TRAFFIC ENGINEERING COMMITTEE AGENDA

UKIAH CIVIC CENTER ANNEX
Conference Room No. 5
411 West Clay Street
Ukiah, California 95482

TUESDAY, DECEMBER 11, 2012
3:00 P.M.

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1. **CALL TO ORDER:**
   Turner, Baxter, Seanor, Whitaker, Kageyama, Lampi, Taylor, Jordan

2. **APPROVAL OF MINUTES:** October 9, 2012

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:**
   a. Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street, Cypress Avenue and North Pine Street (Report attached)

   b. Discussion and Possible Action crosswalk request-Observatory Avenue (Report attached)

   c. Discussion and Possible Action Regarding Vehicle Parking along Carolyn Street and Mill Street (Verbal Report)

5. **NEW BUSINESS:**
   a. Discussion and Possible Action Regarding Pedestrian Crosswalk Signs at Nokomis School on Washington Avenue (Report Attached)

   b. Discussion Regarding Making Bush Street a through Street (Verbal Report, Chair Turner)

   c. Discussion Regarding Parking at 798 South Spring Street and Pomolita Way (Verbal Report)

   d. Discussion Regarding After Hours Valet Parking for 2 existing Parking spaces in the 100 block of West Standley (Verbal Report, Member Taylor)

   e. Discussion and Possible Action regarding TEC meeting date and time (Verbal Report)

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 6th day of December, 2012.
Jarod Thiele, Public Works Administration

6. **COMMITTEE MEMBER REPORTS:**

7. **MISCELLANEOUS ITEMS:**

8. **ADJOURNMENT:**

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Dated this 6th day of December, 2012.
Jarod Thiele, Public Works Administration

TRAFFIC ENGINEERING COMMITTEE MINUTES

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

TUESDAY, October 9, 2012
3:00 P.M.

Members Present
Steve Turner, Chair
Dan Baxter, MTA, Vice-Chair
Ben Kageyama, Staff
John Lampi, Public Representative
Trent Taylor, UPD
Kim Jordan, Staff
Jerry Whitaker, Staff
Rick Seanor, Staff

Others Present

Members Absent
Tm Eriksen, Staff

Staff Present
Cathy Elawadly, Recording Secretary

1. **CALL TO ORDER**
Chair Turner called the Traffic Engineering Committee meeting to order at 3:06 p.m.

2. **APPROVAL OF MINUTES - February 14, 2012**
Member Jordan made the following corrections:

Page 2, item 5a, 2nd bullet to read, 'Bollards could be used to provide more safety to the affected corner probably can't be put on private property due to planning requirements.'

Page 2, item 5b, 3rd bullet to read, 'The other 24-minute zones see more use than these particular ones.'

Page 2, Motion: Baxter/Whitaker, sentence following should read, 'Discussion ensued in regards to the location on N. Oak Street between Standley and Smith Streets.'

M/S Jordan/Baxter to approve the minutes of February 14, 2012, as amended. Motion carried by an all AYE voice vote.

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

Antonio Andrade:

- There have been a number of arrow signs inserted on the Bush Street end of Oak Street relative to the new walking trails for the City of Ukiah.
- While he is supportive of these directional walking signs pointed out there is one sign at the end of the pathway along Orr Creek that directs pedestrians across the street to a further path that goes along Pomolita Middle School that has no crosswalk in this location. Questions whether or not it is appropriate for the City to be installing these arrow signs that essentially encourages people to jaywalk. This is likely a safety concern.

Member Jordan:

- This may have been a Paths, Open Space and Creeks Commission (POSCC) project.

Member Whitaker: The City Street Department was instructed to place the arrow signs where directed.

Member Seanor: The project was orchestrated by the Ukiah Valley Trail Group and/or in combination with another citizen's group through grant funding.

Chair Turner: Jaywalking is legal term and does not apply to that particular street in question. While he understands Mr. Andrade's point, the aspect of jaywalking can only occur between two signalized intersections.

4. OLD BUSINESS

5. NEW BUSINESS

5a. Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street, Cypress Avenue, and North Pine Street

Member Taylor:

- Has reviewed the traffic concerns with some of the neighborhood and through the use of the radar trailer provided some mitigation measures in this regard. The speed radar trailer is an effective tool to provide direct feedback to drivers of their speed compared to the posted speed zone.
- A traffic survey has been completed on North Oak Street and this allows for the use of radar in this area, as well as enforcement thereof.
- The focus has been with the traffic issues on North Oak Street, but more recently the focus has been with traffic concerns on Cypress Avenue and North Pine Street.

