



AGENDA
CITY OF SEASIDE
TRAFFIC
ADVISORY COMMITTEE

SPECIAL MEETING MEETING
City Hall Conference Room
440 Harcourt Avenue
Tuesday, July 9, 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	Public Works Director/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

APPROVAL OF MINUTES FROM THE APRIL 23, 2019 MEETING

5. BUSINESS ITEMS

A. DRAFT RESIDENTIAL PARKING TRIAL PROGRAM

RECOMMENDATION: The purpose of this item is to have the Traffic Advisory Committee review the Draft Residential Parking Permit Trial Program and provide direction to staff.

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

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. Staff recommends to install Botts Dots in lieu of channelizers on Plumas Ave.

C. RESULTS OF TRAFFIC STUDY PERFORMED ON NOCHE BUENA STREET AT THE INTERSECTION OF MINGO AVENUE AND REVIEW STOP SIGN WARRANT APPLICABILITY

RECOMMENDATION: The purpose of this item is for the Traffic Advisory Committee (TAC) to review the traffic and pedestrian/bicycle data and collision data for the consideration of a stop sign on Noche Buena Street at Mingo Ave.

It is recommended to deny the request for the stop sign. Traffic, pedestrian data, and traffic collisions did not meet the minimum criteria to warrant a stop sign at this location.

6. STAFF COMMUNICATION

PRESENTATION ON TRAFFIC ADVISORY COMMITTEE WEBSITE UPGRADES FOR IMPROVED ACCESS TO INFORMATION

7. ADJOURNMENT

Next Regularly Scheduled Meeting:
August 20, 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
SPECIAL MEETING MINUTES
April 23, 2019**

1. CALL TO ORDER – 5:02 p.m.

ROLL CALL

Roll call was taken with the following members in attendance:

Dave Pacheco X Rick Riedl X Rick Medina X Abdul Pridgen X
Brian Dempsey X

Staff: Leslie Llantero, Jasmine Dolan

2. REVIEW OF AGENDA - None

3. PUBLIC COMMENT – Resident **Dianne Nielson** voiced concerns with the safety of pedestrians crossing at the intersections of Canyon Del Rey and Fremont and Canyon Del Rey and Del Monte. She has concerns with red light running and jaywalking in these locations. She also voiced concern that there is no overhead traffic signal at the intersection of Fremont and Broadway in the northbound direction.

4. APPROVAL OF MINUTES

A. November 20, 2018 Meeting Dempsey/Medina M/S/P

B. March 19, 2019 Meeting Dempsey/Pridgen M/S/P

5. BUSINESS ITEMS

- a. Consider placing delineators (channelizes) in the centerline on Plumas Avenue at various locations between Noched Buena Street and Highland Street.

Ms. Llantero presented the staff report. Mr. Haney, applicant, requested additional delineators. Committee discussed and Mr. Riedl recommended that delineators (channelizes) be installed and maintained at the locations marked with a green dot on Attachment 1.

Dempsey/Pridgen M/S/P – Approved to install and maintain delineators (channelizes) in the locations marked with a green dot on Attachment 1.

6. STAFF COMMUNICATION

- a. **2019 – 2020 Traffic Advisory Committee Work Plan**

Dempsey/Medina M/S/P – Work plan approved with the wording to be changed from “Develop a residential parking program” to “Update the residential parking program”

7. ADJOURNMENT

Pridgen/Medina M/S/P- The meeting was adjourned at 5:52 p.m.

Respectfully submitted:

Jasmine Dolan



CITY OF SEASIDE STAFF REPORT

Item No.: 5.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: July 9, 2019

SUBJECT: DRAFT RESIDENTIAL PARKING TRIAL PROGRAM

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee review the Draft Residential Parking Permit Trial Program and provide direction to staff.

BACKGROUND

In 2008 the City of Seaside retained DKS Associates to perform a citywide parking study and implementation plan. This plan was developed based upon the need to obtain a comprehensive assessment of the existing parking conditions citywide and to develop alternative parking restrictions to include implementation procedures as well as a program for enforcement. On November 4, 2010 the City Council accepted the Citywide Parking Study and Implementation Plan (Study) and directed staff to return with a prioritized list of recommendations. The recommendations were based upon public comments from community meetings, field visits, survey results, and analysis of existing City policies.

The Study identified high parking occupancy rates within some of the residential neighborhoods which led to a recommendation to establishing a Residential Parking Permit Program.

The Traffic Advisory Committee met several times in 2012 and in 2013 the City Council held a study session and provided comment on the proposed Program.

DRAFT RESIDENTIAL PERMIT TRIAL PROGRAM

Purpose

A Residential Parking Permit Program (Program) is considered when the City and neighborhood want to preserve the livability of a residential neighborhood, due to over-

crowding. By limiting the number of vehicles that can park on a certain street, there should be reduced traffic congestion, better ability of residents to find on-street parking, and a better appearance to the residential neighborhood. Possession of a parking permit does not guarantee a space to park a vehicle on the street.

Procedure

The proposed approach for implementing Residential Parking Permit Program would follow the following outline:

- 1) A resident will apply to the City to request a Residential Parking Permit. The City will provide application to the resident to complete with suggested boundary area which would require the resident to submit a petition demonstrating support by obtaining 50%+1 of affected homeowners/residents signatures.
- 2) The City will then evaluate the application to determine if the on-street parking situation satisfies the 85% occupancy criteria and will independently conduct a survey of the affected homeowners or residences. The number of permits that may be issued is based on available spaces and dwelling units within the permit boundary.
- 3) Based upon the finding of Step 2, staff will present a report to the Traffic Advisory Committee. The public will be notified so they can provide input to the process. Based upon the report the TAC will determine if the area is adequate for a Residential Parking Permit Program. The issues summarized in the staff report will include the level of support for the Residential Permit Parking Program, the current parking situation in the area, the likely effects of the parking program , and the cost and administration of the program.
- 4) The Traffic Advisory Committee will forward a recommendation to the City Council for consideration.

