



A G E N D A
CITY OF SEASIDE
TRAFFIC
ADVISORY COMMITTEE

REGULAR MEETING
City Hall Conference Room
440 Harcourt Avenue
Tuesday, September 17, 2019
5:00 PM

1. CALL TO ORDER

2. TRAFFIC ADVISORY COMMITTEE

David Pacheco	Committee Member
Abdul Pridgen	Police Chief
Brian Dempsey	Fire Chief
Rick Medina	Senior Planner
Rick Riedl	City Engineer

3. 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).

4. 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.

5. APPROVAL OF MINUTES

A. APPROVE MINUTES FROM THE JULY 9, 2019 TRAFFIC ADVISORY COMMITTEE SPECIAL MEETING

6. BUSINESS ITEMS

A. CONSIDER INSTALLATION OF NO PARKING SIGN AND PAVEMENT MARKINGS BEHIND 640 LOPEZ AVENUE.

RECOMMENDATION: The purpose of this item is to have the TAC consider placing a No Parking sign and pavement marking to accommodate the existing driveway access behind 640 Lopez Avenue.

It is recommended that a No Parking area be designated behind the driveway access to 640 Lopez Avenue.

B. CONSIDER PARKING DESIGNATIONS AND CURB MARKINGS TO THE EAST 40' AND WEST 25' OF LUZERN STREET.

RECOMMENDATION: The purpose of this item is to consider installation of red curb on north side of Hilby Ave. at Luzern St. Applicant request 40' of red curb on Hilby Ave. to the east of Luzern St. and 25' of red curb to the west of Luzern St. Staff performed the analysis of the intersection and recommends to deny request for red curb on Hilby Ave.

C. REVIEW TRAFFIC CALMING MEASURES ON PLUMAS AVENUE AT VARIOUS LOCATIONS BETWEEN NOCHE BUENA STREET AND HIGHLAND STREET

RECOMMENDATION: The purpose of this item is to review traffic calming measures on Plumas Ave. between Noche Buena Street and Highland Street. This item is a continuation of an application requesting channelizers as a solution to alleviate the on-going safety concerns of the neighborhood as described by the resident. On August 1, 2019, the City Council recommended that the TAC evaluate several alternative traffic calming improvements as outlined in this document.

7. STAFF COMMUNICATION

8. ADJOURNMENT

Next Regularly Scheduled Meeting:
Tuesday, October 15, 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
July 9, 2019**

1. CALL TO ORDER – 5:04 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, Misty Bradshaw, Jasmine Dolan

2. REVIEW OF AGENDA –

3. PUBLIC COMMENT – Gloria Sterns presented a photo of the 600 building on Broadway which was hit twice by a vehicle. She is requesting for TAC to take a look at putting a stop sign at Hillsdale and Broadway.

Diane Nielson presented a photo of the entrance of Home Depot. She is concerned about persons who stand on the median or inside the crosswalk that are getting dangerously close to cars and stop traffic when people stop to give money to these persons. She is requesting signs to be put up which she provided an image of that could possibly help curb the issue. She also voiced concern of the back lot of Home Depot that connects to Sand City and people are staying there and that it could be dangerous if a car is coming and a person is in the lane of traffic.

Ann Marie Pagan resident of 1000 Block of Carson and is concerned about the safety driving up or down the street. If cars are parked on both sides of the corner it is hard to see. Wants both corners red curbed.

LisAnne Sawhney would like the City to invest in an application like Salinas Connect or Monterey Connect to streamline concerns in the community where people can report things, take pictures and it can be contained and captured. She has seen commercial vehicle signs and doesn't quite understand what that means in the City. Would like crosswalks addressed for greater safety.

4. APPROVAL OF MINUTES

A. Approval of the April 23, 2019 meeting minutes with the following changes:

- Correction on comment made by Dianne Nielson regarding the overhead traffic signal at the intersection of Fremont and Broadway to comment made by Jeff Haney
- Update Dianne Nielson's comment to say "She has concerns about vehicles running red lights"

Medina/Riedl M/S/P with changes noted

5. BUSINESS ITEMS

A. Draft residential parking trial program recommendation.

Ms. Llantero presented the staff report. Chair David Pacheco suggested an Ad Hoc committee to work towards possible solutions for the trial residential program and bring it back to the TAC within a 60 day window. Pridgen/Medina M/S/P

B. Consider placing channelizers in the centerline on Plumas avenue at various locations between Noche Buena Street and Highland Street.