Member Seanor:

- Referred to his memorandum dated October 4, 2012 regarding this agenda item and gave a staff report concerning traffic issues on North Oak Street and neighborhood complaints about speeding, reckless driving, and also signage on Cypress Avenue and North Pine Street.
- North Oak Street is designated as a collector street and serves as an alternate route to connect Low Gap Road with the Downtown and is intended to carry more traffic than a local residential street.
- In May 2012, a speed survey completed on North Oak Street confirmed the posted 25 mph speed zone is consistent with the speed limited posted.
- Explained how speed zones for areas are set based on the 85th percentile speed of the surveyed traffic. In this case, drivers were traveling 25 mph so there is no justification for a change to the speed limit.
- Cypress Avenue and Pine Street are classified as local streets in the neighborhood that provide access to neighborhoods, as well as a route to Pomolita Middle School.
- North Pine Street is fairly wide and has a valley gutter for street drainage purposes at its intersection at Cypress Avenue.
- There is also an offset jog of Cypress Avenue at its intersection with North Pine Street as shown in Attachment 'B' of the memorandum.
- Staff researched the accident records for North Pine Street and Cypress Avenue intersection and determined in the last nine years there have been only two reported accidents at the intersection related to driving under the influence.
- With regard to review of signage applications for the intersection of North Pine Street and Cypress Avenue, staff determined a DIP sign with a 10 mph advisory speed plate and a Turn sign with a 10 mph advisory speed plate would be appropriate for this location. Attachment 'C' provides examples of a DIP Sign, Advisory Speed Plate that would be 10 mph and Turn Sign.
- Requests the committee discuss the traffic concerns and consider his recommendation as provided for in his memorandum.

Chair Turner recommended the discussion begin with North Oak Street followed by Pine Street and Cypress Avenue.

North Oak Street

Julie Price:

- Would like to know more about the location of the speed zone study conducted on North Oak Street.

- Resides on that section of North Oak Street at Henry Street and Scott Street.
- When heading north just past the former U S Post Office the street drops down such that people speed coming down the hill.
- Would guess that people are traveling faster than 25 mph in this section.

Member Seanor: Hilly areas are typically avoided when conducting a speed survey because it is not a true representation of the natural flow of traffic.

Member Taylor: The traffic survey included the street segment from Scott Street to Low Gap Road.

Member Seanor: N. Oak Street from Henry to Scott Street is classified as a collector street.

James Connerton:

- Resides to the south of Orr Creek on North Oak Street right where the incline comes down from where Gibson Street ends.
- It is interesting that of the 85% of the cars surveyed in the study were actually traveling 25 mph. Has observed in this area that while most people traveling in the range of 25 mph, people tend to drive faster than 25 mph down the incline.
- Likes that there speed awareness mechanisms used on streets to remind people of their speed.
- While he estimates that approximately 5% of the drivers speed, it is enough to voice a concern.
- Is of the opinion the only way to likely change the habits of speeding and/or reckless drivers is to implement some type of a deterrent.
- Signage is visible heading southerly on the hill of N. Oak Street and is noticed by drivers. However, coming from the Downtown area has only seen one 25 mph sign and this sign is not clearly visible to motorists. The sign is located on N. Oak Street before Scott Street.

Antonio Andrade:

- Understands the speed survey is not done by a speed caddy.
- Likes the speed caddy because it reminds people of their speed and provides a warning.
- Frequently walks on both Bush Street and Oak Street and observes people traveling much faster than 25 mph on these streets.

Member Seanor: Explained speed surveys are done with a radar gun. The gun must be certified are checked and calibrated to make certain they are working correctly. The person conducting the survey sits in a car that is essentially undetectable and surveys a 100 cars during regular daylight hours, not necessarily during peak times but rather during times when traffic flows normally. In addition to the speed survey, the traffic study takes into consideration number of accidents on the street and other factors on the street. When complete, a registered traffic engineer certifies the study.

Jeff Trouette:

- Requests that TEC meetings be held after regular business hours so more people would have the opportunity to attend.
- Speed surveys require hard data that should take into consider street widths and other factors.
- Supports the City Police Department do some traffic surveying on their own by taking a period of time, write some tickets and see if there is a problem. If there is a traffic issue, then there is concrete information with which to inform the residents.
- Has observed as a mitigation measure and/or traffic deterrent the effectiveness of solar powered signs similar to those of the radar trailer.
- The purchase of solar powered signs for neighborhoods that have traffic issues is not really necessary when TEC meetings offer the opportunity to discuss what type of mitigation measures would be appropriate.
- Recommends the Police Department observe traffic on City streets, particularly during peak times as a possible mitigation measure/deterrent.

