



AGENDA
CITY OF SEASIDE
TRAFFIC
ADVISORY COMMITTEE

REGULAR MEETING
City Hall Conference Room
440 Harcourt Avenue
Tuesday, March 19, 2019
5:00 PM

1. CALL TO ORDER

TRAFFIC ADVISORY COMMITTEE

David R. Pacheco	Committee Member
Abdul Pridgen	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 Advisory Body on matters within the jurisdiction of the City of Seaside, but not on this agenda, including Presentations and Consent Calendar items, 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. APPROVE MINUTES FROM THE TAC JANUARY 15, 2019 REGULAR MEETING.

5. BUSINESS ITEMS

A. CONSIDER TEMPORARY TRAFFIC CONTROL FOR THE SAFE ROUTES TO SCHOOL TWO WEEK POP UP PLAN LOCATED ON BROADWAY AVENUE BETWEEN YOSEMITE STREET AND MESCAL STREET

**B. CONSIDER PLACING CHANNELIZERS IN THE CENTERLINE ON
PLUMAS AVENUE AT VARIOUS LOCATIONS BETWEEN NOCHE BUENA
STREET AND HIGHLAND STREET**

6. STAFF COMMUNICATION

7. ADJOURNMENT

Next Regularly Scheduled Meeting:

April 16, 2019
Seaside City Hall
5:00 PM

The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. The City Council chamber is equipped with a portable microphone and assisted listening devices are available at all meetings. City Council 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. Live streamed meeting videos as well as videos of past meetings are available on the City's website at: <http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

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
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
January 15, 2019**

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 Abdul Pridgen X
Paul Blaha for Fire Chief Dempsey X

Staff: Leslie Llantero

2. REVIEW OF AGENDA - None

3. PUBLIC COMMENT – None

4. APPROVAL OF MINUTES - None

5. BUSINESS ITEMS

A. Consider addition of wayfinding signs for Fort Ord National Monument.

Ms. Llantero presented the staff report. The Committee discuss and amended staff recommendation to include the city seal on the sign. A motion was made.

Pacheco/Riedl M/S/P – Approved to install 6 wayfinding signs with the addition of including the city logo on the signs to be installed on Lightfighter Drive and General Jim Moore Blvd.

6. STAFF COMMUNICATION – Mr. Pacheco requested staff to agendize the Residential Parking Permit Program at a future meeting for further discussion and review.

7. ADJOURNMENT

Medina/Blaha M/S/P- The meeting was adjourned at 5:15 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: March 19, 2019

SUBJECT: CONSIDER TEMPORARY TRAFFIC CONTROL FOR THE SAFE ROUTES TO SCHOOL TWO WEEK POP UP PLAN LOCATED ON BROADWAY AVENUE BETWEEN YOSEMITE STREET AND MESCAL STREET

PURPOSE & RECOMMENDATION

Receive presentation and consider approval for temporary traffic control for a the Safe Routes to School Pop Up Plan on Broadway Avenue between Yosemite Street and Mescal Street.

BACKGROUND

The Transportation Agency for Monterey County (TAMC) received a planning grant to prepare a Safe Routes to School Plan for the cities of Seaside and Marina. The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan (Plan) will identify safe access routes to all K-12 public schools in Seaside and Marina and recommend infrastructure and non-infrastructure improvements.

The Plan is funded through a \$360,876 Caltrans Sustainable Transportation Planning Grant and \$47,077 of TAMC Measure X Safe Routes to School Program funds. The planning effort is a partnership between the Monterey Peninsula Unified School District, cities of Seaside and Marina, TAMC, Monterey County Health Department and Ecology Action.

The Plan builds on the goals of the Measure X Safe Routes to School Program to ensure children across Monterey County have access to safe, healthy and affordable transportation options. Seaside and Marina have both been identified as high priority cities due to the high rates of youth biking and walking collisions and obesity.

The two-year planning process will identify safe access to all K-12 public schools in

Seaside and Marina and recommend infrastructure and non-infrastructure improvements. The planning effort launched in late August with two community workshops (one in Seaside and one in Marina). In the Fall of 2018, the planning team comprised of TAMC, Monterey County Health Department, City of Seaside Public Works, City of Marina Public Works, and Ecology Action staff invited school staff and community members to participate in walking audits at each of the 15 schools. The walking audits allowed the team and school community to observe morning drop-off issues as well as opportunities for infrastructure improvements. The list of recommended infrastructure and non-infrastructure improvements will be brought to each school community and City committees and councils for review and input in Spring 2019.

PROPOSED TEMPORARY IMPROVEMENTS

In May of 2019 the project team proposes to install temporary safe routes to school demonstrations on various street to allow the communities of Seaside to physically walk and bike through some of the proposed improvements and provide input on whether or not the projects should be made permanent. The temporary demonstrations will remain on the street for approximately two weeks and be maintained by City street maintenance crews and the project team.

The proposed temporary improvements in Seaside will be on Broadway Avenue between Yosemite Street and Mescal Street between May 1st through May 15th.