Ms. Bradshaw presented the staff report.
Dempsey/Pridgen M/S/P to remove channelizers on Plumas and install bots dots

C. Results of traffic study performed on Noche Buena Street at the intersection of Mingo Avenue and review stop sign warrant applicability.

Ms. Bradshaw presented the staff report. Medina/Dempsey M/S/P to investigate and install a mirror to allow visibility for vehicles traveling westbound on Mingo. This will return back to the committee if it is determined that there is not sufficient width in the right of way.

6. STAFF COMMUNICATION

Ms. Dolan presented the Traffic Advisory Committee website upgrades.

7. ADJOURNMENT

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

Respectfully submitted:

Jasmine Dolan



CITY OF SEASIDE STAFF REPORT

Item No.: 6.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: September 17, 2019

**SUBJECT: CONSIDER INSTALLATION OF NO PARKING SIGN AND
PAVEMENT MARKINGS BEHIND 640 LOPEZ AVENUE.**

PURPOSE & RECOMMENDATION

The purpose of this item is to have the TAC consider placing a No Parking sign and pavement marking to accommodate the existing driveway access behind 640 Lopez Avenue.

It is recommended that a No Parking area be designated behind the driveway access to 640 Lopez Avenue.

BACKGROUND

The resident at 640 Lopez Avenue is requesting the city to mark a "No Parking" area in the rear of the property on Theresa Street.

The single car garage driveway at 640 Lopez Avenue can only be accessed from Theresa Street. Theresa Street is approximately 32 feet wide with no sidewalk curb or gutter with five single family residences. There is a "NO PARKING" sign that prevents vehicles from parking on the city owned property located on the corner of Theresa St. and Hilby Ave. Other than that sign there are no other parking restrictions. Theresa Street dead ends at the rear of 632 & 640 Lopez Avenue.

ANALYSIS

The request states that vehicles park in front of 1192 Theresa St. and blocks access to the driveway at 640 Lopez. City records revealed that 640 Lopez Avenue was built in the fifties with the garage and driveway access from Theresa Street. The adjacent single family residence at 1192 Theresa Street was built in the sixties.

The California Vehicle Codes states:

Section 22500 (e) (1): A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

To help with clarification of the driveway limits, and the configuration of the street and how the dwellings were built, "No Parking" area is needed to continue to provide access 640 Lopez garage.

It is recommended to paint a 25"x5' section of the street adjacent to the frontage 1192 Theresa Street to allow backup space for the residence at 640 Lopez Avenue.

ATTACHMENTS

1. Request
 2. Photos
 3. CVC_VEH_22500
-



Attn Leslie

Engineering
Department

\$56 Application Fee

Traffic Advisory Committee Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3rd Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: Danny Abbuzzese Date: 5/31/19
Address: 640 Lopez Ave Phone: 831-236-3058
Seaside, CA 93940

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: Mark no parking in front
of my Driveway, Facing Right, from
street view with either sign or
ground markings. My Driveway Access
is off Theresa Street, located
at the back of my property. My
Driveway has been partially or completely
blocked since moving in June of
2016. After numerous attempts to work
with neighbor, I am forced to submit
this request.

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)	\$384
Installation of one sign	\$384

* Fees subject to change per City Council approved fee schedule.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Daniel Abbuzzese 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.

