



AGENDA

CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE

SPECIAL MEETING
CONFERENCE ROOM
440 Harcourt Avenue
Tuesday, June 2, 2015
5:00 PM

PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING

1. **CALL TO ORDER**

2. **ROLL CALL - ESTABLISHMENT OF QUORUM**

3. **APPROVAL OF MINUTES**

A. **APPROVE APRIL 21, 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. **STAFF COMMUNICATION**

6. **BUSINESS ITEMS**

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

B. **CONSIDER DISABLED PARKING SPACE AT 1718 SAN PABLO AVENUE**

7. **ADJOURNMENT**

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**CITY OF SEASIDE
STAFF REPORT**

Item No.: 3.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: June 2, 2015

SUBJECT: **APPROVE APRIL 21, 2015 MINUTES**

PURPOSE

The purpose of this item is to review and approve the Traffic Advisory Committee minutes from the April 21, 2015 meeting.

RECOMMENDATION

It is recommended to approve the minutes from the April 21, 2015 meeting.

BACKGROUND

Attached are the minutes from the April 21, 2015 meeting.

FISCAL IMPACT

There is no fiscal impact associated with this item.

ATTACHMENTS

1. April 21, 2015 TAC Minutes
-

**CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
April 21, 2015**

1. **CALL TO ORDER** – 5:00 p.m.

2. **ROLL CALL**

Roll call was taken with the following members in attendance:

Dave Pacheco X Tim O'Halloran X Judy Straden X Paul Blaha X Rick Medina X

Staff; Leslie Llantero

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

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

4. **PUBLIC COMMENT** - None

5. **BUSINESS ITEMS**

A. Consider STOP SIGNS on Noche Buena Street at Mingo Avenue.

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

O'Halloran/Medina/M/S/P - continue item to allow staff to collect pedestrian and bicycle data.

7. **STAFF COMMUNICATION** -
None

8. **ADJOURNMENT**

The meeting was adjourned at 5:45 p.m.

Respectfully submitted:

Leslie Llantero



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 6.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: June 2, 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 & pedestrian/bicycle volume 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 to deny request for stop signs on Noche Buena Street at Mingo Avenue.

Traffic, pedestrian data and traffic collisions did not meet the minimum criteria to warrant stop signs at this location. It is recommended to red curb a portion of Noche Buena to provide additional sight distance and install 25 MPH speed limit signs and pavement markings on Noche Buena Street.

BACKGROUND

The same request was considered at the May 17, 2006 and October 21, 2009 Traffic Advisory Committee meetings and was denied based upon failure to satisfy minimum requirements to warrant a stop sign. Due to multiple requests for a stop signs at this intersection, staff collected current traffic count data and reviewed and analyzed the data against minimum requirements. Data collected to conduct a stop sign warrant analysis include traffic collisions, traffic & pedestrian/bicycle volumes and vehicle speeds. Traffic data was taken from April 28th through May 1st 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 Caltrans Multi-way Stop Warrant analysis 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, pedestrian and bicycle 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 a 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 10/07/2013, 11/10/2012, 12/28/2014. There has been two 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: A stop sign is warranted if the total vehicular volume entering the intersection from all approaches averages at least 300 vehicles per hour for any eight hours of an average day and the combined vehicular and pedestrian volume from the minor street averages at least 200 vehicles per hour for the same 8 hours, with an average delay to minor street traffic of at least 30 seconds per vehicle during the maximum hour. Staff conducted a three day study at the intersection of Noche Buena Street and Mingo Avenue. The highest 8 hour volume, which was used, averaged 572 vehicles/hour with the highest hour from 7:30 am to 8:30 am, which occurred on all three days of the study. The minor volume entering the intersection for the same eight hours averaged 106 vehicles/hour and the pedestrian and bicycle data yielded an average of 5 pedestrians/bicyclist per hour. 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 average 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. Mingo's traffic data did not meet this requirement with an average hourly volume of 111 vehicular and pedestrian volume per hour. Therefore, combined volumes of pedestrians and vehicles do not meet this warrant for the Noche Buena/Mingo intersection. See Attachment 3

Speed: If 85th percentile speed on Noche Buena Street exceeded 40 MPH, then the minimum vehicular volume warrant can be reduced, in accordance with Caltrans guidelines. However, according to the recently collected data, the 85th percentile speed is 33 MPH on Noche Buena Street. A reduction in vehicle volume is not warranted.

