

TRAFFIC ENGINEERING COMMITTEE AGENDA

REGULAR MEETING

UKIAH CIVIC CENTER
Conference Room No. 3
300 Seminary Avenue
Ukiah, California 95482

TUESDAY, September 8, 2015
3:00 P.M.

1. **CALL TO ORDER:**

2. **APPROVAL OF MINUTES:** August 11, 2015

3. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS:**

The Traffic Engineering Committee welcomes input from the audience. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than 10 minutes per subject. The Brown Act regulations do not allow action to be taken on non-agenda items.

4. **OLD BUSINESS:**

None

5. **NEW BUSINESS:**

- a. Discussion and Possible Action Regarding a Yellow Loading Zone on South Oak Street at Mill Street.
- b. Discussion and Possible Action Regarding Request for 25 MPH Speed Zone Pavement Markings on State Street.

6. **COMMITTEE MEMBER REPORTS:**

7. **MISCELLANEOUS ITEMS:**

8. **ADJOURNMENT:**

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed in order for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Dated this 2th day of September, 2015
Lory Limbird, Recording Secretary

TRAFFIC ENGINEERING COMMITTEE MINUTES
August 11, 2015
Minutes

MEMBERS PRESENT

Dan Baxter, TEC Chairman
John Lampi, Public Representative
Rick Seanor, Staff
Ben Kageyama, Staff
Trent Taylor, Staff
Darin Malugani, Staff
Kevin Thompson, Staff

OTHERS PRESENT

Maureen Mulheren, Council Member
Meredyth Reinhard, Public Health
Dina Polkinghorne
Neil Davis, Walk Bike Mendocino
Erwin Hoese
Armand Brint

MEMBERS ABSENT

Roger Vincent

STAFF PRESENT

Lory Limbird
Andrew Stricklin
Tim Eriksen

1. CALL TO ORDER

The Traffic Engineering Committee meeting was called to order by Chairperson Baxter at 3:06 pm in Conference Room No. 3, Ukiah Civic Center, 300 Seminary Avenue, Ukiah, California.

2. APPROVAL OF MINUTES – July 8, 2015

Motion/Second: Lampi/Thompson to approve July 8, 2015 minutes as written.
Motion carried by an all AYE voice vote of the members present.

3. AUDIENCE COMMENTS ON NON-AGENDA ITEMS

Tim Eriksen announced that he will start regularly attending TEC meetings and will relieve Member Seanor of representing him at these meetings.

4. OLD BUSINESS

a. Discussion and Possible Action Regarding Request for Removal of No Parking Zone on Waugh Lane near Creekside Village Senior Apartments (continued).

Member Seanor presented this item. This item was discussed at the July 14, 2015 meeting. Additional information was requested regarding Bus Loading Zones, the number of parking spaces available and sight distance for those drivers exiting the Creekside Village parking lots. Staff recommends designating two Bus Loading Zones, each 50 feet in length, at the south side of each of the two main entrance driveways. For sight distance, staff recommends No Parking Zones be retained for a length of 20 feet at the north side of each of the two main entrance driveways. The addition of Bus Loading Zones and retention of no parking zones for sight distance can be approved by the TEC.

Motion/Second: Taylor/Lampi to recommend to the City Council the removal of the existing No Parking Zone, as designated, on the east side of Waugh Lane adjacent to the Creekside Village Senior Apartments and south to Cooper Lane with retention of two areas for the Bus Loading Zones.

Motion carried by an all AYE voice vote of the members present.

5. **NEW BUSINESS**

a. **Discussion and Possible Action Regarding Request for a No Parking Zone at the corner of North Pine Street at Gibson Street.**

Member Seanor presented this item. The TEC received a letter from Carol Gottfried requesting a No Parking Zone on North Pine Street at Gibson Street. In addition, Ms. Gottfried has requested assistance in dealing with a boat and trailer which have been left parked on Gibson Street for an extended period of time. Vehicles parked near the corner of Pine and Gibson reduce sight distance and make it difficult to maneuver around the corner. Per City Code Section 7144, vehicles are not permitted to be parked on the street for longer than 72 hours. As indicated in Ms. Gottfried's letter, the boat and trailer have remained parked on the street for more than a month.