Member Baxter:

- If a speed study finds the speed should be higher, the speed limit must be changed to reflect this find.
- Allowing for an automated sign does remind people to look at their speed and slow down.

Daphine MacNeil:

- Resides on N. Oak Street and has observed that someone in the early morning hours regularly drives very fast. It is likely this individual would not pay any attention to an automatic speed sign.
- Suggests the construction of a small roundabout right at the intersection of Cypress Avenue and N. Oak Street. Roundabouts have been done successfully constructed in neighborhoods with narrow streets and cited some examples in other cities. It is likely the City Fire and Police Departments would oppose this approach looking at the history of the roundabout on Clara Avenue.
- It is remarkable how few accidents there are given the traffic volume and recklessness that occurs on N. Oak Street.

There was discussion concerning the approximate costs of the automated radar machines.

Emily Turula:

- It may be that increasing the signage on N. Oak Street by posting some 25 mph signs would alter the behavior of drivers. People might be thinking N. Oak Street is a 30 mph speed zone.
- Suggests putting signage on the hilly areas of N. Oak Street.

Member Whitaker:

- Noted the speed limit in residential areas is 25 mph regardless.
- More signs mean more maintenance on the part of City Street crews,

James Connerton:

- People should know the speed limit in residential areas is 25 mph.
- Is of the opinion a visual speed caddy functions as a speed reminder and the more visible the better.
- Concurs that speed studies should be conducted not so much during regular hours but rather during peak hours because people tend to speed when they are in a hurry, such as late for work or an appointment.
- Providing for a visual speed caddy as signage and/or other type of deterrent in a place where it is easy to speed would remind people about speeding.

Cypress Avenue and North Pine Street

Antonio Andrade:

- Just north of the dip one will see all sorts of scrapes and transmission oil from cars that hit the dip going too fast for the road condition.
- Has observed on Pine Street children play ball on Pine Street. There are trees that would obscure a stop sign.
- Has witnessed that people are 'shocked' after hitting the dip in the street because they are not aware it exists.
- One way to solve the problem of the dip in the road is for the City to put in a storm drain system from Bush Street to Oak Street.

It was noted 'Stop' would be painted on the street advising of a stop sign.

Member Whitaker:

- Would like to see a stop sign at Pine Street and Cypress Avenue. In this way, people will have to stop and go through the dip slowly.
- Is of the opinion providing for a DIP sign and an arrow sign at Mr. Trouette's driveway would be ineffective. A better approach would be to have a stop sign at Pine Street with no other signage.
- The problem with having too much signage is the opportunity for vandalism.
- Traveling in the reverse direction does not appear to be a problem. The problems essentially occur northbound.
- Acknowledged the configuration of the road gives the illusion Cypress Avenue continues right down Mr.

Trouette's driveway.

Jeff Trouette:

- Is the property owner that has damage to his property as a result of persons speeding recklessly and/or intoxicated and not being able to make the curve. People do not understand the street veers to the left and they must turn on Cypress Avenue when proceeding northbound. People have the concept the street continues straight, which is right though his property. The damages to his property have been extensive and costly.
- There have been three *reported* accidents in the last 12 years to his property.
- There have been other accidents to neighboring properties.
- Has reported this problem to a former City Engineer in which no attempt has been made on the part of the City to find a solution to the problem. It appears the City has no interest in doing anything to remedy the situation.
- Supports the solution proposed by Member Whitaker of putting a stop sign at N. Pine Street and Cypress Avenue. This will reduce accidents in this area except for that 1%.
- People are not cognizant that a dip exits, particularly at night. While there is no warning sign advising that a dip exists is not sure striping would be a workable solution.
- A hazard does exist and the City has an obligation to find a solution.
- It may be this case requires more analysis/study.
- Would like to see some resolution.
- City could consider providing for some curb and gutter along the side of the street to the corner.

Daphine MacNeil:

- Suggested painting a broad arrow curving over the dip. Is of the opinion an arrow sign would be helpful.
- Also likes the idea of having a stop sign at N. Pine Street and Cypress Avenue.

There was discussion about striping in the area.