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.

Based upon the above analysis, stop signs at the intersection of Noche Buena Street and Mingo Avenue are not warranted. Collected traffic data did record occasional high speeds (over 50 MPH) 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.

It is recommended to deny request for stop signs on Noche Buena Street. Traffic, pedestrian, collision data did not meet minimum requirements to warrant a stop sign. It is also recommended to red curb a portion of Noche Buena south of Mingo to provide additional sight distance and install speed limit speed signs and 25 MPH pavement markers on Noche Buena Street.

FISCAL IMPACT

Cost to purchase and install signs and pavement markings is estimated to be \$2,100 and will be from the Street Maintenance fund.

ATTACHMENTS

1. Attachment 1 - Aerial Image
 2. Attachment 2 - Collision Data
 3. Attachment 3 -Traffic Counts
 4. Attachment 4 - Pedestrian & Bicycle Volume Data
-

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 200122. The study was done in the NB lane at NOCHE BUENA S/O MINGO in SEASIDE, CA in MONTEREY county. The study began on 04/28/2015 at 10:00 AM and concluded on 05/01/2015 at 10:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9012 vehicles passed through the location with a peak volume of 95 on 04/30/2015 at [17:00-17:15] and a minimum volume of 0 on 04/29/2015 at [01:45-02:00]. The AADT count for this study was 3,004.

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 27 MPH with 63.92% vehicles exceeding the posted speed of 25 MPH. 0.46% 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 33.67 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 >					
12	201	1565	1406	2730	2165	536	123	33	13	15	2	3	0	21					

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 5623 which represents 64 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2857 which represents 32 percent of the total classified vehicles. The number of Busses & Trucks in the study was 191 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 154 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 >												
5623	2333	524	135	56	40	47	67												

CHART 2

HEADWAY

During the peak traffic period, on 04/30/2015 at [17:00-17:15] the average headway between vehicles was 9.375 seconds. During the slowest traffic period, on 04/29/2015 at [01:45-02:00] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 52.00 and 126.00 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 200118. The study was done in the SB lane at NOCHE BUENA N/O MINGO in SEASIDE, CA in MONTEREY county. The study began on 04/28/2015 at 10:00 AM and concluded on 05/01/2015 at 10:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9308 vehicles passed through the location with a peak volume of 108 on 05/01/2015 at [07:45-08:00] and a minimum volume of 0 on 04/29/2015 at [01:00-01:15]. The AADT count for this study was 3,103.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 64.61% vehicles exceeding the posted speed of 25 MPH. 0.27% 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 32.99 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 >					
86	606	1275	1198	3160	2133	368	68	16	10	2	5	1	1	15					

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 6096 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2438 which represents 27 percent of the total classified vehicles. The number of Busses & Trucks in the study was 259 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 151 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 >												
6096	1890	548	207	52	51	59	41												

CHART 2

HEADWAY

During the peak traffic period, on 05/01/2015 at [07:45-08:00] the average headway between vehicles was 8.257 seconds. During the slowest traffic period, on 04/29/2015 at [01:00-01:15] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 52.00 and 127.00 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 200119. The study was done in the WB lane at MINGO E/O NOCHE BUENA in SEASIDE, CA in MONTEREY county. The study began on 04/28/2015 at 10:00 AM and concluded on 05/01/2015 at 10:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4768 vehicles passed through the location with a peak volume of 42 on 04/29/2015 at [07:30-07:45] and a minimum volume of 0 on 04/29/2015 at [01:45-02:00]. The AADT count for this study was 1,589.