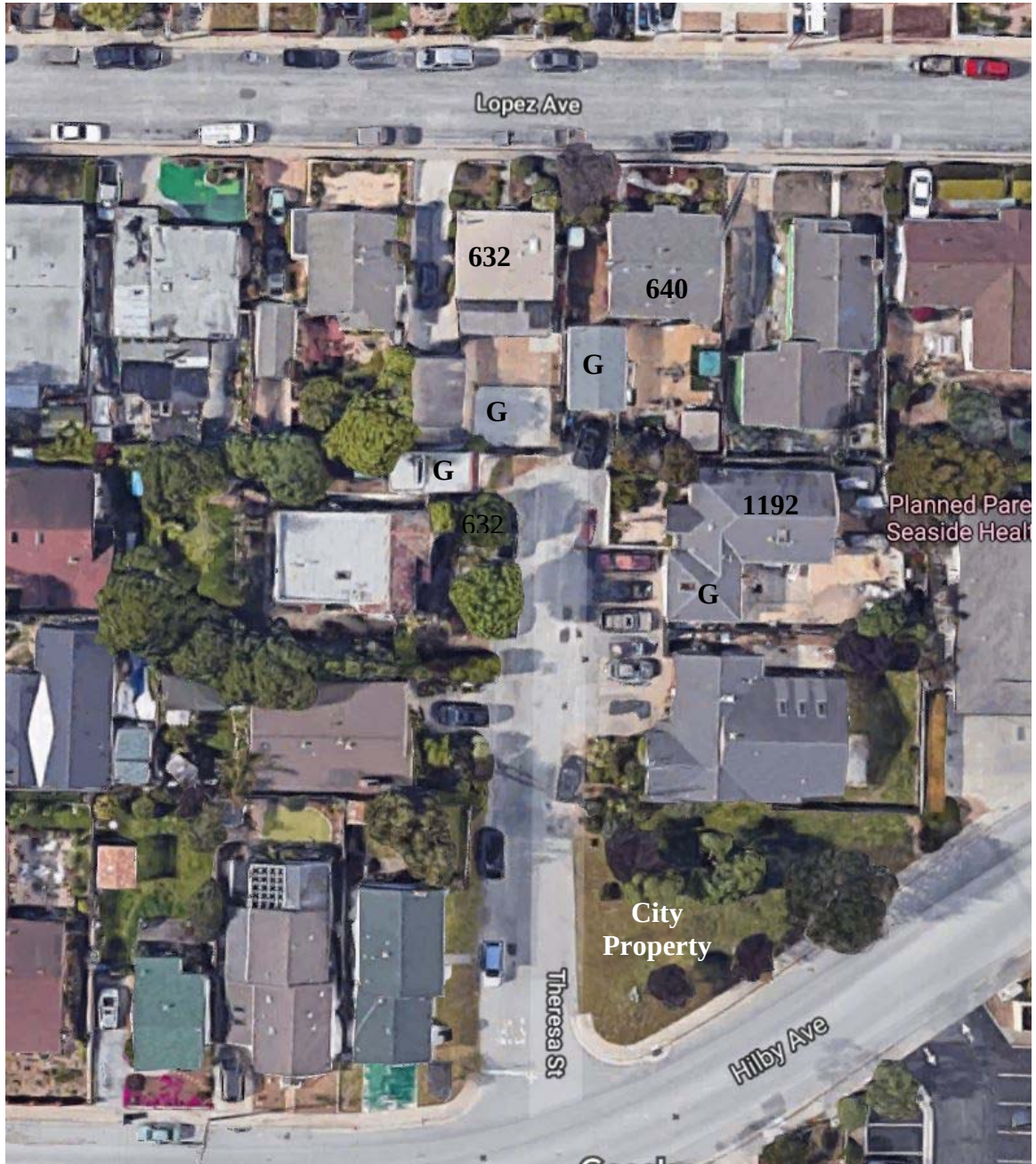
[Signature]
Applicant Signature

5/31/19
Date

Rec# R00000870

Attachment 2

Aerial Image



Street view Images

Driveway for 640 Lopez Ave

1192 Theresa St



Image from Google April 2015 – View looking north on Theresa Street towards driveway at 640 Lopez Avenue

Driveway for 640 Lopez Ave

1192 Theresa St



Image September 5, 2019 – View looking north on Theresa Street. Truck blocking driveway at 640 Lopez Avenue



City owns property on the corner of Theresa and Hilby

View looking north on Theresa St.

Seaside Municipal Code 10.32.115 Parking on property under the direct control of the city.

When signs are in place giving notice thereof, it shall be unlawful for any person to drive any vehicle, or to stop, park or leave standing any vehicle, whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any property under the direct control of the city, contrary to the directions and provisions of such signs. In addition to the penalties set forth in Chapter 1.16 SMC, vehicles driven, parked, stopped or left standing contrary to the provisions of such signs shall be subject to removal as authorized by Vehicle Code Sections 21113 and 22651(n). (Ord. 788 § 1, 1991)

State of California

VEHICLE CODE

Section 22500

22500. A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(a) Within an intersection, except adjacent to curbs as may be permitted by local ordinance.