Member Seanor:

- State regulations based on a national standard govern the application of stop signs subject to specific conditions/certain criteria, such as number of accidents etc.
- The process of employing a stop sign requires an evaluation based on California-versed standards because the California version modifies the national standard. Staff cannot recommend making a decision regarding a new stop sign without an analysis such that all the conditions and required warrants have been satisfactorily met.
- The City must be careful about putting in a stop sign that is warranted. If not warranted, people are not going to respect it and roll through it.
- Stop signs are not to be used as a 'speed control' mechanism. It is important stop signs are properly placed at the right location.
- It may be a stop sign is not the right sign for this location.
- A DIP sign and Turn Sign with a 10 mph advisory speed plate would be appropriate.

Emily Turula: It is unlikely scrapes count as an accident. However, this may be a factor to consider that while there are not a lot of accidents, there are a lot of scrapes that go unreported.

Chair Turner:

- Sees a condition where a valley gutter and turn are not obvious to people when driving down the street. To this end, there may be some warrants in the list that would allow for an exception and/or qualifying factor that allows for a stop sign in this case.

Member Jordan:

- Would like to have more information at the 'warrants' needed for a stop sign as to whether a stop sign is feasible or warranted in the proposed location just because a DIP sign with 10 mph speed advisory and arrow sign seems like a lot to consider in a short amount of time.

Member Seanor:

- Will provide the committee with the documentation necessary for a stop sign.
- A new stop sign requires a process.
- Again, no decision can be made about a stop sign at this meeting.

Chair Turner:

- The agenda for this item states a 'discussion and possible action.'
- Does not support having another meeting about this matter.

Member Kageyama:

- Has a concern about traffic coming eastbound on Cypress Avenue and continuing thru Pine Street into Oak Street because people traveling eastbound traffic on Cypress Avenue do not have to stop and travel at a higher rate of speed. There is the possibility that people traveling eastbound on Cypress Avenue could collide with a car proceeding north from the stop sign at N. Pine Street and Cypress Avenue. It is like having a blind curve in this location.
- It is possible for a driver to be heading east on Cypress Avenue to N. Oak Street at the same time a car is stopped at N. Pine Street thinking it is clear to proceed without seeing the car coming eastbound on Cypress Avenue unless there is a three-way stop sign. There could be a sight distance issue at this location.

Member Whitaker:

- Is of the opinion having a stop sign at N. Pine and Cypress Avenue would not create a hazardous situation for traffic eastbound on Cypress Avenue.

Recess: 3:45 p.m.
Reconvene: 4:07 p.m.

Member Seanor:

- Referred to an excerpt from the California supplement to the Manual of Uniform Traffic Control Devices (MUTCD), 2012 Edition and noted 'Multi-way Stop Applications' as provided for in Section 2B.07 of the supplement applies to the traffic concern being discussed. A multi-way stop must be considered because Cypress Avenue already has a sign.
- The process for a stop sign involves an analysis as provided for in subsection 2B.07 of the supplement.
- The TEC will have the opportunity to review the analysis.
- Suggests an analysis be conducted for review by the TEC in November.

Chair Turner: Quickly looking at the conditions warranting a stop sign, this is a low volume intersection with a high volume of concern.

Member Baxter:

- Subsection 2B.06, item B, Stop Sign Applications indicates 'a restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway and/or .....'
- Understands the view is an issue in this regard.

Member Seanor:

- Clarified the intent with regard to item B references the view when a person has problems seeing to make a turn left or right.
- Staff is not prepared to make a recommendation about the traffic concern on N. Pine Street and Cypress Avenue.

Member Taylor:

- While there may be restrictions as to how the traffic concerns can be regulated, it may be that putting in grooved pavement back far enough on N. Pine Street before the dip like those used on Highway 20 and 53 would be helpful.

Member Whitaker: The problem with this approach is the noise impacts to the neighborhood.

Member Taylor:

- In talking with Mr. Troulette the way his driveway is configured it may be a good idea 'to paint a barrier' on the inside of the corresponding corner of the street that is highly visible and painted at an angle leaving the driveway open to make it apparent there is a driveway as opposed to a street.
- Has seen areas in Ukiah where painted barriers have made a difference.
- If a 10 mph advisory sign is placed through the dip according to the California Vehicle Code there is nothing the UPD can do as far as enforcement because it is advisory only. What can be done in this regard is the incident would have to be justified as reckless driving, exhibition or the like, which would have to be witnessed. The rumble strips may be noisy, but they do slow people down. If the stop sign could not be implemented, rumble strips would certainly warn people that a hazard is coming up and somehow flag the dip with signage to let people know it is there. Is sure many people do not know the dip is in the road.