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 18 MPH with 3.23% 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 15MPH and the 85th percentile was 22.70 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 >					
63	715	2413	1150	102	13	3	3	3	4	1	4	2	4	6					

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 3595 which represents 80 percent of the total classified vehicles. The number of Vans & Pickups in the study was 809 which represents 18 percent of the total classified vehicles. The number of Busses & Trucks in the study was 48 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 34 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 >												
3595	668	141	32	16	9	6	19												

CHART 2

HEADWAY

During the peak traffic period, on 04/29/2015 at [07:30-07:45] the average headway between vehicles was 20.93 seconds. During the slowest traffic period, on 04/29/2015 at [01:45-02:00] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 50.00 and 131.00 degrees F.

Pedestrian and bicycle counts for three days from 2:00 - 6:00 pm (4 hours)

Tuesday 4/28/15		xing Noche Buena	xing Mingo	Notes	Wednesday 4/29/15		xing Noche Buena	xing Mingo	Thursday 4/30/15		xing Noche Buena	xing Mingo	Notes
2:00-2:15	Ped				2:00-2:15	Ped	2		2:00-2:15	Ped		2	
	Bicycle					Bicycle				Bicycle			
2:15-2:30	Ped				2:15-2:30	Ped			2:15-2:30	Ped			
	Bicycle					Bicycle				Bicycle			
2:30-2:45	Ped				2:30-2:45	Ped	1		2:30-2:45	Ped			
	Bicycle					Bicycle				Bicycle			
2:45-3:00	Ped	1	4		2:45-3:00	Ped			2:45-3:00	Ped	1	1	
	Bicycle					Bicycle				Bicycle			
3:00-3:15	Ped	7			3:00-3:15	Ped			3:00-3:15	Ped		1	
	Bicycle	1	1 left turned			Bicycle				Bicycle			
3:15-3:30	Ped	1	4		3:15-3:30	Ped	1	10	3:15-3:30	Ped	1	5	
	Bicycle	1	Straight			Bicycle				Bicycle			
3:30-3:45	Ped	2	2		3:30-3:45	Ped	2	3	3:30-3:45	Ped	2	12	
	Bicycle					Bicycle				Bicycle		1 straight	
3:45-4:00	Ped	1	4		3:45-4:00	Ped	1		3:45-4:00	Ped		5	
	Bicycle					Bicycle	1	1 left/straight		Bicycle			
4:00-4:15	Ped	1	5		4:00-4:15	Ped			4:00-4:15	Ped		6	
	Bicycle	2	Straight			Bicycle	1	1 straight/right		Bicycle	1	right turn	
4:15-4:30	Ped		2		4:15-4:30	Ped	2	3	4:15-4:30	Ped	3	1	
	Bicycle	1	Straight			Bicycle	1	1 straight/right		Bicycle	1	straight	
4:30-4:45	Ped		4		4:30-4:45	Ped		3	4:30-4:45	Ped		1	
	Bicycle					Bicycle	2	straight		Bicycle	1	straight	
4:45-5:00	Ped		4		4:45-5:00	Ped	4	1	4:45-5:00	Ped		12	
	Bicycle	1	Straight			Bicycle	4	1 straight/right		Bicycle	1	straight	
5:00-5:15	Ped	1			5:00-5:15	Ped		4	5:00-5:15	Ped		7	
	Bicycle					Bicycle				Bicycle	1	1 left/right	
5:15-5:30	Ped				5:15-5:30	Ped		1	5:15-5:30	Ped		2	
	Bicycle					Bicycle				Bicycle	2	1	
5:30-5:45	Ped	2	4		5:30-5:45	Ped		1	5:30-5:45	Ped	1		
	Bicycle					Bicycle				Bicycle		1	
5:45-6:00	Ped		1		5:45-6:00	Ped	1		5:45-6:00	Ped		3	
	Bicycle					Bicycle				Bicycle	1		
total		22	35		Total		19	34	Total		16	62	

Average 3 days

Xing from Minor Street

4.75 ped&bike/hour

Xing from Major Street

10.917 ped&bike/hour

volume from the minor street (Mingo Avenue)

volume from the major street (Noche Buena)



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 6.B.