(b) On a crosswalk, except that a bus engaged as a common carrier or a taxicab may stop in an unmarked crosswalk to load or unload passengers when authorized by the legislative body of a city pursuant to an ordinance.

(c) Between a safety zone and the adjacent right-hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, which sign or paint was erected or placed by local authorities pursuant to an ordinance.

(d) Within 15 feet of the driveway entrance to a fire station. This subdivision does not apply to any vehicle owned or operated by a fire department and clearly marked as a fire department vehicle.

(e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.

(f) On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.

(g) Alongside or opposite a street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.

(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

(i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.

(j) In a tube or tunnel, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility.

(k) Upon a bridge, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility, and except that buses engaged as a common carrier in local transportation may stop to load or unload passengers upon a bridge where sidewalks are provided, when authorized by local authorities pursuant to an ordinance, and except that local authorities pursuant to an ordinance or the Department of Transportation pursuant to an order, within their respective jurisdictions, may permit parking on bridges having sidewalks and shoulders of sufficient width to permit parking without interfering with the normal movement of traffic on the roadway. Local authorities, by ordinance or resolution, may permit parking on these bridges on state highways in their respective jurisdictions if the ordinance or resolution is first approved in writing by the Department of Transportation. Parking shall not be permitted unless there are signs in place, as may be necessary, to indicate the provisions of local ordinances or the order of the Department of Transportation.

(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.

(m) In a portion of a highway that has been designated for the exclusive use of public transit buses.

(Amended by Stats. 2016, Ch. 716, Sec. 2. (SB 998) Effective January 1, 2017.)



CITY OF SEASIDE STAFF REPORT

Item No.: 6.B.

TO: Traffic Advisory Committee

BY: Misty Bradshaw, Associate Engineer

DATE: September 17, 2019

**SUBJECT: CONSIDER PARKING DESIGNATIONS AND CURB MARKINGS
TO THE EAST 40' AND WEST 25' OF LUZERN STREET.**

PURPOSE & RECOMMENDATION

The purpose of this item is to consider installation of red curb on north side of Hilby Ave. at Luzern St. Applicant request 40' of red curb on Hilby Ave. to the east of Luzern St. and 25' of red curb to the west of Luzern St. Staff performed the analysis of the intersection and recommends to deny request for red curb on Hilby Ave.

BACKGROUND

Staff received the Traffic Advisory Committee Request Application, dated June 10, 2019, from resident requesting 40' of red curb on Hilby Ave. to the east of Luzern St. and 25' of red curb to the west of Luzern St. Resident noted visibility concerns when vehicles park up to the corners of Hilby Ave. and Luzern St. making it difficult to turn onto Hilby Ave. from Luzern.

Hilby Ave. is classified as a collector street, with a posted speed limit of 30 miles per hour (mph) and one lane of traffic in each direction. Hilby is 36 ft. wide, measured from face of curb to face of curb with parallel parking on both sides. Sidewalks measuring approximately 4 feet wide are present on both sides of the street. Luzern is classified as a residential street with a speed limit of 25 mph. The 1200 block of Luzern is a non-through street approximately 24 feet wide with parking only permitted on the west side of the street. Nine single family homes are located along this block of Luzern and their sole path of egress is through this subject intersection. There is a four-way stop controlled intersection at Yosemite St. and Hilby Ave. located approximately 300 feet east of the intersection.

STAFF ANALYSIS

Staff conducted a site visit at Hilby Ave. and Luzern St. During the site visit it was noted that there is adequate sight distances. CalAmerican Water (CalAm) has a property on the northeast corner of the intersection. If a red curb were installed, access to CalAm's vault, which contains vital life supporting infrastructure, would be limited.