It was noted a rumble strip would require compliance with some critera. The neighborhood would have to be notified.

Member Taylor:

- The dip in the road essentially acts as a speed control mechanism. It is much like the speed bumps and/or roundabouts that have been implemented in and around the City.

Staff noted rubber speed bumps do make noise for the neighborhood.

Chair Turner: Speed bumps do have neighbor notification implications and neighborhoods do have opinions about their effectiveness and use.

Steve Scalmanini:

- Acknowledged there are traffic problems in the area.
- Asked about how a painted barrier would work.

Member Taylor:

- As per the California Vehicle Code section, no one can drive across a painted barrier if it is to be enforceable not even for a driveway. The driveway area would have to be left open. Ukiah no longer has painted barriers. They are essentially painted islands. For an inside corner has no idea about what the engineering requirements would be painted barrier.

Member Kageyama:

- Is not supportive of a stop sign at least at this time.
- The biggest issue is drivers not seeing the turn.
- As an alternative to the W1-1 (Turn Sign), provide for a W1-6 sign or horizontal arrow that would be placed right in the line of the vehicle's headlights at the end N. Pine Street for northbound traffic pointing left. Same scenario for eastbound traffic with the arrow pointing right. This would alert the driver he/she must make the turn.

Member Seanor:

- The aforementioned sign is highly visible and would work on many applications, but in the location of N. Pine Street and Cypress Avenue this type of sign would not work because Mr. Trouette's driveway is right in the alignment area where the sign would have to be placed for northbound traffic.

Member Baxter: Recommends also evaluating painting the curb with diagonals and use yellow darts/arrows/reflectors on the asphalt to call out the attention of drivers that a hazard would occur around the bend.

There was discussion about potentially eliminating the street parking that currently exists in the area in order to provide for some mitigation measures.

M/S Baxter/Whitaker to defer further discussion regarding agenda item 5a so staff can review the warrants and

conditions for a stop sign as well as the alternative measures expressed here today to include review of all other planning documents as part of the original staff report for this matter.
Discussion: Members expressed concern whether or not the analysis can be completed by November.

Motion carried by an all AYE voice vote of the members present. (8-0).

Chair Turner: Recommended those persons interested in having TEC meetings later in the day to contact City Engineer Tim Eriksen.

5b. Discussion and Possible Action Regarding crosswalk request – Observatory Avenue

Member Taylor spoke to agenda item b and is in favor of a crosswalk at the proposed location of Observation Avenue at Marwen Drive.

Chair Turner advised Observatory Avenue originates at S. State Street.

Member Seanor:

- Referred to his Memorandum for this agenda item dated October 4, 2012.
- Martin Bradley is requesting a crosswalk be placed on Observatory Avenue at Marwen Drive to assist students and other pedestrians walking to and from the Community Transition Program on Observatory Avenue.
- At some point Observatory Park will be more developed and open to the public where the park could be access though the proposed crosswalk.
- Observatory Street operates east/west. Marwen Drive ends at a T-intersection with Observatory Avenue opposite the Community Transition Program.
- There are no ADA curb ramps at the intersection of Marwen Drive with Observatory Avenue.
- The proposed crosswalk would be considered mid-block since there is not a through cross street intersection at the requested location.
- Mid-block crosswalks are not generally preferred since drivers do not expect crosswalks at locations other than intersections.
- Crosswalks can give pedestrians a false sense of security that they are protected from traffic.
- The proposed crosswalk would provide the necessary channelization to make certain all pedestrians cross at the specified location.
- Should a crosswalk be implemented, trained crossing guards could be utilized to provide additional safety.
- Requests the committee review and consider staff's recommendation provided for in his memorandum.

Martin Bradley:

- Is representing the school's request for a possible crosswalk.
- A crossing guard would not likely be feasible or necessary. The students attending the program 18 to 21 years old.
- Currently, students get off the bus on Washington Avenue and walk west to Observatory Avenue. One of the problems is there are no sidewalks in some portions of the street.
- The students use MTA for transportation and the bus does not have a route where it can drop students in front of the school. This would be a good solution in terms of a safety measure.
- Is of the opinion a crosswalk is necessary in the location proposed as a safety precautionary measure.
- People cross the street because there is no easy/accessible exit to Dora Street. Accordingly, there is parking in front of the school such that people are walking in the street.
- Is of the opinion people would use the crosswalk unless they want to take a short cut. If a crosswalk exists, it is likely people would use it as a safety precaution.
- Has observed it is difficult for the students to safely cross the street.
- Pedestrian traffic will increase in the area when Observatory Park is open to the public, particularly on the Observatory Avenue side. People and/or students will no longer have to go around the block. This is a factor in the future.
- Observatory Avenue has a natural flow of traffic because it is located in a neighborhood where people are coming and going. There may be peak times during the day as people drive on Observatory Avenue

coming from Helen Avenue.