Member Seanor received a phone call from David Epley, 303 Gibson, who owns the motor home and the pickup. He has no problem moving the pickup and is looking for a place to park the motorhome. Another call came from Kathryn Hoese, 315 Gibson, who reported that the boat has been there for several months. A third call came from Chris Donohue, 901 N. Pine Street, the owner of the boat. Mr. Donohue works for the San Rafael Fire Department and will be able to move the boat on Friday, August 14, 2015.

Dina Polkinghorne, 955 N. Pine Street, stated there is not enough room for cars to pass with the motorhome and the pickup on either side of the street. She supports the addition of a No Parking Zone around the corner of North Pine Street to Gibson Street.

Member Taylor stated that neighbors should call police dispatch if any vehicle is on street beyond 72 hours and the police will go out and mark the vehicle.

Motion/Second: Taylor/Thompson to 1) recommend to the City Council the approval of the No Parking Zone on North Pine Street at Gibson Street; and 2) refer the boat and trailer to the Police Department for assistance in enforcing the 72 hour parking limit.

Motion carried by an all AYE voice vote of the members present.

6. **COMMITTEE MEMBER REPORTS**

Member Taylor stated the Police Department did have the traffic radar positioned on Gibson Street to be visible when travelling from North State Street to Oak Street. It is now in a different location but they plan to have it put back on Gibson Street on the opposite side of street to be visible when driving from Oak Street to North State Street.

7. **MISCELLANEOUS ITEMS**

Member Seanor stated that 2 new signs called Rectangular Rapid Flashing Beacons (RRFB) were posted on North State Street by the fairgrounds. These signs contain LED lights, are double faced and are push button activated. The LED lights are very obvious at a distance. A sign was posted at these lights to advised pedestrians to push the button and then watch traffic to make sure vehicles stop before entering the crosswalk. These lights stay on for a fixed amount of time.

Member Seanor added that more improvements are planned for Garrett Drive and North State Street to include LED lights on the pavement surface with a bulb-out on the northwest corner and a shallow bulb-out on the east side. When this is installed, the crosswalk at the fairgrounds will be removed. The RRFB signs will then be put somewhere else.

Council Member Mulheren asked for a press release to explain to the public that shark teeth indicate that traffic should stop at that point for pedestrian crossings.

8. **ADJOURNMENT**

There being no further business, the meeting adjourned at 3:40 p.m.

Lory Limbird, Recording Secretary

DRAFT

CITY OF UKIAH MEMORANDUM

DATE: September 2, 2015

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works 

SUBJECT: Discussion and Possible Action Regarding a Yellow Loading Zone on South Oak Street at Mill Street
Agenda Item 5a.

REQUEST: The Traffic Engineering Committee (TEC) received a request from Mr. Kevin Slater, Eagle Distributing, for a loading zone on South Oak Street at Mill Street. Please refer to Mr. Slater's request, Attachment "A". A photomap, Attachment "B", has been provided for reference.

DISCUSSION: Mr. Slater requested a loading zone in order to facilitate regular deliveries to the Prime Market store at this intersection. Drivers quite often have to park on the opposite sides of the street and cross traffic with their deliveries.

A yellow loading zone is appropriate for this location. Per City Code section 7180, the City Traffic Engineer (Traffic Engineering Committee) is authorized to determine and mark loading zones. Please refer to Attachment "C", an excerpt from the City Code on loading zones. Also, please note that yellow loading zones are only for the hours between 7 am and 6 pm daily except Sundays and holidays.

RECOMMENDATION: 1) Approve the request for a yellow loading zone. 2) Refer to staff for further analysis.

cc: Mr. Kevin Slater, Eagle Distributing
Ramzan Mistry, Prime Market
Ramon H. Oliver, 719 S. Oak St.
Jan L. Davis, property owner of 700 S. Oak St.
Resident, 700 S. Oak St.
file

Loading Zone Request – 8/26/2015

City of Ukiah,

My name is Kevin Slater and I am the Manager at Eagle Distributing here in Ukiah. We Deliver Anheuser- Busch product as well as other Beer manufacturers and non alcoholic drinks. My delivery drivers have brought to my attention that at Prime Market located on the corner of Mill Street and Oak Street. They are increasingly having a hard time parking near the store in order to make deliveries.