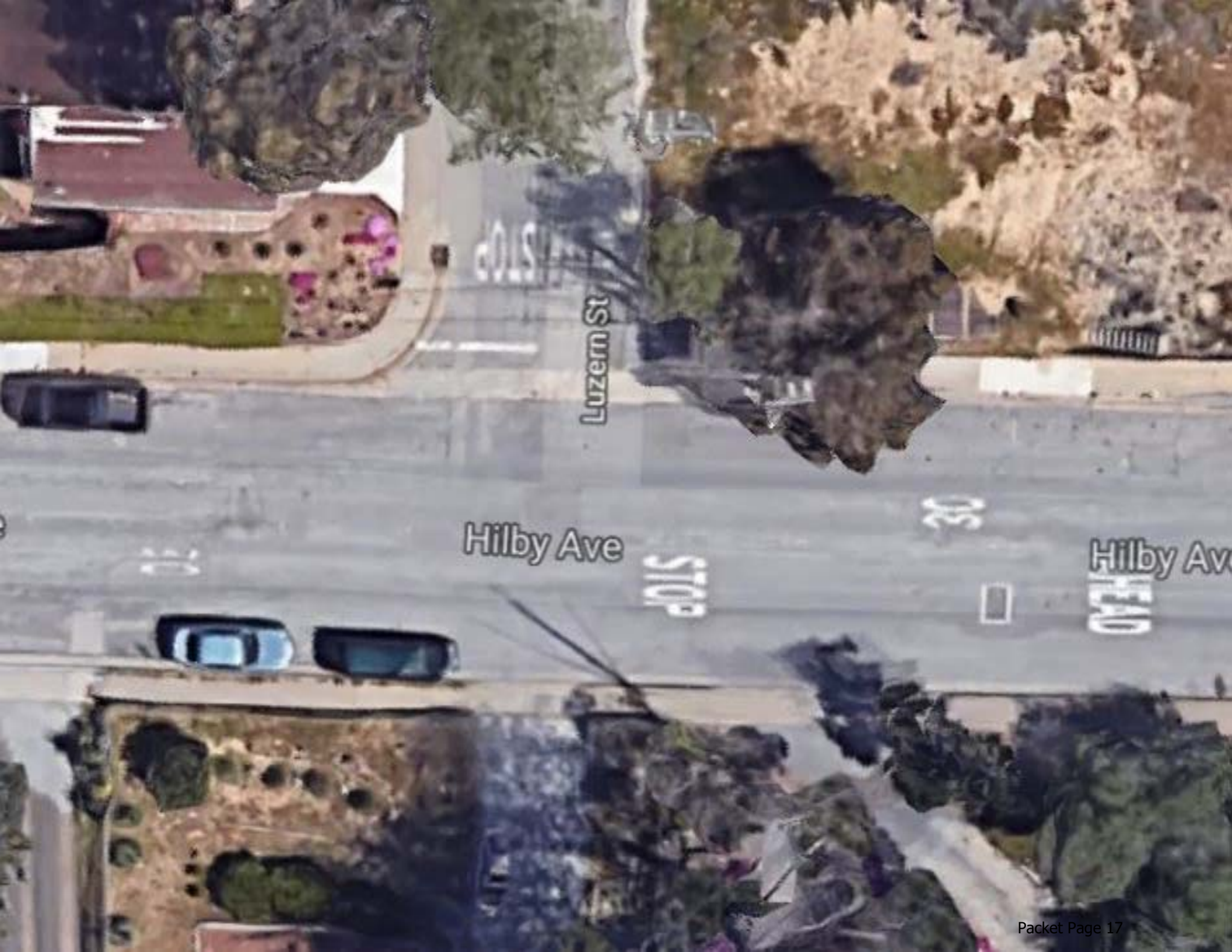
An existing tree is located on the north east corner of the intersection and it has been limbed up and trimmed back in recent months, and visibility has been greatly increased when looking east while turning onto Hilby Ave. from Luzern.

Collision data was collected in the area of the request over the last 3 years. During that time there were no reported collisions at the intersection of Luzern St. and Hilby Ave.

Staff recommends denying request for red curb on Hilby Ave. at Luzern St. as the conditions are typical for intersections throughout the City of Seaside. With the recent limbing up of the tree on north east corner, visibility is no longer limited. In addition red curb takes away available parking for the neighborhood where parking is a premium.