To date, there has not been any application submitted for a Residential Parking Permit.

ENVIRONMENTAL REVIEW

The Draft Residential Parking Permit Trial Program (Program) is categorically exempt based upon Section 15301, Class 1, minor modifications to existing facilities.

RECOMMENDATION

Receive presentation, hear public comment, and provide direction to staff.

ATTACHMENTS

1. DRAFT Permit Program
 2. TAC September 18, 2012 - MINUTES
 3. City Council Minutes November 07 2013r
-

CITY OF SEASIDE
RESIDENTIAL PARKING PERMIT
TRIAL PROGRAM

PURPOSE

A *Residential Parking Permit Program (Program)* is considered when the City and neighborhood want to preserve the livability of a residential neighborhood, due to overcrowding. By limiting the number of vehicles that can park on a certain street, there should be reduced traffic congestion, better ability of residents to find on-street parking, and a better appearance to the residential neighborhood.

Possession of a parking permit does not guarantee a space to park a vehicle on the street. The number of permits that may be issued to either a single-family household or a multi-family unit is based on the available spaces identified in the permit area divided by the number of residences in the permit area and rounded down to a whole number.

PROCEDURE TO DEVELOP A RESIDENTIAL PARKING PERMIT AREA

- 1) A resident may request city staff to designate a residential parking area. City staff will provide the *Residential Parking Permit Program* to the applicant along with the application (Exhibit A). Based upon the location requested, a proposed Residential Parking Permit Area (RPPA) will be defined. This will happen through a discussion with the applicant and staff. The applicant will then be required to circulate a petition of support from residents within the proposed RPPA. Support is demonstrated by obtaining greater than 50% of affected residents' signature supporting the proposed RPPA.
- 2) Upon receipt of the completed application, signed petition of support and \$360 processing fee, staff will verify petition and conduct an occupancy survey and will present their findings at a regularly scheduled City of Seaside Traffic Advisory Committee (TAC) meeting. The TAC meetings are open to the public. Applicant is required to provide envelopes and postage for notification of property owners and residents within a 300 foot radius of the proposed RPPA prior to the meeting. Notifications are sent to encourage public input on the program by affected residents and property owners.
- 3) A staff report will be presented to the TAC identifying the results of surveys and field visits, proposed permit area and necessary signage, implementation costs, and management of the permit program. The results of the survey will help in determining the recommended effective hours of the permit parking and whether timed parking should be considered for some portion of the day. Based upon the staff report and public comment, TAC will provide a recommendation for City Council's consideration. It is the City's intent to recoup all management and implementation costs and that these costs are borne by the permit holders in the RPPA.
- 4) Based upon approval from Council, Residential Parking Permit Areas will have signs posted designating area as such. Residential Parking Permits do not allow parking at

CITY OF SEASIDE
RESIDENTIAL PARKING PERMIT TRIAL PROGRAM

parking meters, loading zones, no parking anytime, 72 hr parking, or any other parking restrictions (i.e. at or near fire hydrants, driveways or crosswalks, etc.).

- 5) Vehicles obtaining and displaying parking permits will not be cited for parking within the RPPA. Residential Parking Permit Area is enforced on a random basis; however, when available, staff will respond to citizens' request for enforcement.

CRITERIA FOR PROGRAM

- 1) The proposed RPPA must meet the minimum average of 85% on street parking spaces occupied to be considered.
- 2) Minimum amount of 30 residential lots or one residential block or a cul-de-sac must be included to be considered for a Residential Parking Permit Program.
- 3) Greater than 50% of the affected residents **must** be in support of instituting a residential parking permit within their neighborhood. One vote per individual residential address will be considered in determining support.
- 4) Enforcement of Violation – Vehicles found within a RPPA not displaying a residential parking permit in violation of the posted sign will be cited and fined. Fine is set by the City's Fee Schedule.
- 5) Proof of residency determined by one of the following Mortgage or lease; Current Water, tax, gas, or electric bill (within the last 45 days); or
 - Mortgage or lease;
 - Current Water, tax, gas, or electric bill (within the last 45 days); or
 - Current Phone bill within the last 45 days (land line only, cell phone bills are not accepted)
 - Current Cable television bill within the last 45 days
 - Driver license or State identification card with applicant address within the RPPA

AND

Valid vehicle registration issued to the permit applicant showing the vehicle operational.

CITY OF SEASIDE
RESIDENTIAL PARKING PERMIT TRIAL PROGRAM

PARKING PERMITS

Residential - Parking permits may be issued only for operable passenger non-commercial and passenger commercial (i.e., SUVs, small pick-up trucks, etc.) motor vehicles owned and registered by legal residents of the RPPA. This is a sticker permit. Recreation vehicles such as motor homes and trailers will not be allowed to obtain individual parking permits.

Exempt Vehicles – Service vehicles (ie: Utility vehicles such as Plumbing, Cal Am, Cable, Telephone, etc.) actively performing work within the RPPA will be exempt from the parking permit requirements.

Vehicles with valid Disabled Placards or license plates are exempt by State law from the residential parking requirement, however, use of disabled placards must still abide by the 72-hour on street parking code ordinance (vehicles may not park in the same space for more than 72 hours). Non-motorized vehicles are not eligible for parking permits.

PARKING PERMIT FEES, EXPIRATION, AND RENEWAL

It is the resident's responsibility to renew prior to the expiration date indicated on the permits(s). Residential Permits will cost \$35 per vehicle and will be valid for a period of two years. Permit year will begin on July 1st to June 30th.



Exhibit A
Processing Fee: \$360

CITY OF SEASIDE
RESIDENTIAL PARKING PERMIT TRIAL APPLICATION

A *Residential Parking Permit Program* is considered when the City and neighborhood want to preserve the livability of a residential neighborhood, due to over-crowding. By limiting the number of vehicles that can park on a certain street, there should be reduced traffic congestion, less traffic noise, and a better appearance to the residential neighborhood.