TO: Traffic Advisory Committee

BY: Scott Ottmar, Assistant Civil Engineer

DATE: June 2, 2015

SUBJECT: CONSIDER DISABLED PARKING SPACE AT 1718 SAN PABLO AVENUE

PURPOSE

Mr. Melvin Johnson is requesting a disabled parking space in front of his residence at 1718 San Pablo Avenue. Mr. Johnson has further requested a waiver of fees for curb marking and sign placement.

RECOMMENDATION

It is recommended to place a disabled parking space at 1718 San Pablo Avenue.

BACKGROUND

Mr. Johnson is requesting a disabled parking space in front of his residence at 1718 San Pablo Avenue. Mr. Johnson is disabled Army veteran who is wheel chair bound and utilizes assistance from caregivers to get from vehicles into his residence. Based upon discussions with caregivers for Mr. Johnson, the Office of Veteran Affairs (VA) is assisting by installing new entry path from the sidewalk along San Pablo Avenue to the front door of Mr. Johnson's residence.

Street Information

The 1700 block of San Pablo Avenue is located immediately east of Yosemite Street and 1718 San Pablo Avenue is located on the south east corner of San Pablo and Seminole Court. The street width for this section of San Pablo Avenue is 40 feet wide which allows for two 12' travel lanes for east and west bound traffic and parking permitted along both sides of the street. San Pablo Avenue is a collector street with a speed limit of 30 miles per hour. There is approximately 90 feet of on street parking from the corner of Seminole Court east toward Mescal Avenue. Providing for a disabled access ramp in front of 1718 San Pablo Avenue would result in the loss of approximately 20 feet of on street parking. See attachment A for an aerial image.

Site Visit

1718 San Pablo Avenue is a multi-level single family residence with a two car garage on the lower level. The driveway approach is approximately 20 feet wide and the driveway is approximately 20 feet long and is accessed from Seminole Court. The front door is located facing San Pablo Avenue and includes a series of steps from the sidewalk to the front door. The grade of San Pablo Avenue is approximately 6%. The grade on Seminole Court is approximately 3%. See attachment B for photographs of the applicant's residence.

The applicant indicated all the living areas are on the upper main floor accessed from the front door and therefore access from the driveway is not feasible or appropriate. The applicant will receive assistance from the Office of Veterans Affairs for the construction of an ADA compliant ramp accessed from San Pablo Avenue to the front door.

Staff recommends placement of a disabled parking space at 1718 San Pablo Avenue.

ENVIRONMENTAL REVIEW

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

Evidence: The propose project would consist of installation of a handicap ramp 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

The approved fee schedule for curb marking and placement of sign is \$360 each. The fiscal impact to the city would be \$720 if the entire fee waiver for curb marking and placement of sign is approved.

ATTACHMENTS

1. Attachment A
 2. Attachment B
 3. Attachment C
 4. Attachment D
-

Attachment A
Aerial



Attachment B



RECEIVED
CITY OF SEASIDE

APR 30 2015

Traffic Advisory Committee Request Application

RESOURCE MANAGEMENT
SERVICES

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: MELVIN JOHNSON Date: 04/30/2015

Address: 1718 San Pablo Ave, Seaside, CA 93955 Phone: 831-394-4486

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: I am a US Army Retired Veteran 100% service-connected disabled
wheelchair Bound, requesting a disabled parking space be marked in front of my
residence.

I am thanking you in advance for your assistance of my request.

REQUEST FEE WAIVER OF THE \$ 350.00, charge for this project.

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

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

Description	Fee*
Marking curb – per curb (20' maximum length)	\$350
Installation of one sign	\$350

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, MELVIN JOHNSON 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.

Melvin B. Johnson
Applicant Signature

04/30/2015
Date

