

**TRAFFIC ENGINEERING COMMITTEE MINUTES**  
**April 14, 2015**  
**Minutes**

**MEMBERS PRESENT**

John Lampi, TEC Vice-Chairman  
Rick Seanor, Staff  
Ben Kageyama, Staff  
Roger Vincent, Public Representative  
Trent Taylor, UPD  
Kevin Thompson, Staff  
Darin Malugani, Staff

**OTHERS PRESENT**

Maureen Mulheren, Council Member  
Pam Jensen, UVAH  
Cathy Schaus, AAA  
Jim Werner, St. Mary's School  
Shelly Schmidt, UVAH  
Bob Butler, MTA  
Mary Leitem-Thomas, St. Mary's School  
Amelia Osburn

**MEMBERS ABSENT**

Dan Baxter, TEC Chairman

**STAFF PRESENT**

Lory Limbird  
Andrew Stricklin, Public Works Department

**1. CALL TO ORDER**

The Traffic Engineering Committee meeting was called to order by Vice-Chairperson Lampi at 3:03 pm in Conference Room No. 5, Ukiah Civic Center Annex, 411 W. Clay Street, Ukiah, California.

**2. APPROVAL OF MINUTES – March 10, 2015**

**Motion/Second:** Vincent/Taylor to approve March 10, 2015 minutes.  
Motion carried by an all AYE voice vote of the members present.

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

none

**4. OLD BUSINESS**

**Member Kageyama** presented a verbal report concerning the crosswalks in front of Oak Manor School. The east-west crosswalk on Oak Manor Drive should not be relocated due to existing driveways on the east side of Oak Manor Drive. The school's exit driveway is very wide, about 40'. The City suggests to the school to reduce the width of the driveway by creating a single lane for entry and exit. Presently the school is positioning cones to help direct traffic flow.

**Member Vincent** asked about the loading zone on north side of Church Street located west of School Street. Member Seanor replied that removing that loading zone was approved and will happen in the near future.

**5. NEW BUSINESS**

**a. Discussion and Possible Action Regarding the Passenger Loading Zone and Establishing No Parking Zone at Ukiah Valley Association for Habilitation (UVAH), 915 S. Dora Street.**

**Member Seanor** presented this item. Member Seanor received a letter from Sean Bashaw of UVAH. According to Mr. Bashaw, the passenger loading zone in front of UVAH is, at times, utilized by parents of St. Mary's students. When other vehicles occupy the loading zone, UVAH is forced to park elsewhere to unload clients. Mr.

Bashaw requested counsel from the City to arrive at a solution which would increase the safety and convenience of all people involved.

**Member Seanor** recommended converting the white loading zone in front of UVAH into a no parking/bus loading zone which would prohibit other vehicles from using this area.

**Member Taylor** added that the white zone only allows 3 minutes for people to load and unload. He agreed that a no parking/bus loading zone would be the best solution and then UVAH could lawfully use this area for their vehicles and loading/unloading their clients. A 50 foot no parking/bus loading zone would allow UVAH to park two of their vans/busses in this area.

**Motion/Second: Taylor/Vincent – Recommend to the City Council the approval of a 50 foot no parking/bus loading zone in front of UVAH at 915 S. Dora Street.**

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

**b. Discussion and Possible Action Regarding a Request for No Parking Zones on South Orchard Avenue at Kings Court.**

**Member Seanor** received a request from Cathy Schaus, Ukiah District Office AAA, to establish no parking zones on S. Orchard Avenue at Kings Court. According to Ms. Schaus, vehicles parked on Orchard Avenue, north and south of Kings Court, reduce the sight distance for vehicles exiting Kings Court. On occasion, vehicles even park along the curb returns at Orchard Avenue and Kings Court. Establishing no parking zones on Orchard Avenue for a length of 40 feet north and 40 feet south of Kings Court will provide for better sight distance at this intersection.

**Councilmember Mulheren** asked if this 40 foot no parking zone south of Kings Court would affect the area the DMV uses for commercial inspections.