1. APPLICANT CONTACT INFORMATION

Name: _____ **Date:** _____

Address: _____ **Phone#:** _____

Email: _____

Outline the need for the program: _____

Proposed Residential Parking Permit Area (RPPA) - describe boundaries of RPPA and outline on attached map:

A Residential Parking Permit Area (RPPA) will have signs posted for permit parking. Permit parking will vary with each RPPA and will be evaluated by the Traffic Advisory Committee. Residential Parking Permits do not allow parking at parking meters, loading zones, no parking anytime, 72 hr parking, or any other parking restrictions (i.e. at or near fire hydrants, driveways or crosswalks, etc.).

I understand that should more than 50% of the residence within the RPPA show support by signing attached petition and certified by staff, parking permits may be issued within the RPPA. A \$360 processing fee is required at time of submission of application. I am also aware that should a request be granted, the cost to implement and manage the program will be borne by the RPPA permit holders.

Applicant Signature

[illegible]

RESIDENTIAL PARKING PERMIT TRIAL PROGRAM PETITION

By signing the petition below, I understand that should more than 50% of the residence within the Residential Parking Permit Area (RPPA) show support by signing attached petition, a *Residential Parking Permit Program* may be implemented within the RPPA. I further understand that should a *Residential Parking Permit Program* be implemented, all cost will be borne by the RPPA permit holders.

#	Circle One	Name/Signature	Address	Contact Number
1	Owner/ Resident	Name		
		Signature		
2	Owner/ Resident	Name		
		Signature		
3	Owner/ Resident	Name		
		Signature		
4	Owner/ Resident	Name		
		Signature		
5	Owner/ Resident	Name		
		Signature		
6	Owner/ Resident	Name		
		Signature		
7	Owner/ Resident	Name		
		Signature		
8	Owner/ Resident	Name		
		Signature		
9	Owner/ Resident	Name		
		Signature		
10	Owner/ Resident	Name		
		Signature		
11	Owner/ Resident	Name		
		Signature		
12	Owner/ Resident	Name		
		Signature		

RESIDENTIAL PARKING PERMIT TRIAL PROGRAM PETITION

By signing the petition below, I understand that should more than 50% of the residence within the Residential Parking Permit Area (RPPA) show support by signing attached petition, a *Residential Parking Permit Program* may be issued within the RPPA. I further understand that should a *Residential Parking Permit Program* be implemented, all cost will be borne by the RPPA permit holders.

#	Circle One	Name/Signature	Address	Contact Number
13	Owner/ Resident	Name		
		Signature		
14	Owner/ Resident	Name		
		Signature		
15	Owner/ Resident	Name		
		Signature		
16	Owner/ Resident	Name		
		Signature		
17	Owner/ Resident	Name		
		Signature		
18	Owner/ Resident	Name		
		Signature		
19	Owner/ Resident	Name		
		Signature		
20	Owner/ Resident	Name		
		Signature		
21	Owner/ Resident	Name		
		Signature		
22	Owner/ Resident	Name		
		Signature		
23	Owner/ Resident	Name		
		Signature		
24	Owner/ Resident	Name		
		Signature		

**CITY OF SEASIDE
TRAFFIC ADVISORY COMMITTEE
REGULAR MEETING MINUTES
SEPTEMBER 18, 2012**

1. CALL TO ORDER – 5:00 p.m.

2. ROLL CALL

Roll call was taken with the following members in attendance:

Steve Bloomer X Rick Medina X Rick Riedl X Chris Veloz X Brian Dempsey X

Staff; Leslie Llantero

3. APPROVAL OF MINUTES

M/S/P Dempsey/Medina To approve minutes of the August 21, 2012. The motion carried unanimously.

4. PUBLIC COMMENT - None

5. BUSINESS ITEMS

5A. Review and consider the Draft Residential Trial Parking Permit Program.

Ms. Llantero presented the staff report and recommended the committee review, provide comments, and direct staff on the next steps.

M/S/P Riedl/Medina Approve Draft Residential Trial Program with the following additions:

- Add language to step 2 under the Procedure to include language that envelopes and postage is required for TAC notifications to property owners and residents within a 300 foot radius of the proposed RPPA.
- Include under Criteria: The proposed RPPA must meet the minimum average of 85% on street parking spaces occupied.
- Add under Criteria: Enforcement of Violation - Vehicles found within a RPPA not displaying a residential parking permit in violation of the posted sign will be cited and fined. Fine is set by the City's Fee Schedule.
- Add language under Type of Permits: Caregiver Permits - Caregivers may be issued a residential parking permit for a RPPA provided the address of the resident receiving the care is within said RPPA. The requirements to obtain a parking permit for caregiver are as follows:
 - o The application form must identify both the resident and caregivers address.
 - o Current DMV vehicle registration for each vehicle the applicant is requesting a permit.
 - o Proof of residency in the resident's name reflecting the permit address in the RPPA. Acceptable proof of residency shall be a utility bill, car insurance policy, lease agreement, or driver's license.
 - o A letter from the resident identifying the permit applicant as the caregiver.

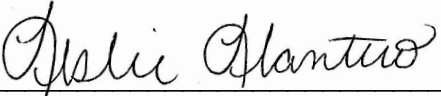
- Add language under Parking Permits Fees, Expiration, and Renewal – Caregiver Permits will cost \$35 per year per vehicle or \$70 for two years per vehicle. Permits will be valid for up to two years. Permit year will begin on July 1st to June 30th. Obtaining permits mid year will be pro-rated per quarter.

6. **STAFF COMMUNICATION** – Ms. Llantero informed the Committee that the text amendments to the Municipal Code regarding the prohibition of on-street parking of unhitched campers, trailers, and boats will be heard by the Planning Commission on Wednesday, September 26, 2012.

7. **ADJOURNMENT (Riedl/Medina)**

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

Respectfully submitted:



Leslie Llantero

CODE TO ADOPT THE 2013 CALIFORNIA BUILDING, RESIDENTIAL, PLUMBING, MECHANICAL, ELECTRICAL, ENERGY, GREEN BUILDING STANDARDS AND FIRE CODES, AND THE 1997 UNIFORM HOUSING AND ABATEMENT OF DANGEROUS BUILDINGS CODES, WITH CERTAIN EXCEPTIONS, MODIFICATIONS AND ADDITIONS. (SECOND READING-ROLL CALL VOTE).