The owner of the store will not allow delivery trucks to park within his store parking lot as he feels it deters customers from pulling in to his store as the trucks block part of the available parking. This requires delivery trucks to park out on the street to make the deliveries. Unfortunately there is not a loading /unloading zone adjacent to this store that trucks can use for deliveries. We often have to park either across the street on Mill Street or across the street on Oak Street. This makes for a dangerous situation to have delivery people making 20 or more street crossings with a hand truck filled with product on a very busy street.

My drivers have mentioned to me on several occasions that they had a close call with a motor vehicle while making deliveries to this account, and have asked why there is not a Loading zone in the proper location of Oak Street in order to have a safe place to load and unload their product with out having to cross the street.

I am asking that the City of Ukiah install a loading/unloading zone at this location to help protect all personal that deliver to this store. I feel this can be done at a minimal cost and will help to avoid future injury or death to a delivery driver.

Please feel free to call me with questions.

Kevin Slater

Branch Manager

Eagle Dist.

Ukiah, Ca.

Direct line # 707-671-9005

Office # 707-462-2697

Cell # 707-489-7202

kevinslater@call4bud.com

Serving Lake and Mendocino County





ATTACHMENT "B"
TEC—September 8, 2015
South Oak St. at corner of West Mill St.

South Oak St.

At corner of West Mill St.

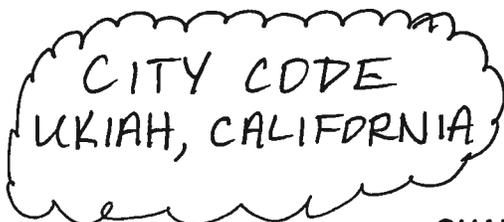
Street Width: 44 feet

Google Image—August 2013



Google Image—April 2012





CHAPTER 1

REGULATIONS OF TRAFFIC AND STREETS

ARTICLE 12. STOPPING FOR LOADING OR UNLOADING ONLY

SECTION:

- 7180: City Traffic Engineer delegated authority to establish loading zones
- 7181: Curb Markings to Indicate Parking Restrictions
- 7182: Parking in Violation of Restricted Zones Prohibited
- 7183: Effect of Permission to Load or Unload
- 7184: Standing for loading or Unloading Only
- 7185: Standing in Passenger Loading Zone
- 7186: Standing in any Alley
- 7187: Coach Zones to be Established
- 7188: Taxi Zones to be Established
- 7189: Infraction Penalty for Violating this Article

§7180: CITY TRAFFIC ENGINEER DELEGATED AUTHORITY TO ESTABLISH LOADING ZONES:

- A. The City Traffic Engineer is hereby authorized to determine and to mark loading zones and passenger loading zones as follows:
 1. At any place in the central traffic district or in any business district.
 2. Elsewhere in front of the entrance to any place of business or in front of any hall or place used for the purpose of public assembly.
- B. Loading zones shall be indicated by yellow paint line upon the top of all curbs within such zones.

- C. Passenger loading zones shall be indicated by white paint upon the top of all curbs in said zones. (Ord. 553, §1, adopted 1963; amd. by Ord. No. 650, §2, adopted 1973)

§7181: CURB MARKINGS¹ TO INDICATE PARKING RESTRICTIONS: The City Traffic Engineer is hereby authorized, subject to the provisions and limitations of this Chapter to place, and when required herein shall place, the following curb markings to indicate parking or standing regulations, and said curb markings colors shall have the meanings as herein set forth:

- A. Red shall mean no stopping, standing or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone or signed as a bus zone.
- B. Yellow shall mean no stopping, standing or parking at any time between seven o'clock (7:00) A.M. and six o'clock (6:00) P.M. of any day except Sundays and Holidays for any purpose other than the loading or unloading of passenger or materials, provided that the loading or unloading of passengers shall not consume more than three (3) minutes nor the loading or unloading of materials more than twenty (20) minutes.
- C. White shall mean no stopping, standing or parking for any purpose other than loading or unloading of passengers, or for the purpose of depositing mail in an adjacent mail box, which shall not exceed three (3) minutes. Such restrictions shall apply between seven o'clock (7:00) A.M. and six o'clock (6:00) P.M. of any day except Sundays and holidays and except as follows:
1. When such zone is in front of a hotel or in front of a mailbox the restrictions shall apply at all times.
 2. When such zone is in front of a theater the restrictions shall apply at all times except when such theater is closed. When such zone is in front of a theater and/or a library, the restrictions shall apply at all times except when such theater or library is closed. (Ord. 553, §1, adopted 1963; amd. by Ord. 641, §1, adopted 1973)

§7182: PARKING IN VIOLATION OF RESTRICTED ZONES PROHIBITED: When the City Traffic Engineer as authorized under this Chapter has caused curb markings to be placed, no person shall stop, stand or park a vehicle adjacent to any such legible curb marking in violation of any of the provisions of this Article. (Ord. 553, §1, adopted 1963)

1. For State Law designation of colored curb markings, see Vehicle Code §21458.

§7183: EFFECT OF PERMISSION TO LOAD OR UNLOAD:

- A. Permission herein granted to stop or stand a vehicle for purposes of loading or unloading of materials shall apply only to commercial vehicles and shall not extend beyond the time necessary therefor, and in no event for more than twenty (20) minutes.
- B. The loading or unloading of materials shall apply to commercial deliveries, also the delivery or pickup of express and parcel post packages and United States mail.
- C. Permission herein granted to stop or park for purposes of loading or unloading passengers shall include the loading or unloading of personal baggage but shall not extend beyond the time necessary therefor and in no event for more than three (3) minutes.
- D. Within the total time limits above specified the provisions of this Section shall be enforced so as to accommodate necessary and reasonable loading or unloading but without permitting abuse of the privileges hereby granted. (Ord. 553, §1, adopted 1963)

§7184: STANDING FOR LOADING OR UNLOADING ONLY: No person shall stop, stand or park a vehicle in any yellow loading zone for any purpose other than loading or unloading passengers or material for such time as is permitted in §7183. (Ord. 553, §1, adopted 1963)

§7185: STANDING IN PASSENGER LOADING ZONE: No person shall stop, stand or park a vehicle in any passenger loading zone for any purpose other than the loading or unloading of passengers for such time as is specified in §7183. (Ord. 553, §1, adopted 1963)

§7186: STANDING IN ANY ALLEY: No person shall stop, stand or park a vehicle for any purpose other than the loading or unloading of persons, or materials in any alley. (Ord. 553, §1, adopted 1963)

§7187: COACH ZONES TO BE ESTABLISHED:

- A. The City Traffic Engineer is hereby authorized to establish coach zones opposite curb space for the loading and unloading of buses or common carriers of passengers and to determine the locations thereof.

- B. Coach zones shall normally be established on the far side of an intersection. (Ord. 553, §1, adopted 1963)

§7188: TAXI ZONES TO BE ESTABLISHED: Whenever any street or portion of a street has been lawfully designated as a taxicab street stand,¹ the City Traffic Engineer shall cause the same to be marked with white paint or other white material with the words "Taxi Zone" imprinted in black letters thereon. No operator of any vehicle other than a taxicab or auto for hire shall park such vehicle in such taxicab stand. (Ord. 553, §4, adopted 1963)

§7189: INFRACTION PENALTY FOR VIOLATING THIS ARTICLE: It shall be unlawful and constitute an infraction for any person to violate any provision of this Article. Any such violation shall be punishable by a fine not exceeding fifty dollars (\$50.00) for a first offense, one hundred dollars (\$100.00) for a second offense committed within one year and one hundred fifty dollars (\$150.00) for each additional offense committed within one year, except as to continuing offenses as provided in §7051. As to continuing offenses the fine for each violation deemed to be a separate violation by §7051 shall not exceed fifty dollars (\$50.00). (Ord. 863, §4, adopted 1986)

1. Designation of taxicab street stand to be by City Council or Chief of Police, see §3855.

CITY OF UKIAH MEMORANDUM

DATE: September 4, 2015

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works 

SUBJECT: Discussion and Possible Action Regarding Request for 25 MPH Speed Zone Pavement Markings on State Street
Agenda Item 5b.