The improvements include:

1. Curb extensions at all four corners of the intersection of Broadway and Yosemite to extend the sidewalk at the corners creating shorter crossing distances for pedestrians and making them more visible to drivers.
2. New crosswalk across Broadway, east of the school driveway. This is a popular crossing location for families during drop-off and pick-up.
3. Road diet on Broadway between Yosemite and Mescal to create buffered or protected bike lanes. This project is identified in the Seaside Draft General Plan, and involves reducing this section of Broadway from four lanes to two and replacing the outer lane with a bike lane. This treatment would help to slow traffic on Broadway in front of the school and provide a safe space for students and community members who bike.

The project team is coordinating with MLK Jr. Elementary school administration and Monterey Peninsula Unified School District staff to communicate with parents and the school community about the temporary improvements. Interested members of the community including elected officials and City committee members and commissioners are also invited and encouraged to walk or bike through the temporary improvements and provide comments to the project team as to whether or not they feel the improvements should be made permanent.

It is recommended that Traffic Advisory Committee approve the temporary traffic

control for the road diet and traffic calming measures proposed for the Safe Route to School Pop Up Plan at Martin Luther King Jr. Elementary School on Broadway Avenue between Yosemite Street and Mescal Street. It is further recommended that TAMC coordinate with the school administration and obtain all applicable permits from the City prior to implementation.

ATTACHMENTS

None



CITY OF SEASIDE STAFF REPORT

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Misty Bradshaw, Associate Engineer
Leslie Llantero, Assistant Engineer

DATE: March 19, 2019

**SUBJECT: CONSIDER PLACING CHANNELIZERS IN THE CENTERLINE ON
PLUMAS AVENUE AT VARIOUS LOCATIONS BETWEEN NOCHE
BUENA STREET AND HIGHLAND STREET**

PURPOSE & RECOMMENDATION

The purpose of this item is to consider placing channelizers in the centerline on Plumas Avenue at various locations between Noche Buena Street and Highland Street. The applicant indicated channelizers would alleviate the on-going safety concerns of the neighborhood. It is recommended to install bottle dots in lieu of channelizers on Plumas Ave.

BACKGROUND

From 2012 through 2015 staff performed traffic studies and roadway assessments on Plumas Ave. Staff proposed various traffic calming measures to be considered for installation in phases. With direction from the Traffic Advisory Committee (TAC) and approval by City Council, the improvements were implemented by April of 2015. Improvements included installation of centerline striping for roadway narrowing, additional signage, and installation of speed cushions on Plumas Ave. midblock between Waring St. and Noche Buena St. and between Plumas Ln. and Highland St.

Staff received a request in March of 2016 for delineators (channelizers) to be placed in the centerline on Plumas Avenue at various locations. The request cites reckless driving, aggressive acceleration, speeding, running stop signs, crossing over painted lines, and driving on the wrong side of the road as safety concerns. The applicant is requesting channelizers be placed in the center of Plumas Avenue at the speed cushions and at the stop signs at Highland Street and Noche Buena Street. This request was discussed at the July 19, 2016 and August 16, 2016 TAC Meetings.

In review of the minutes of the August 16, 2016 TAC meeting, the TAC continued the item and directed staff to return with locations and determine spacing requirements for placement bottle dots on Plumas Avenue in lieu of channelizers.

Following the August 16, 2016 TAC meeting the channelizers were placed on the centerline of Plumas Ave. as an alternative to determine their usefulness. No further action was taken by TAC or staff to pursue the bottle dots placement. Staff received a request in the Fall of 2018 to repair and replace the damaged channelizers.

STAFF ANALYSIS

Plumas Avenue Roadway Characteristics

Plumas Avenue is classified as a collector street and runs east west near the southern border of Seaside. The street width varies between 20 feet wide (from Highland Street to Mescal Street) to 40 feet wide (Wheeler Street to Tweed Avenue). Between Waring Street and Highland, the majority of Plumas Avenue is 32 feet wide. There is approximately 400 feet of Plumas Avenue's right of way measuring 40 feet wide beginning from Waring Street west towards Noche Buena. The eastbound travel lane remains constant at approximately 12 feet wide. The westbound travel lane varies in width, but generally maintains the width of approximately 12 feet. Parking is permitted on Plumas along the north side of the street and prohibited on the south side of the street. The posted speed limit is 25 miles per hour (mph). There are three speed limit signs on Plumas Avenue with additional signage indicating "Traffic Complaint Area, Speed Limits Strictly Enforced." A painted median was placed reducing the westbound lane width to 12 feet west and east of the intersection of Waring Street and Plumas Avenue. Plumas Avenue, from Noche Buena Street to Highland Street, has two sets of speed cushions: one between Noche Buena and Waring and the other between Waring and Highland, Attachment 1. Del Rey Woods Elementary School is located on the northwest corner of the intersection of Noche Buena Street and Plumas Avenue. Along the south side of Plumas Avenue, there is a tract of land approximately 35 feet wide owned by PG&E for their high voltage power lines. This tract of land has become an informal recreation trail.