Action: Approved Ordinance 1008

Mayor Rubio noted that this was a second reading and final adoption of the ordinance if approved. Building Official Mark McClain invited questions from the Council. Mayor Rubio Invited public comments and had no requests to speak.

M/S/C (Pacheco/Oglesby) The City Council approved by roll call vote Ordinance 1008 amending the City of Seaside Municipal Code Chapter 15.04 to adopt the 2013 California Building, Residential, Plumbing, Mechanical, Electrical, Energy, Green Building standards and Fire Codes and the 1997 Uniform Housing and Abatement of Dangerous Buildings codes with certain exemptions, modifications and additions.

AYES	5	COUNCIL MEMBERS	Alexander, Edwards, Pacheco, Oglesby, Rubio
NOES	0	COUNCIL MEMBERS	None
ABSENT	0	COUNCIL MEMBERS	None
RECUSED	0	COUNCIL MEMBERS	None

B. CONSIDERATION FOR APPROVAL THE PROPOSED TEXT AMENDMENTS TO CHAPTER 10.04 AND CHAPTER 10.32 OF THE SEASIDE MUNICIPAL CODE TO ADD NEW PROVISION THAT WOULD PROHIBIT THE PARKING STANDING, OR STOPPING A VEHICLE IN ANY SUCH SPACE UNLESS SUCH PERSON HAD DISPLAYED A VALID PERMIT PARKING STICKER AND TO ADD A DEFINITION FOR A DESIGNATED PERMIT PARKING SPACE
[FIRST READING – ROLL CALL VOTE].

Action: Passed Resolution No. 13-92 and Passed Ordinance to Print

City Engineer Tim O'Halloran presented the report speaking to the results and recommendations of a Parking Study to create a Residential Parking Permit program due to congested parking in certain neighborhoods. He spoke to the proposed components of the program including the application process, parking fees, expiration and renewal costs. He clarified that this item approves text amendments that allow the creation and enforcement of a neighborhood permit parking program but not the details of the program itself. Mr. O'Halloran answered questions from the Council.

Council Member Pacheco requested clarification of the steps to get this program in place from the applicant perspective and indicated it is a very lengthy and expensive process. Council Member Edwards spoke regarding the parking premium happens at night time and questioned the time of the parking study. Staff confirmed the

parking study would be done during peak parking hours.

Council Member Alexander questioned the enforcement process for this program and staff confirmed that it would be on a complaint driven process to which the Police Department would respond.

Mayor Rubio clarified that this program was requested by residents who were having parking issues in their neighborhood and that the program is intended to be robust to make ensure that neighborhoods who truly want and need the program will be diligent with their efforts to obtain it.

Mayor Rubio opened the item to public comment.

- Walter Wire spoke against the parking program indicating he registers and pays taxes for all his vehicles so he should have a right to park them on the street.
- Resident requested clarification about apartments rights in this process and if each apartment is counted equally to a single-family household vote.
- Resident spoke to the root issue of landlords renting to multiple families.
- Residents spoke to the cost of the program and requested consideration of another solution. She also spoke to the cost of fees to have red curb.
- S. Pagan spoke to the problem of too many people in single family dwellings and expressed concern that the program will only cause problems for other neighborhoods.
- Resident spoke to the possible time frame for implementation, expressed concern that visitors cannot park on permit regulated streets and requested enforcement for the number of people living in single family houses.
- Carlos Ramos spoke about the impact and the possible solutions reminding everyone that if the quality of life was improved and better jobs were available, they would not have so many people living in one house. He requested the Council to stay focused, to move forward and speed things up for the economic recovery of the community. He requested that the community does not forget about those that are still in need.
- Helen Rucker was disappointed that the intent is good, but the program is complicated and expensive. Requested consideration of looking at other ways to relieve the problem.
- Tom Mancini spoke to the City of Monterey's parking program and that the parking division is the only self-sustaining division in the city.
- Felix Bachofner requested looking at other successful parking programs to come up with a less complicated program that could generate revenue and have better compliance.

Mayor Rubio clarified that this program will not be imposed on everyone but that more than half of the neighborhood would have to agree to it. Council Member

Alexander spoke to the program being in response to the citizen's request for a solution.

Council Member Pacheco acknowledged that this will not resolve many people's problems due to constraining factors. He said he cannot support the program because of too much bureaucracy, costs to households and lack of controls that could make the program effective.

Mayor Pro Tem Oglesby reinforced the fact this is a voluntary program for the neighborhoods who wish to participate. This will not resolve the housing situation but said that economic opportunity will and the Council will continue to work for that. He spoke to Staff's efforts for the program and that the program may be found to be cheaper during implementation.

M/S/C (Edwards/Alexander) the City Council adopted Resolution 13-92 adopting a Negative Declaration for the proposed text amendments in accordance with the California Environmental Quality Act Guidelines to amend Chapters 10.04 and 10.32 to add new provisions that would prohibit parking, standing or stopping a vehicle in any such place unless a valid permit parking sticker was displayed and to add a definition for a designated permit parking space: 4-1-0-0 (Pacheco voted No).

On Question by Mayor Rubio, Deputy City Manager Resource Management Ingersoll clarified that the permit parking program would be a policy adopted, amended or adjusted by Council at a subsequent date. This item was only to modify the City Code to legally allow permit parking in the public right of way.

M/S/C (Edwards/Alexander) the City Council approved the first reading of the draft Ordinance by roll call vote for the adoption of the proposed text amendments to the Seaside Municipal Code to amend Chapters 10.04 and 10.32 to add new provisions that would prohibit parking, standing or stopping a vehicle in any such place unless a valid permit parking sticker was displayed and to add a definition for a designated permit parking space: 4-1-0-0 (Pacheco voted No).