ATTACHMENTS

1. Aerial
 2. Site Photos
 3. Application Request
-





View in 2011 prior to tree trimming – from Luzern looking East



View 2019 Following tree trimming – From Luzern Looking East



2019 - View From Luzern Looking West



2019 – CalAm's vault at location of requested red curb East of Luzern.



Traffic Advisory Committee Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3rd Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: Christian & Catherine Mendelsohn Date: 5-31-19

Address: 1217 Luzern St Seaside, CA 93955 Phone: 831-383-0412

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

For the city of Seaside to paint red "no parking" marking paint on the curbs of

Request: Hilby Ave. to the east (40') & west (25') of Luzern Street side of Hilby Ave to prevent
automobiles from parking too close on either side of the exit of Luzern Street. It is
dangerous for drivers exiting onto Hilby Ave when automobiles are parallel parked on
Hilby up close to the corner of Hilby Ave & Luzern St. There is plenty of unused
parallel parking between Luzern & Yosemite, to accommodate the (4) cars that usually
park where the proposed red "no parking" marking paint would be.

It is very dangerous for drivers who exit Luzern onto Hilby when these cars are present
because drivers, especially residents who do this repetitively during the busy
commuting time, have to slowly creep well into the line of oncoming traffic onto Hilby
Ave in order to visibly see around these parked cars to see well enough to exit onto
Hilby. By that point, the front of automobiles are 75% into the perpendicular line of
traffic and it is unsafe, dangerous and anxiety-producing, especially if children are in
the car.

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:

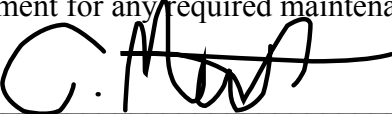
Description	Fee*
Marking curb – per curb (20' maximum length)	\$384
Installation of one sign	\$384

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

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Christian Mendelsohn 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.


Applicant Signature

6/10/19
Date



CITY OF SEASIDE STAFF REPORT

Item No.: 6.C.

TO: Traffic Advisory Committee

BY: Rick Riedl, City Engineer
Misty Bradshaw, Associate Engineer

DATE: September 17, 2019

**SUBJECT: REVIEW TRAFFIC CALMING MEASURES ON PLUMAS AVENUE
AT VARIOUS LOCATIONS BETWEEN NOCHE BUENA STREET
AND HIGHLAND STREET**

PURPOSE & RECOMMENDATION

The purpose of this item is to review traffic calming measures on Plumas Ave. between Noche Buena Street and Highland Street. This item is a continuation of an application requesting channelizers as a solution to alleviate the on-going safety concerns of the neighborhood as described by the resident. On August 1, 2019, the City Council recommended that the TAC evaluate several alternative traffic calming improvements as outlined in this document.

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, March 13, 2019, and

April 23, 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 (a.k.a. pavement marker) 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.

As noted above, staff documented the installation of 6 channelizers in accordance with the applicant's 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 23, 2019 Special TAC Meeting, requested an additional channelizer, making the total 9.

On July 9, 2019, at a Special Meeting of the TAC, Staff recommended to install Botts' Dots in lieu of channelizers. The Item was approved by TAC and was forwarded to the City Council for approval.

On Thursday, August 1, 2019 the City Council considered to approve the TAC recommendations to install Botts' Dots in lieu of channelizers at various locations as requested by the applicant. The City Engineer presented the item and summarized the data (as outlined in this report) on the roadway characteristics, speed survey, accident history, and traffic calming measures implemented to date. The item was discussed by the City Council and public comment was received. The Council asked whether additional traffic control measures are warranted to which the City Engineer responded that staff considers all resident complaints however in this case the data does not support the need for additional traffic control measures and the requested channelizers are not an effective traffic control measure to address the concern for vehicle speeding or reckless driving. The City Council discussed their opinions on the relative impacts of cost, noise, longevity, and visual blight for the alternative traffic control measures. The City Council unanimously agreed to return the item to the TAC for further consideration for recommended traffic calming measures, including assessing the feasibility of median planters in the center of Plumas Ave.

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 cushions, or high turning or cross movements.

OFF PEAK SPEED SURVEY		
Date	85th Percentile	10 mph pace speed
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. Data indicates there are no safety concerns to address.