The channelizers installed in 2016 are damaged, some no longer in place or have been repaired several times, and are at the end of their useful life. Staff assessed the condition of the roadway and determined that the placement of the bolt down channelizers have caused damage to the roadway. The damage has exposed the underlying asphalt and base layers to moisture, which is the leading cause of roadway failures, and resulting in settling of the underlying base layers the roadway becoming weakened. In addition, the installation of the channelizers will become a maintenance issue as repeated repair and installation of the channelizers themselves will be a frequent undertaking for City crews as well as the replacement materials.

Channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Channelizers are

intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation. Channelizers are not a method recommended or approved by the City of Seaside for traffic calming or on roadways where traffic crosses the median egress of residential driveways. Based upon providing sufficient access to driveways and the distance needed to safely maneuver the fire apparatus around the speed cushions, channelizers cannot be placed along the center-line in a continuous series, and the purpose becomes unclear and possibly confusing for drivers and residents.

Placing channelizers within the medians or centerlines would defeat the purpose of the speed cushions. The speed cushions were specifically designed as traffic calming devices so that normal traffic flow would cross the cushions but emergency vehicles could straddle the cushions by crossing the centerline/median. Placing channelizers within the centerline and medians at the locations of the speed cushions would obstruct emergency vehicles. Although the channelizers are identified as flexible, they are not designed to be driven over and are meant to prevent and discourage median crossings at traffic islands and at lane separations.

Staff revisited the installation of bottle dots along the centerline of Plumas Ave. at various locations from Highland St. to Noche Buena St. Bottle dots are designed to be driven over by emergency vehicles and provide higher visibility of a roadway centerline to prevent drifting to oncoming lanes, and are installed with an epoxy resin as opposed to bolts that are less damaging to the roadway. Staff believes the installation of bottle dots is a preferred alternative on Plumas Ave. than that of channelizers for the purpose of preventing lane drifting.

Speed Surveys were performed on Plumas Ave. Speed surveys are performed at off peak hours per the requirements set for by the California Manual for Setting Speed Limits, prepared by the California Department of Transportation. Three separate off peak surveys were performed by trained City Staff with a Falcon HR Radar Gun and results were manually recorded, and the results are summarized in the table below. In addition, a Peak Weekend Survey was conducted for more well-rounded observations and comparison. The location of the survey was performed where the vehicles were able to reach true free flow speeds, with minimal influence of intersections, stop signs, speed humps, or high turning or cross movements.

OFF PEAK SPEED SURVEY		
<u>Date</u>	<u>85th Percentile</u>	<u>10 mph pace speed</u>
1/9/2019	24 mph	18-27 mph
1/16/2019	26 mph	18-27 mph
1/25/2019	25 mph	17-26 mph
PEAK WEEKEND SPEED SURVEY		
2/23/2019	22 mph	15-24 mph

Results display an average of 25 mph 85th percentile speed for the Off Peak Survey, with a 10 mph pace speed average of 17 – 26 mph. Ideal roadway conditions will have the 85th percentile within 5 mph of the posted speed limit, and the posted speed limit will be within the 10 mph pace speed. The posted speed is 25 mph. The data indicates there are no speeding concerns on this roadway to address.

A collision report was pulled for the vicinity of the project area and there were no reported collisions from July 2016 through March 1, 2019.

Staff recommends denying request for repair and replacement of Channelizers, however botts dots can be considered in lieu of channelizers to discourage vehicles crossing over the centerline. Standard four inch dots can be installed at select areas along the centerline of Plumas Ave. In addition to the four inch botts dots, larger six inch botts dots can be placed at select locations to discourage driving over the designated lanes. These larger dots create an undesirable driving experience, and placement at intersection approaches discourages vehicles from cutting lanes and corners or drifting at intersections (examples in Attachment 2).

Staff proposes placement of botts dots per the layout in Attachment 1. Standard four inch botts dots will be placed just within the existing yellow centerline striping. At controlled intersections the larger six inch botts dots will be placed on the centerline for a length of 40 feet to prevent cutting the corners into oncoming lanes.

ATTACHMENTS

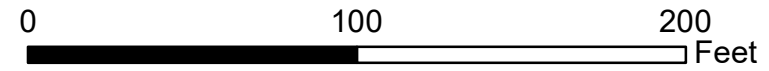
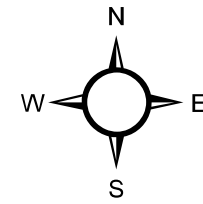
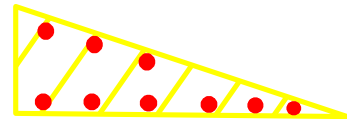
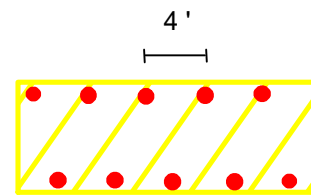
1. Attachment 1: Botts Dots Layout
 2. Attachment 2: Botts Dots Example Photos
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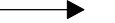
Attachment 1 - Botts Dots Layout on Plumas Ave.

• 6" botts dots

 4" botts dots



Match Line



Match Line



Attachment 2 - Example
of 6" Botts Dots



Attachment 2 - Example
of 6" Botts Dots