AYES	4	COUNCIL MEMBERS	Alexander, Edwards, Oglesby, Rubio
NOES	1	COUNCIL MEMBERS	Pacheco
ABSENT	0	COUNCIL MEMBERS	None
RECUSED	0	COUNCIL MEMBERS	None

C. CONSIDERATION FOR APPROVAL THE PROPOSED TEXT AMENDMENTS TO CHAPTER 10.04 AND CHAPTER 10.32 OF THE SEASIDE MUNICIPAL CODE TO PROHIBIT THE PARKING OF UNHITCHED TRAILERS, CAMPERS AND BOATS ON THE STREETS, ALLEYS, PUBLIC RIGHT-OF-WAYS, AND PUBLICLY OWNED PARKING LOTS. [FIRST READING – ROLL CALL VOTE].

Action: Passed Resolution No. 13-93 and Passed Ordinance to Print

City Engineer O'Halloran presented the report on the item indicting that the purpose of the item is to amend the Code to regulate unhitched trailers, campers



CITY OF SEASIDE STAFF REPORT

Item No.: 5.B.

TO: Traffic Advisory Committee

BY: Misty Bradshaw, Associate Engineer

DATE: July 9, 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. Staff recommends to install Botts 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, August 16, 2016, and March 13, 2019 TAC Meetings.

In review of the minutes of the July 19, 2016 TAC meeting, the TAC continued item and directed staff to return with locations and determine spacing requirements for placement of Botts dots on Plumas Avenue in lieu of channelizers.

Following the July 19, 2016 TAC meeting the channelizers were placed on the centerline of Plumas Ave at six locations on a trial basis. Staff received a request in the Fall of 2018 to install, repair and replace the damaged channelizers. The channelizers installed in 2016 are damaged and/or no longer in place.

On Thursday May 16, 2019, the City Council was to consider Item 8.E, "Approve the Traffic Advisory Committee (TAC) Recommendations" for the subject road. However the TAC recommendations in Agenda Item 8.E. may not be consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD) requirements since the revised CA MUTCD information was not available to TAC at the time that the TAC made their recommendation at their April meeting. Therefore, the City Engineer recommended that Item 8.E be pulled from the City Council agenda and be returned to TAC for further consideration.

Staff documented the installation of 6 channelizers in accordance with the applicants directions. This was accomplished over a period of time where the original request was for 3 channelizers installed in front of the applicant's house, and applicant suggested no more were needed. Then an additional request was received to add another 3 channelizers. All of these channelizers were guaranteed to be indestructible but none of them last more than 12 months - some as few as 6 months. This is because the channelizers are not designed to be repeatedly driven over. The applicant then started requesting that city staff replace the broken channelizers immediately.

In his correspondence with City Council and staff, the applicant has documented the existence of 8 channelizers installed on Plumas Ave. The City Engineer has no knowledge how the additional 2 channelizers came to be installed. The applicant at the April 29, 2019 TAC Meeting, requested an additional channelizer, making the total 9.

Due to the damage reported on the existing channelizers, it is logical to assume that there will be requests to repair/replace channelizers in the future. These devices have not deterred activities that the applicant has reported. Based on staff's observations of the conditions of the channelizers currently installed, it can be determined that they will not last much more than 12 months. Therefore channelizers are the wrong traffic control device for this application.

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 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.

Speed surveys were performed on Plumas Ave. in January of 2019. 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 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.

The State of California regulates the installation of all traffic control devices as prescribed in the CA MUTCD. On May 8, 2019, city staff received notification from the state that the CA MUTCD has been revised, and that new projects must comply with the revised CA MUTCD. The CA MUTCD includes revisions to Chapter 3H, "Channelizing Devices Used for Emphasis of Pavement Marking Patterns," (attached).

Proper use of channelizers are to be used in groups as to simulate a fence or barrier to discourage motorist from crossing a painted median. The activities that the applicant has documented do not constitute crossing the median - it is lane drift exercised by motorist to make passing over the speed humps less harsh. In contrast, crossing a traffic median, in the context given below, is what is commonly referred to as changing lanes. Changing lanes is not the activity occurring at these locations.

Since the trial of the channelizers has failed and are causing damage to the roadway, staff revisited the installation of six-inch Botts dots along the centerline of Plumas Ave. at the existing painted median between Waring St. and Noche Buena St. Botts dots are designed to be driven over by emergency vehicles, and provide higher visibility of a roadway centerline to supplement painted pavement markings, and to prevent drifting to oncoming lanes. Staff has researched available applications of Botts dots and suggests the use of six-inch Botts dots. The six-inch Botts dots are slightly larger than the typical four-inch dots that are installed to delineate traffic lanes. The larger size will provide additional visibility as well as discomfort for motorist driving over the dots discouraging lane drift. Botts dots are installed with an epoxy resin, as opposed to bolts that would be used for channelizers which are more damaging to the roadway as bolts will expose the underlining layers of the roadway to moisture, creating settlement eventually over time and weakening of the underlying base layers. The epoxy resin remains on the surface of the roadway and will not impact the base layers. The maintenance on Botts dots will be less frequent and less invasive to replace as compared to the replacement of channelizers.

Staff recommends denying request for installation of channelizers on Plumas Ave. and proposes placement of six-inch Botts dots per the layout of Attachment 1.

ENVIRONMENTAL COMPLIANCE

Installation of Botts Dots is categorically exempt based upon Section 15301, Class 1, minor modifications to existing facilities as the project will not involve expansion of the existing use.