Member Seanor:

- At first glance in his initial review of the project, the proposed crosswalk did not meet the requirements for a 'school crosswalk.'

Committee comments:

- It may be a good idea in terms of looking at a potential crosswalk to look at the definition of a 'school' since the students that attend the transition program are essentially adults. The educational facility is not a K-12 school, but rather a secondary school as it relates to the appropriate color of the paint for the crosswalk.
- The color of the crosswalk was not discussed in staff's report.
- The location of transition educational program is not within a quarter of a mile of Nokomis Elementary School in terms of the appropriate color for the crosswalk, i.e. white or yellow.
- Discussion about whether it is problematic to put a new painted crosswalk where there is no curb cut and this is of concern to the Committee.
- The sidewalks in the area are not ADA compliant.
- There is a driveway opening on north side of site that could function as a curb cut. Accordingly, it was determined the driveway does not line up with the end of one of the sidewalks. There is, however, a driveway on the north side of the curb return which closely lines up and could function as a curb return. There is no such infrastructure on the south side.
- The sidewalks in the area are narrow having a 'tight radius.'
- Discussion whether the crosswalks are required to be diagonal or 90 degrees to the street. The driveway to the facility could be modified in some way so it is not a driveway and made into a curb cut so that it lines up with the crosswalk.
- Further discussion about feasibility from a safety perspective for a mid-block crosswalk that would not connect to any sidewalk or to a sidewalk that is not ADA compliant. This situation could eventually change in the future when Observatory Park is no longer a passive park and more open to the public where a crosswalk would actually be beneficial in this location. There is no sidewalk on the south side of the street.
- Discussion about other streets in the vicinity of the project that do not have sidewalks.
- Just because a crosswalk gets installed does not mean it will be used.
- Expressed concern that 1) people do not change their habits and 2) drivers do not necessarily pay attention to crosswalks and questioned whether the proposed sidewalk is really a safe approach to take.
- Does not necessarily agree that the crosswalk would be used.
- Discussion where it would be safe to cross the street if no crosswalk was installed.
- Crosswalks typically occur at intersection not in the middle of a block. Drivers do not anticipate traffic issues mid-block, but rather at intersections.
- It was noted many people use Marwen Drive as it is a straight shot to Helen Avenue in terms of traffic behavior.
- Discussion about whether any of the sidewalks on Marwen Drive line up with a sidewalk across the street on Observatory Avenue. It was determined there is a curb and planter strip.
- People take short cuts to access different streets in the area.
- The crosswalk may be okay in the proposed location even though it is not at a regular T-intersection. Such a crosswalk would eventually serve Observatory Park when it is developed and it would be located approximately mid-way between Dora Street and Helen Avenue for convenience purposes.
- The concern with having a mid-block crosswalk is the need to for the crosswalk to line up with the sidewalks on either side of the street and/or the concern of placing a crosswalk in a spot where there is no pedestrian ramp/curb cuts.
- It may be the City will adopt such sidewalk improvements into its sidewalk improvement plan as a long term solution.
- It was noted the City has a list of future curb ramps but they are for existing crosswalks.
- It would be beneficial to look at funding sources for sidewalk improvements such that a crosswalk could effectively serve the public safely. There may be funding available related to Observatory Park where a pedestrian ramp/curb cut can be part of the Park development plan.
- Questioned whether drivers would be expecting a crosswalk mid-block on Observatory and is more of safety hazard than a precautionary measure.

- It may be during peak times when school is over is when traffic and pedestrian traffic escalate in the area.
- Not having connecting sidewalks on either side of the crosswalk is problematic.
- Drivers would probably like to have some warning that a crosswalk exists mid-block.

Member Jordan:

- Asked if Mr. Bradley's would be open to waiting and possibly pursuing a solution to pedestrian traffic issues in connection with the full development of Observatory Park.
- What is the prospect of being able to install a crosswalk with signage? Is it feasible to put a newly painted crosswalk where there is no curb cut?