In order to facilitate further discussion on the merits of potential alternative traffic calming measures at this location, staff analyzed the traffic control devices discussed at the August 1, 2019 City Council meeting and an additional alternative, Chicanes. To wit, the attached table summarizes the effectiveness of the following alternatives;

- Do Nothing
- Install 6-Inch Bots' Dots
- Install Channelizers
- Install Median Planters
- Install Chicanes as Replacement for Existing Traffic Calming Measures

These alternatives are ranked with a score of 1 for low effectiveness up to 3 for high effectiveness for the following criteria;

- Reduce Potential to Cause Traffic Accidents – This criteria rates the potential for the traffic control device to effect the incidence of vehicle traffic accidents
- Reduce Speeding – This criteria rates the potential for the traffic control device to reduce vehicle speeding
- Reduce Lane Drift – This criteria rates the potential for the traffic control device to reduce vehicle lane drift
- Reduce Traffic Noise – This criteria rates the potential for the traffic control device to minimize increased vehicle noise
- Cost Effectiveness – This criteria rates the potential life cycle costs for the traffic control device
- Aesthetics – This criteria rates the perceived long term aesthetics for the traffic control device

The tabulated alternatives are discussed in further detail below.

Considerations for Alternative "Do Nothing"

Reduce Potential to Cause Traffic Accidents - The effectiveness rating for this alternative is high because traffic accidents are not a concern at this location.

Therefore, an effective solution is to do nothing.

Reduce Speeding - The effectiveness rating for this alternative is low because do nothing by itself is not effective in reducing potential speeding. However, speeding is not a concern at this location because the speed cushions are an effective solution.

Reduce Lane Drift – The effectiveness rating for this alternative is low because doing nothing will not reduce the potential to reduce vehicle lane drift.

Reduce Traffic Noise – The effectiveness rating for this alternative is high because do nothing will not increase vehicle noise. Therefore, an effective solution is to do nothing.

Cost Effectiveness – The effectiveness rating for this alternative is high because the life cycle costs for do nothing is very low. Therefore, a cost effective solution is to do nothing.

Aesthetics – The effectiveness rating for this alternative is high because the long term aesthetics for doing nothing is high. Therefore, an aesthetic solution is to do nothing.

Considerations for Alternative “6-Inch Bots’ Dots”

Reduce Potential to Cause Traffic Accidents - The effectiveness rating for this alternative is moderate because traffic accidents may increase as drivers adjust their driving habits to avoid or strike the dots.

Reduce Speeding -The effectiveness rating for this alternative is low because Bots’ dots by themselves are not effective in reducing potential speeding. However, speeding is not a concern at this location because the speed cushions are an effective solution.

Reduce Lane Drift – The effectiveness rating for this alternative is high because Bots’ dots will reduce vehicle lane drift for all vehicles. Therefore, Bots’ dots are an effective solution to reduce lane drift.

Reduce Traffic Noise – The effectiveness rating for this alternative is low because Bots’ dots have the potential to increase vehicle noise.

Cost Effectiveness – The effectiveness rating for this alternative is moderate because the life cycle costs for Bots’ dots is low.

Aesthetics – The effectiveness rating for this alternative is moderate because the raised dots may not be visually appealing to some people.

Considerations for Alternative “Channelizers”

Reduce Potential to Cause Traffic Accidents - The effectiveness rating for this alternative is moderate because traffic accidents may increase as drivers adjust their driving habits to avoid or strike the channelizers.

Reduce Speeding - The effectiveness rating for this alternative is low because channelizers by themselves are not effective in reducing potential speeding. However, speeding is not a concern at this location because the speed cushions are an effective solution.

Reduce Lane Drift – The effectiveness rating for this alternative is moderate because as attested by the applicant channelizers will not reduce vehicle lane drift for most vehicles. Therefore, channelizers are not an effective solution to reduce lane drift.

Reduce Traffic Noise – The effectiveness rating for this alternative is moderate because channelizers have the potential to increase vehicle noise.

Cost Effectiveness – The effectiveness rating for this alternative is low because the life cycle costs for channelizers is high.

Aesthetics – The effectiveness rating for this alternative is low because the channelizers are not visually appealing to some people and the long term aesthetics could be affected because of the ongoing need for maintenance.