ATTACHMENTS

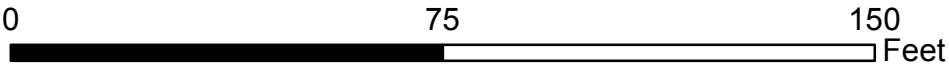
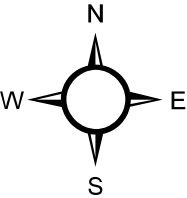
1. Attachment 1 - Plan Layout
 2. Attachment 2 - Detail Sheet
-

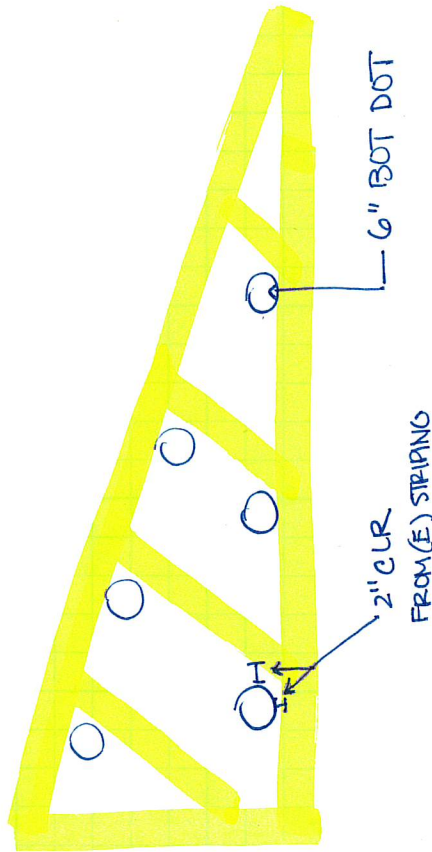
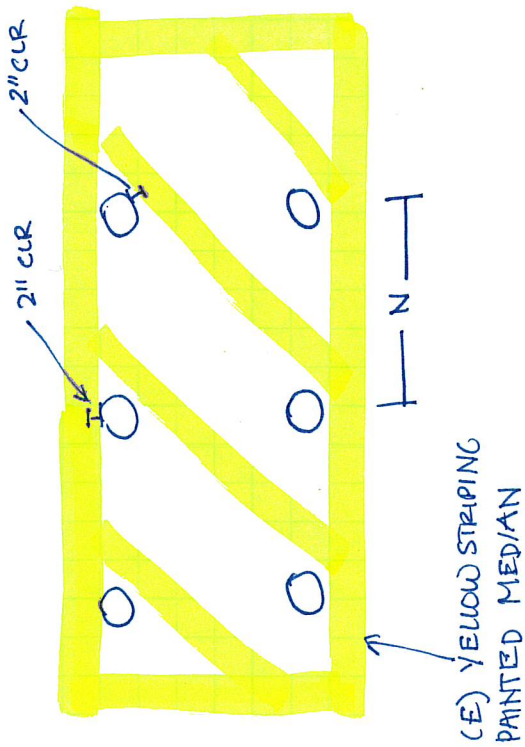
Plumas - Site Plan



Legend

● 6" Botts Dots





PLAN - DOT SPACING
NTS

NOTES

SPACING PER MUTCD 3B.13
"SUPPLEMENTING SOLID LINES"
SPACING = N

-INSTALL AT DIAGONAL HATCH MEETING
MEDIAN LINES, MAINTAIN 2"
CLEARANCE FROM (E) STRIPING.

DETAIL SHEET

ATTACHMENT 2



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.C.

TO: Traffic Advisory Committee

BY: Misty Bradshaw, Associate Engineer

DATE: July 9, 2019

SUBJECT: RESULTS OF TRAFFIC STUDY PERFORMED ON NOCHE BUENA STREET AT THE INTERSECTION OF MINGO AVENUE AND REVIEW STOP SIGN WARRANT APPLICABILITY

PURPOSE & RECOMMENDATION

The purpose of this item is for the Traffic Advisory Committee (TAC) to review the traffic and pedestrian/bicycle data and collision data for the consideration of a stop sign on Noche Buena Street at Mingo Ave.

It is recommended to deny the request for the stop sign. Traffic, pedestrian data, and traffic collisions did not meet the minimum criteria to warrant a stop sign at this location.

BACKGROUND

The request for a stop sign at this location has been requested and considered at previous TAC meetings on May 17, 2006, October 21, 2009, and again on June 2, 2015. Prior requests were denied based on failure to satisfy minimum requirements to warrant a stop sign. Due to the recent request for stop signs at this intersection, staff collected current traffic count data and reviewed and analyzed the data against minimum requirements as identified in the California Manual for Uniform Traffic Control Devices (CAMUTCD) prepared by the California Department of Transportation (CalTrans). Data collected to conduct a stop sign warrant analysis includes traffic and pedestrian/bicycle volume counts, vehicle speeds, and collision history. Traffic data was collected February 2019 through May 2019. Traffic collision data was provided by the Seaside 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, Section 2B.07 of the CAMUTCD, 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 from January 2016 to present. During that time there were (10) reported collisions located at the intersection of Noche Buena Street and Mingo Avenue. Of the 10 traffic collisions within this 3 1/2 year period, six (6) may have been prevented by the presence of a stop sign. Reviewing collisions in a 12 month period there was a maximum of 3 traffic collision that may have been prevented by the presence of a stop sign. The three traffic collisions occurred between December 2016 through December 2017. There has been less than five traffic collisions 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 both major 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 24 hour study at the intersection of Noche Buena Street and Mingo Avenue. The highest 8 hour volume, which was used, averaged 438 vehicles per hour with the highest hour from 12:00pm to 1:00pm. The minor volume entering the intersection for the same eight hours averaged 88 vehicles/hour and the pedestrian and bicycle data yielded an average of 15 pedestrians/bicyclist per hour. The average delay to the minor street was 7 seconds. 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 88 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 34 MPH on Noche Buena Street. A reduction in vehicle volume is not warranted.

Site Visit:

Staff conducted a field visit to observe the existing conditions. Intersection visibility was found to be adequate for all turning movements at the intersection. It is not recommended to extend the existing red curb to improve sight distance as it would further impact parking within an already impacted area.

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 40 MPH), and one of the collisions recorded was due to vehicular speeding, as well as the failure to yield to approaching vehicles. Due to these factors, staff recommends targeted enforcement, which could lower the potential for collisions caused by excessive speeding. Per the MUTCD, stop signs are not to be used for speed control.