Member Seanor:

- The signage would have to be maintained by City crews.
- A driveway exists but it does not line up correctly for a potential crosswalk.

Member Baxter:

- If someone wanted to use the crosswalk and if the driveway nearby was used to access the crosswalk how far would this be to the crosswalk? What about alternative solutions?

Committee comments:

- Would not want to put a crosswalk leading into someone's driveway.
- Persons would have to travel approximately 20 feet from the driveway to the crosswalk since there are no ADA accessible sidewalks for the crosswalk.
- What is essentially occurring is providing for a crosswalk but at the same time sending people out into the street to use the crosswalk.
- Providing for a new crosswalk would be creating a new condition where knowingly people would be walking in the street to access the crosswalk. There is no designated pathway to the crosswalk. Is this what we want to happen?
- It was noted people cross where they want to cross now.
- Discussion about alternative options that would involve eliminating parking on the street and red curbing.
- The most effective approach would be to install a crosswalk when the sidewalk improvements are done.
- Asked staff to provide more information about the feasibility of providing a crosswalk on Observatory Avenue at Marwen Drive.

M/S Seanor/Jordan to defer action on this item and requested more information from staff about the feasibility of a crosswalk on Observation Avenue at Marwen Drive. Motion carried by an all AYE voice vote of the members present.

6. COMMITTEE MEMBER REPORTS

Member Seanor reported on street improvements in progress in the City particularly at the intersection of S. State Street and E. Gobbi Street and from E. Gobbi Street to S. Main Street.

7. MISCELLANEOUS ITEMS

Member Baxter referred to the intersection of E. Gobbi Street and Babcock Lane and noted the owner of the house on the corner of Oak Manor Drive took matter into his own hands by landscaping his yard with very large rocks to prevent reckless drivers from hitting his house.

8. ADJOURNMENT

There being no further business, the meeting adjourned at 5:12 p.m.

_____

Cathy Elawadly, Recording Secretary

CITY OF UKIAH
MEMORANDUM

DATE: December 6, 2012

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works

SUBJECT: Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street, Cypress Avenue, and North Pine Street Agenda Item 4a.

BACKGROUND: At the October 9, 2012 Traffic Engineering Committee (TEC) meeting, the TEC requested additional analysis of the North Pine Street and Cypress Avenue intersection. Specifically, an analysis of a STOP sign installation at the intersection and placing diagonal striping, yellow reflectors/arrows on the pavement to notify drivers of the curve were requested.

DISCUSSION:

In October 2012, the City's street striping contractor painted a white edge line to help delineate the curve at North Pine Street and Cypress Avenue. To date, feedback on this additional striping has been positive.

Staff reviewed the California Manual of Uniform Traffic Control Devices (MUTCD) 2012 Edition (see Attachment "A") regarding the suggestion for installation of a STOP sign on North Pine Street at Cypress Avenue. Based on an engineering review of the factors, guidance, and standards of the MUTCD, a STOP sign is not warranted nor recommended for installation at this location.

Staff reviewed the MUTCD section regarding Chevron and Diagonal Crosshatch Markings (see Attachment "B"). These types of markings are typically used to discourage travel on certain paved areas. Staff does not recommend installing additional markings at this time.

As discussed previously, staff recommends that "DIP" signs with a 10 mph advisory speed plate would be appropriate for this location. In addition, staff recommends installation of turn signs with 10 mph advisory speed plates for this location.

RECOMMENDATION: 1) Post two each DIP signs with 10 mph advisory speed plates; 2) Post two each TURN signs with 10 mph advisory speed plates; 3) Take no action; 4) Refer to staff for further analysis.

cc: file

Standard:

03 **Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1 and 2B-1(CA).**

Option:

04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used.

05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

06 **A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.**

07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**

08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 and 2B-1(CA) based on the number of approach lanes on the side street approach.**

Guidance:

09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 and 2B-1(CA) that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
B. *Number and angle of approaches;*
C. *Approach speeds;*
D. *Sight distance available on each approach; and*
E. *Reported crash experience.*

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
B. *A street entering a designated through highway or street; and/or*
C. *An unsignalized intersection in a signalized area.*

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;

B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or

C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

05 *YIELD or STOP signs should not be used for speed control.*

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;

B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and

C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

A. If the signal indication for an approach is a flashing red at all times;

B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or

C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

10a **STOP signs shall not be erected at any entrance to an intersection controlled by traffic signals. Refer to CVC 21355(a).**

11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**

05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

11 A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

12 STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

13 When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

14 Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Department of Transportation's District Directors.