REQUEST: The Traffic Engineering Committee (TEC) received a request from Council Member Mo Mulheren, for Speed Zone Pavement Markings on State Street. Please refer to Ms. Mulheren's request, Attachment "A". Council Member Mulheren, in further discussion with, Tim Eriksen, Director of Public Works / City Engineer, confirmed that her request was for the downtown section of State Street where the speed limit is 25 mph.

DISCUSSION: An Engineering and Traffic Survey (E&TS) was completed on State Street from Gobbi Street to Norton Street on May 11, 2012. Please refer to Attachment "B". The results of the E&TS were consistent with the posted 25 mph speed zone on this section of State Street. The E&TS's for City speed limits are completed every five years.

Speed zone pavement markings may be used to supplement speed limit signs. Please see the attached excerpt from the California Manual of Uniform Traffic Control Devices (MUTCD) 2014 Edition is provided as Attachment "C".

Based on the information provided in the E&TS there is no indication that there is a problem with drivers exceeding the speed limit on State Street from Norton Street to Gobbi Street. Staff therefore does not believe that speed zone pavement markings are necessary for this stretch of State Street.

RECOMMENDATION: Discuss and provide direction to staff.

cc: Council Member Mo Mulheren
file

Rick Seanor

From: Maureen Mulheren <themoyouknow@gmail.com>
Sent: Monday, August 03, 2015 11:03 AM
To: Lorraine Limbird; Rick Seanor
Cc: Sage Sangiacomo; Tim Eriksen
Subject: TEC Agenda

Good morning Lory and Rick!

I was wondering if the TEC has a large Agenda this month?

I would like to see a discussion of adding Posted MPH Pavement Markings on State Street at the locations that it changes from 35 - 30- 25 etc.

If there isn't time this month maybe September?

Thanks in advance!

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Connect Insurance
Maureen "Mo" Mulheren
Insurance Agent #0G38950
707-391-2101 office
707-391-3664 cell
304 N State Street #1
Ukiah, CA 95482

Find me on Facebook: [facebook.com/tmykconnectinsurance](https://www.facebook.com/tmykconnectinsurance)

**City of Ukiah Public Works Department
Speed Limit
Engineering and Traffic Survey (E&TS)**

Street: State Street Prepare By: Omni-Means
 Limits: Gobbi Street to Norton Street Field Observer: R. Tuma
 Date: 5/11/2012

Factors

A. PREVAILING SPEED DATA

Location of Survey	Mid-Block	
Direction	Both	
85th Percentile	26 MPH	
10 mph Pace	18 MPH	27 MPH
Percent in Pace	92%	
Posted Speed Limit	25 MPH	

B. COLLISION HISTORY

Date Range Covered	From	To	Duration/Years
	Jan-08	Apr-11	3 years
Total Collisions	Fatal	Injury	Non-Injury
	0	13	36

C. TRAFFIC FACTORS

Average Daily Traffic	13,165
Length of Segment	3,950
Width of Segment	50
Number of Travel Lanes	4

D. CONDITIONS NOT READILY APPARENT

Conditions None

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

E. ADJACENT LAND USE Residential

SURVEY RESULTS

Posted Speed Limit	25 MPH
Critical Speed*	25 MPH
Reduction in Speed For Conditions Not Readily Apparent To Driver?	No
Speed Limit Change?	n/a
Recommended Speed Limit	25 MPH

* Nearest 5 MPH

Approved and Authorized for release:

Russ Wenham, P.E. 7/9/2012
 Name Date

Project Manager
 Title



California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Standard:

⁵³ The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.

⁵⁴ Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:

- At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.
- R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.
- The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- Signs shall be placed in protected locations.
- At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.

⁵⁵ Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.

Guidance:

- Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

⁵⁶ Conventional highways with 55 mph speed limits should be posted as follows:

Standard:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

Guidance:

- Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 65 mph speed limits should be posted as follows:

- The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.
- Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Option:

⁵⁷ Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

⁵⁸ The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.