Considerations for Alternative “Median Planters”

Reduce Potential to Cause Traffic Accidents - The effectiveness rating for this alternative is low because traffic accidents may be caused by drivers failing to adjust

their driving habits to avoid medians.

Reduce Speeding - The effectiveness rating for this alternative is low because the median by itself is not effective in reducing potential speeding. However, speeding is not a concern at this location because the speed cushions are an effective solution.

Reduce Lane Drift – The effectiveness rating for this alternative is low because the median(s) cannot be placed at the location where lane drift is currently taking place.

Lane drift is taking place at the gaps in the speed cushions placed there to allow emergency vehicles to drift out of the lane.

Reduce Traffic Noise – The effectiveness rating for this alternative is high because a median would not increase vehicle noise.

Cost Effectiveness – The effectiveness rating for this alternative is low because the life cycle costs for installing and maintaining planted medians is high.

Aesthetics – The effectiveness rating for this alternative is high because the long term aesthetics of the planted medians is high. However, the long term aesthetics could be affected because of the ongoing need for maintenance.

Considerations for Alternative “Chicanes”

Reduce Potential to Cause Traffic Accidents - The effectiveness rating for this alternative is moderate because traffic accidents may be caused by drivers failing to adjust their driving habits to avoid the chicanes.

Reduce Speeding - The effectiveness rating for this alternative is high because chicanes have been shown to be effective in reducing potential speeding. However installation of chicanes would be in conflict with the existing traffic calming, so if chicanes alternative is selected, the existing traffic calming would need to be removed in order for it to be a potentially effective solution.

Reduce Lane Drift – The effectiveness rating for this alternative is moderate because chicanes will not reduce lane drift for most vehicles.

Reduce Traffic Noise – The effectiveness rating for this alternative is high because chicanes would not increase vehicle noise. Therefore, a potentially effective solution is to remove the existing traffic calming measures and install chicanes.

Cost Effectiveness – The effectiveness rating for this alternative is low because the life cycle costs for installing and maintaining planted chicanes is high.

Aesthetics – The effectiveness rating for this alternative is high because the long term aesthetics of the planted chicanes is high. Although, the long term aesthetics could be affected because of the ongoing need for maintenance, a potentially effective solution is to remove the existing traffic calming measures and install chicanes.

The effectiveness for the alternatives outlined above should be evaluated by the TAC.

The attached table summarizes the engineering evaluations for these alternatives that could be used to facilitate the discussion.

ENVIRONMENTAL COMPLIANCE

In accordance with Title 14, California Code of Regulations (CCR, Title 14), Chapter 3

"CEQA Guidelines," Article 20, Section 15378, the proposed action is not a project as defined by the California Environmental Quality Act (CEQA). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project.

ATTACHMENTS

1. Attachment - Table of Traffic Calming Alternatives
 2. Email Re_ 640 Lopez Avenue - TAC Item
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Engineering Evaluation of Alternatives Plumas Traffic Calming

Proposed Option	Reduce Potential to Cause Traffic Accident	Effectiveness in Reducing Speeding	Effectiveness in Reducing Lane Drift	Effectiveness in Reducing Traffic Noise	Cost Effectiveness	Aesthetics
Do Nothing	3	1	1	3	3	3
Bots Dots 6-inch	2	1	3	1	2	2
Channelizers	2	1	2	2	1	1
Median Planters	1	1	1	3	1	3
Chicanes	2	3	2	3	1	3

Table Notes

1 = Low Effectiveness

2 = Medium Effectiveness

3 = High Effectiveness

From: Rick Riedl <rriedl@ci.seaside.ca.us>
To: LLLantero@ci.seaside.ca.us
CC: jdolan@ci.seaside.ca.us, MBradshaw@ci.seaside.ca.us
Date: 9/13/2019 3:46 PM
Subject: Re: 640 Lopez Avenue - TAC Item

Can this email be included in the agenda package?

Thank you
Rick

> On Sep 12, 2019, at 4:36 PM, Leslie Llantero <LLLantero@ci.seaside.ca.us> wrote:

>

> I received a call from Stuart Shankle who owns 632 Lopez Avenue, immediately adjacent to the east of 640 Lopez. He wanted to voice support for this item.