**Cathy Schaus** replied the commercial inspection area will have to be moved slightly to the south.

**Motion/Second: Vincent/Malugani – Recommend to the City Council the approval of 40 foot no parking zones on both the north and south sides of Kings Court at S. Orchard Avenue.**

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

**c. Discussion and Possible Action Regarding STOP sign request – Standley Street at Barnes Street.**

**Member Seanor** introduced this item. He received a letter from Cottie Morrison requesting the posting of STOP signs on W. Standley Street at its intersection with Barnes Street. At this intersection, there are existing STOP signs posted for northbound and southbound traffic on Barnes Street. Standley Street at this location has two lanes, one eastbound and one westbound, with parking permitted only along the south side of the street. Standley Street is posted for a 25 mph speed limit. A 6 foot tall fence recently has been constructed for the property at the southwest corner of the intersection. This fence height does not meet City Code and restricts sight distance at the intersection. When vehicles are parked west of this intersection, there is restricted visibility for northbound drivers. Standley Street at Barnes Street does not satisfy the California

Manual of Uniform Traffic Control Devices (MUTCD) guidance criteria for a multi-way STOP, therefore STOP signs are not recommended. Cottie Morrison requested a no parking zone on the south side of W. Standley Street. The City could recommend making a 20 foot no parking zone in this area.

**Member Thompson** explained the Planning Department is aware of the 6 foot tall fence at this intersection that it is not built to code. City code states that the maximum height allowed at an intersection is 3 feet.

**Member Taylor** asked if the Planning Department could start with a letter to the property owners explaining that the fence is not built to code.

**Councilmember Mulheren** stated there is a pool in that backyard so the 6 foot fence is also a security issue.

**Member Vincent** recommended extending the no parking zone on the south side of the street to the first driveway for a distance of approximately 70 feet.

**Motion/Second: Vincent/Taylor – Recommend to the City Council the approval of a no parking zone on the south side of W. Standley Street from the intersection with Barnes Street to extend approximately 70 feet to the first driveway on the south side of Standley Street. The Planning and Police Departments will work with the owner of the property on the southwest corner of the intersection regarding the problem of the non-code fence.**

Motion carried by an AYE voice vote of the members present except for one NO vote by Member Kageyama.

**d. Discussion and Possible Action Regarding a Request for No Parking Zone on South State Street at Gobbi Street.**

**Member Seanor** introduced this item. He received a request from Estok Menton to establish a no parking zone on S. State Street at Gobbi Street. According to Mr. Menton, vehicles parked along the east side of S. State Street just south of Gobbi Street prevent traffic from merging right to make a right turn onto Gobbi Street. With the current lane configuration on this section of S. State Street, the northbound number 2 lane is 19 feet wide. This width is insufficient to allow restriping for a designated northbound right turn lane. However, establishing a no parking zone on this stretch of S. State Street would potentially allow vehicles extra room to merge and make a right turn at the intersection.

**Member Seanor** received a phone call from the owner, Richard Respini, of the property on the southeast side of the Gobbi Street and S. State Street intersection. Mr. Respini is currently out of town and requested that this item be continued to the next TEC meeting.

**Member Taylor** commented that having a turn lane would alleviate the congestion of traffic. The building on the southeast corner has plenty of parking behind it and does not need parking along the street.

**Bob Butler, MTA** asked if the far right lane could be striped as right turn lane so cars could not turn from the middle lane that is supposed to continue straight on S. State Street.

**Member Seanor** stated the standard lane width is 12 feet. At this location, there is not enough room to add a designated right turn lane.

**Item continued to next meeting.**

**e. Discussion and Possible Action Regarding Proposed MTA Bus Stop at 200 Clara Avenue.**

**Member Seanor** introduced this item. He received a letter from Dan Baxter, General Manager of MTA, requesting the relocation of the bus shelter located on Mason Street in front of the business, Northern Countertops. A new business is going in and the remodeled store's front door is behind the existing bus shelter. Mr. Baxter suggested an 80 foot area in front of 200 Clara Avenue for the relocated bus shelter. Member Seanor contacted Mr. Baxter since the curb length at the proposed bus stop is shorter than the length requested. Mr. Baxter confirmed that a bus loading zone, 40 feet in length, would be acceptable.

**Bob Butler, MTA** observed that the property located at 200 Clara Avenue is for sale or lease. A large loading dock and plenty of parking is located on this property.

**Motion/Second: Taylor/Vincent – Recommend to City Council to relocate the bus shelter from Mason Street to Clara Avenue.**

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

**6. COMMITTEE MEMBER REPORTS**

**7. MISCELLANEOUS ITEMS**

**Member Kageyama** – Walk and Bike Mendocino will be hosting Cal Walks and UC Berkeley SafeTREC as they provide a training and review of local pedestrian safety issues on May 5 from 3 to 7 pm at the Ukiah Valley Conference Center. This workshop will provide a basic understanding of how to set priorities for improving pedestrian safety in the City of Ukiah.

**8. ADJOURNMENT**

There being no further business, the meeting adjourned at 3:48 p.m.

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Lory Limbird, Recording Secretary