It is recommended to deny request for stop signs on Noche Buena Street. An engineering study was performed and the traffic, pedestrian, and collision data did not meet minimum requirements to warrant a stop sign. Per the MUTCD a stop sign is not applicable at this location.

ATTACHMENTS

1. Attachment 1 - Site Plan
 2. Attachment 2 - Collision History
 3. Attachment 3 - Vehicle Count Data
-



STOP

Requested
Location of New
Stop Sign

STOP

Requested
Location of New
Stop Sign

Collision History
Within Intersection Noche Buena St. and Mingo Ave.
January 1, 2016 - May 31, 2019

Date	Type	Location	Correction with 3 Way Stop at Mingo?	PCF	Primary Collision Factor Description
3/20/2016	Injury Collision	Noche Buena at Mingo	Yes	22107	Entered roadway when not clear and without proper signaling
6/2/2016	Non injury vehicle colision	Noche Buena, 16ft North of Mingo Ave.	No	21703	Tailgating
6/25/2016	Non injury vehicle colision	146 Feet North of Mingo	No	22107	Entered roadway when not clear and without proper signaling (non-intersection)
12/5/2016	Injury Collision	Noche Buena at Mingo	Yes	21801(B)	Failure to Yield to opposite direction during a U-turn
1/24/2017	Non injury vehicle colision	Noche Buena, 50ft North Mingo Ave.	Yes	22107	Entered intersection when not clear and without proper signaling
7/29/2017	Non injury vehicle colision	Noche Buena at Mingo	Yes	38314	"off highway motor vehicle" fialure to yield
9/1/2017	Injury Collision	Noche Buena, 108ft. North of Mingo	No	22107	Entered roadway when not clear and without proper signaling (non-intersection)
10/15/2018	Property Damage Only	Noche Buena at Mingo	Yes	21802(A)	Failure to Yield to an aproaching vehicle
12/15/2018	Vehicle towaway	Noche Buena, 139ft S. of Mingo	No	22350	Speeding
4/27/2019	Non injury vehicle colision	Noche Buena at Mingo	Yes	21802(A)	Failure to Yield to aproaching vehicle and Speeding

Noche Buena and Mingo - Southbound - MAJOR		
Date	Time Range	Vehicle Volum
Tuesday 02/06/19	[10:00-10:15]	34
	[10:15-10:30]	31
	[10:30-10:45]	33
	[10:45-11:00]	33
	[11:00-11:15]	32
	[11:15-11:30]	36
	[11:30-11:45]	47
	[11:45-12:00]	49
	[12:00-12:15]	33
	[12:15-12:30]	43
	[12:30-12:45]	42
	[12:45-13:00]	51
	[13:00-13:15]	43
	[13:15-13:30]	52
	[13:30-13:45]	48
	[13:45-14:00]	50
	[14:00-14:15]	56
	[14:15-14:30]	52
	[14:30-14:45]	55
	[14:45-15:00]	55
	[15:00-15:15]	68
	[15:15-15:30]	71
	[15:30-15:45]	68
	[15:45-16:00]	94
	[16:00-16:15]	72
	[16:15-16:30]	63
	[16:30-16:45]	66
	[16:45-17:00]	58
	[17:00-17:15]	63
	[17:15-17:30]	86
	[17:30-17:45]	74
	[17:45-18:00]	65
	[18:00-18:15]	70
	[18:15-18:30]	48
	[18:30-18:45]	45
	[18:45-19:00]	50
	[19:00-19:15]	52
	[19:15-19:30]	43
	[19:30-19:45]	36
	[19:45-20:00]	41
	[20:00-20:15]	29
	[20:15-20:30]	26
	[20:30-20:45]	64
	[20:45-21:00]	35
	[21:00-21:15]	33
	[21:15-21:30]	25
	[21:30-21:45]	14
	[21:45-22:00]	17
	[22:00-22:15]	12
	[22:15-22:30]	13
	[22:30-22:45]	17
	[22:45-23:00]	11
	[23:00-23:15]	11
	[23:15-23:30]	8
	[23:30-23:45]	6
	[23:45-00:00]	5
	[00:00-00:15]	5
	[00:15-00:30]	3
	[00:30-00:45]	3
	[00:45-01:00]	4
	[01:00-01:15]	1
	[01:15-01:30]	2
	[01:30-01:45]	1
	[01:45-02:00]	1
	[02:00-02:15]	4
	[02:15-02:30]	0
	[02:30-02:45]	1
	[02:45-03:00]	1
	[03:00-03:15]	1
	[03:15-03:30]	0
	[03:30-03:45]	3
	[03:45-04:00]	1
	[04:00-04:15]	1
	[04:15-04:30]	1
	[04:30-04:45]	2
	[04:45-05:00]	2
	[05:00-05:15]	6
	[05:15-05:30]	6
	[05:30-05:45]	7
	[05:45-06:00]	7
	[06:00-06:15]	10
	[06:15-06:30]	11
	[06:30-06:45]	12
	[06:45-07:00]	15
	[07:00-07:15]	27
	[07:15-07:30]	47
	[07:30-07:45]	65
	[07:45-08:00]	101
	[08:00-08:15]	87
	[08:15-08:30]	58
	[08:30-08:45]	45
	[08:45-09:00]	41
	[09:00-09:15]	28
	[09:15-09:30]	25
	[09:30-09:45]	34
	[09:45-10:00]	25
Wednesday 02/07/19		

