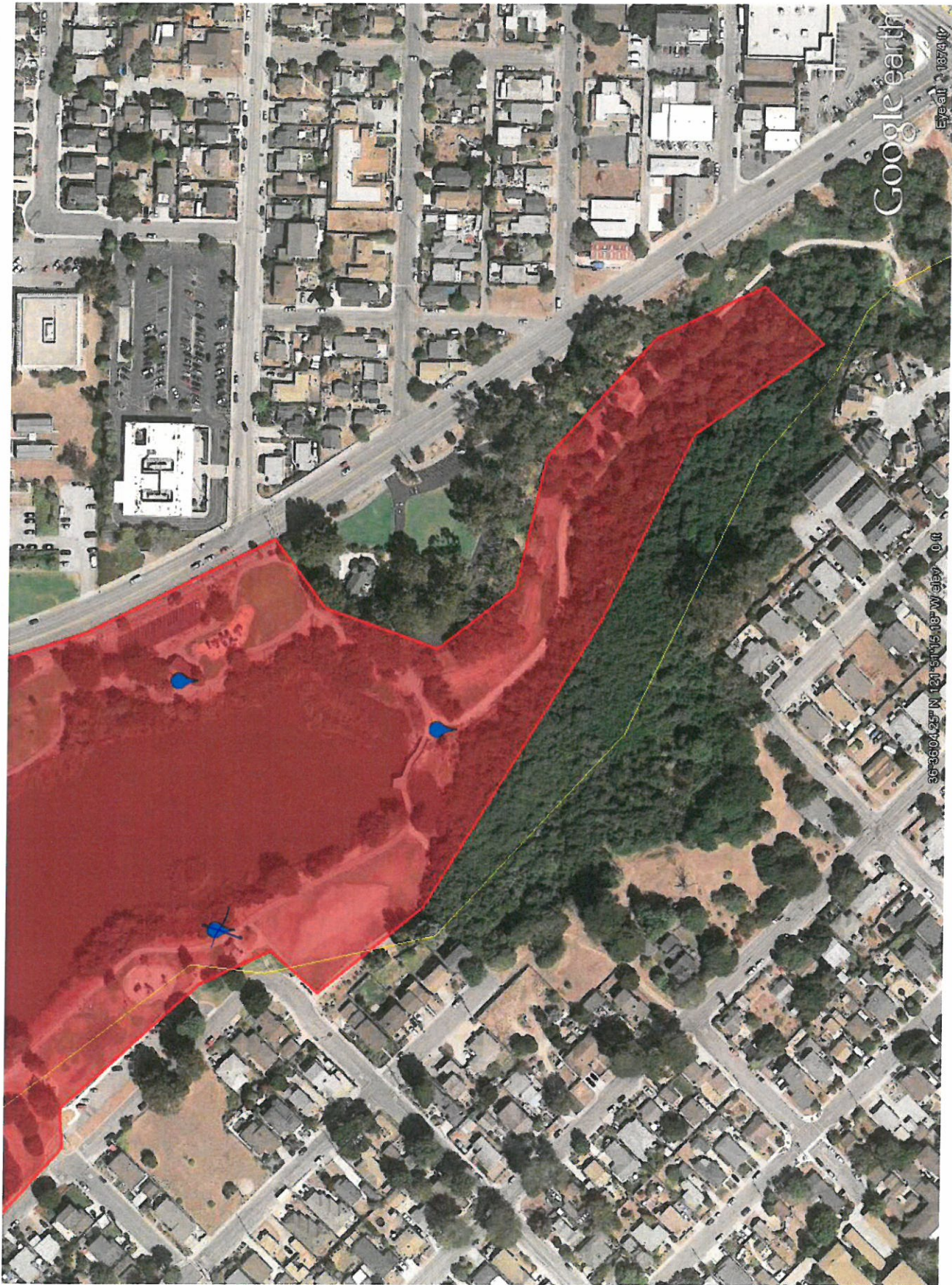
Figure legend:











Tsunami Sign Placement

<u>Location</u>	<u>Legend</u>	<u>Sign</u>
Seaside Beach Parking Lot	Blue	Earthquake go to High Ground
SW corner of CDR and Roberts	Purple	Tsunami Hazard Zone (HZ)
CDR between McDonalds and Home Depot entrance	Purple	Tsunami HZ
Del Monte S bound lane next to Robers lake	Purple	Tsunami HZ
Del Monte N bound at Holiday Inn Express	Purple	Tsunami HZ
Del Monte & Elm N bound lane	Green	Leaving Tsunami HZ
Del Monte & Elm S bound lane	Green	Entering Tsunami HZ
Sonoma E bound lane at Del Monte	Green	Leaving Tsunami HZ
Sonoma W bound lane at Del Monte	Green	Entering Tsunami HZ
CDR N bound lane (towards beach) at Harcourt	Green	Entering Tsunami HZ
CDR S bound lane (towards Fremont) at Harcourt	Green	Leaving Tsunami HZ

**CITY OF SEASIDE
STAFF REPORT**

TO: Traffic Advisory Committee
FROM: Brian Dempsey, Fire Chief
DATE: December 18, 2012
ITEM: **TSUNAMI AREA ZONE SIGNS AND EVACUATION ROUTE SIGNS**

TRAFFIC ADVISORY COMMITTEE REQUEST

Public education is vital in preparing citizens to respond properly to Tsunami threats. An educated public is more likely to take steps to receive tsunami warnings, recognize potentially threatening Tsunami events, and respond appropriately to those events. The City has defined Tsunami evacuation areas and evacuation routes, and wishes to install evacuation route signs.

RECOMMENDATION

It is recommended that the Traffic Advisory Committee approve installation of Tsunami Evacuation Route and Evacuation Zone Area signs.

BACKGROUND

Guidelines for being designated TsunamiReady include the installation of signage directing the public when entering and leaving a Tsunami inundation zone as well as signage directing escape routes. The City has identified sites for the installation of signage as follows:

TSUNAMI ZONE PROJECT

Listed below are the major intersections that are suggested to have tsunami zone area signs:

1. Fremont Blvd./Canyon Del Ray (HWY 218)
2. Fremont Blvd./Hilby Avenue
3. Fremont Blvd./Sonoma Avenue
4. Fremont Blvd./Broadway Avenue
5. Fremont Blvd./Heitzinger Plaza
6. Fremont Blvd./Echo Avenue
7. Del Monte Blvd./Geary Plaza

These are major roadways through the city of Seaside. Any vehicle and/or individual traveling west on these roads will be aware that they are entering a tsunami zone area. Any vehicle and/or individual traveling east will know that they are exiting a tsunami area.

There will be four (4) signs that have designations for escape routes. The following streets/intersections will have these indicators:

1. Fremont Blvd./Canyon Del Ray (HWY 218) – pointing EAST
2. Fremont Blvd./Hilby Avenue – pointing EAST
3. Fremont Blvd./Broadway Avenue – pointing EAST
4. Fremont Blvd./San Pablo Avenue – pointing EAST

These intersections have been designated due to the access points to higher ground and to General Jim Moore Blvd.

STAFF ANALYSIS

Staff has reviewed the locations for signage and will coordinate with Resource Management for installation, if approved.

ATTACHMENTS

None