Noche Buena and Mingo - Northbound - MAJOR		
Date	Time Range	Vehicle Volum
Tuesday 02/06/19	[10:00-10:15]	28
	[10:15-10:30]	32
	[10:30-10:45]	29
	[10:45-11:00]	31
	[11:00-11:15]	27
	[11:15-11:30]	29
	[11:30-11:45]	25
	[11:45-12:00]	36
	[12:00-12:15]	41
	[12:15-12:30]	39
	[12:30-12:45]	40
	[12:45-13:00]	33
	[13:00-13:15]	43
	[13:15-13:30]	33
	[13:30-13:45]	35
	[13:45-14:00]	31
	[14:00-14:15]	49
	[14:15-14:30]	45
	[14:30-14:45]	65
	[14:45-15:00]	51
	[15:00-15:15]	70
	[15:15-15:30]	53
	[15:30-15:45]	70
	[15:45-16:00]	66
	[16:00-16:15]	55
	[16:15-16:30]	67
	[16:30-16:45]	65
	[16:45-17:00]	70
	[17:00-17:15]	83
	[17:15-17:30]	80
	[17:30-17:45]	63
	[17:45-18:00]	75
	[18:00-18:15]	57
	[18:15-18:30]	61
	[18:30-18:45]	58
	[18:45-19:00]	44
	[19:00-19:15]	38
	[19:15-19:30]	42
	[19:30-19:45]	41
	[19:45-20:00]	28
	[20:00-20:15]	33
	[20:15-20:30]	39
	[20:30-20:45]	33
	[20:45-21:00]	28
	[21:00-21:15]	33
	[21:15-21:30]	23
	[21:30-21:45]	15
	[21:45-22:00]	25
	[22:00-22:15]	17
	[22:15-22:30]	12
	[22:30-22:45]	10
	[22:45-23:00]	7
	[23:00-23:15]	14
	[23:15-23:30]	13
	[23:30-23:45]	5
	[23:45-00:00]	7
	[00:00-00:15]	2
	[00:15-00:30]	5
	[00:30-00:45]	0
	[00:45-01:00]	2
	[01:00-01:15]	0
	[01:15-01:30]	1
	[01:30-01:45]	3
	[01:45-02:00]	1
	[02:00-02:15]	2
	[02:15-02:30]	2
	[02:30-02:45]	2
	[02:45-03:00]	3
	[03:00-03:15]	1
	[03:15-03:30]	2
	[03:30-03:45]	1
	[03:45-04:00]	3
	[04:00-04:15]	1
	[04:15-04:30]	0
	[04:30-04:45]	1
	[04:45-05:00]	0
	[05:00-05:15]	6
	[05:15-05:30]	3
	[05:30-05:45]	2
	[05:45-06:00]	2
	[06:00-06:15]	5
	[06:15-06:30]	6
	[06:30-06:45]	4
	[06:45-07:00]	15
	[07:00-07:15]	21
	[07:15-07:30]	42
	[07:30-07:45]	70
	[07:45-08:00]	93
	[08:00-08:15]	60
	[08:15-08:30]	48
	[08:30-08:45]	54
	[08:45-09:00]	24
	[09:00-09:15]	37
	[09:15-09:30]	25
	[09:30-09:45]	35
	[09:45-10:00]	29
Wednesday 02/07/19		

Highest 8 hour
volume Major
Direction

438

Mingo at Noche Buena - MINOR		
Date	Time Range	Vehicle Volum
Tuesday 02/06/19	[10:00-10:15]	15
	[10:15-10:30]	17
	[10:30-10:45]	12
	[10:45-11:00]	9
	[11:00-11:15]	18
	[11:15-11:30]	17
	[11:30-11:45]	9
	[11:45-12:00]	11
	[12:00-12:15]	15
	[12:15-12:30]	22
	[12:30-12:45]	21
	[12:45-13:00]	22
	[13:00-13:15]	24
	[13:15-13:30]	19
	[13:30-13:45]	22
	[13:45-14:00]	14
	[14:00-14:15]	16
	[14:15-14:30]	22
	[14:30-14:45]	28
	[14:45-15:00]	22
	[15:00-15:15]	30
	[15:15-15:30]	36
	[15:30-15:45]	28
	[15:45-16:00]	30
	[16:00-16:15]	18
	[16:15-16:30]	20
	[16:30-16:45]	16
	[16:45-17:00]	28
	[17:00-17:15]	25
	[17:15-17:30]	19
	[17:30-17:45]	28
	[17:45-18:00]	14
	[18:00-18:15]	22
	[18:15-18:30]	32
	[18:30-18:45]	22
	[18:45-19:00]	19
	[19:00-19:15]	21
	[19:15-19:30]	14
	[19:30-19:45]	18
	[19:45-20:00]	16
	[20:00-20:15]	14
	[20:15-20:30]	13
	[20:30-20:45]	13
	[20:45-21:00]	7
	[21:00-21:15]	7
	[21:15-21:30]	10
	[21:30-21:45]	6
	[21:45-22:00]	10
	[22:00-22:15]	8
	[22:15-22:30]	10
	[22:30-22:45]	5
	[22:45-23:00]	3
	[23:00-23:15]	6
	[23:15-23:30]	3
	[23:30-23:45]	1
	[23:45-00:00]	2
	[00:00-00:15]	2
	[00:15-00:30]	3
	[00:30-00:45]	0
	[00:45-01:00]	0
	[01:00-01:15]	2
	[01:15-01:30]	1
	[01:30-01:45]	1
	[01:45-02:00]	0
	[02:00-02:15]	1
	[02:15-02:30]	0
	[02:30-02:45]	0
	[02:45-03:00]	0
	[03:00-03:15]	2
	[03:15-03:30]	1
	[03:30-03:45]	2
	[03:45-04:00]	2
	[04:00-04:15]	2
	[04:15-04:30]	2
	[04:30-04:45]	4
	[04:45-05:00]	4
	[05:00-05:15]	7
	[05:15-05:30]	4
	[05:30-05:45]	9
	[05:45-06:00]	3
	[06:00-06:15]	10
	[06:15-06:30]	11
	[06:30-06:45]	17
	[06:45-07:00]	21
	[07:00-07:15]	29
	[07:15-07:30]	37
	[07:30-07:45]	47
	[07:45-08:00]	38
	[08:00-08:15]	39
	[08:15-08:30]	22
	[08:30-08:45]	22
	[08:45-09:00]	23
	[09:00-09:15]	18
	[09:15-09:30]	24
	[09:30-09:45]	19
	[09:45-10:00]	19
Wednesday 02/07/19		

Highest same 8
hour volume
Minor Direction

87.75