Option:

15 Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

16 **No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of the Department of Transportation. Refer to CVC 21353.**

Support:

17 The Department of Transportation will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or

C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Option:

12 Retroreflective or internally illuminated raised pavement markers of the appropriate color may be placed on the pavement in front of the curb and/or on the top of curbed ~~as~~ noses of raised medians and curbs of islands, as a supplement to or substitute for retroreflective curb markings used for delineation.

Support:

13 Refer to Section 2B.46 for Parking Regulations.

14 In California, curb markings are not used for delineating traffic. They are mainly used for parking regulations.

Standard:

15 **The color of curb markings shall conform to CVC 21458 quoted below:**

(a) Whenever local authorities enact local parking regulations and indicate them by the use of paint upon curbs, the following colors only shall be used, and the colors indicate as follows:

(1) Red indicates no stopping, standing, or parking, whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or sign posted as a bus loading zone.

(2) Yellow indicates stopping only for the purpose of loading or unloading passengers or freight for the time as may be specified by local ordinance.

(3) White indicates stopping for either of the following purposes:

(A) Loading or unloading of passengers for the time as may be specified by local ordinance.

(B) Depositing mail in an adjacent mailbox.

(4) Green indicates time limit parking specified by local ordinance.

(5) Blue indicates parking limited exclusively to the vehicles of disabled persons and disabled veterans.

(b) Regulations adopted pursuant to subdivision (a) shall be effective on days and during hours or times as prescribed by local ordinances.

16 **Parking regulations shall be covered by ordinance or order of the authority having jurisdiction over the street or highway.**

Option:

17 Curb markings may supplement standard signs.

18 Prohibitions or restrictions enacted by local authorities under Sections 22506 or 22507 may be indicated by marking curbs as prescribed by CVC Section 21458.

Policy on Parking Restrictions

Support:

19 Loading Zones - Local authorities are authorized by Section 21112 of the CVC to license and regulate the location of stands on streets and highways for use of taxicabs and other public carriers for hire. Where such stands are located on State highways, and highway maintenance is not delegated to the local authority, the approval of the Department is required. The District Directors have been delegated authority to approve local ordinances establishing such stands.

20 Loading zone ordinances restricted for certain segments of traffic such as "hotel patrons only" will not be approved. Bus stand ordinances are generally approved.

Standard:

21 **Whenever practicable, bus stands shall be located on the far side of the intersection.**

Section 3B.24 Chevron and Diagonal Crosshatch Markings

Option:

01 Chevron and diagonal crosshatch markings may be used to discourage travel on certain paved areas, such as shoulders, gore areas, flush median areas between solid double yellow center line markings or between white channelizing lines approaching obstructions in the roadway (see Section 3B.10 and Figure 3B-15), between solid double yellow center line markings forming flush medians or channelized travel paths at intersections (see Figures 3B-2 and 3B-5), buffer spaces between preferential lanes and general-purpose lanes (see Figures 3D-2 and 3D-4), and at grade crossings (see Part 8).

Standard:

02 **When crosshatch markings are used in paved areas that separate traffic flows in the same general direction, they shall be white and they shall be shaped as chevron markings, with the point of each chevron facing toward approaching traffic, as shown in Figure ~~3B-8~~ 3B-8(CA), ~~Drawing A of~~ Figure ~~3B-9~~ 3B-9(CA), Figure ~~3B-10~~ 3B-10(CA), and Drawing C of Figure 3B-15.**

03 **When crosshatch markings are used in paved areas that separate opposing directions of traffic, they shall be yellow diagonal markings that slant away from traffic in the adjacent travel lanes, as shown in Figures 3B-2 and 3B-5 and Drawings A and B of Figure 3B-15.**

04 **When crosshatch markings are used on paved shoulders, they shall be diagonal markings that slant away from traffic in the adjacent travel lane. The diagonal markings shall be yellow when used on the left-hand shoulders of the roadways of divided highways and on the left-hand shoulders of one-way streets or ramps. The diagonal markings shall be white when used on right-hand shoulders.**

Guidance:

05 *The chevrons and diagonal lines used for crosshatch markings should be at least 12 inches wide for roadways having a posted or statutory speed limit of 45 mph or greater, and at least 8 inches wide for roadways having posted or statutory speed limit of less than 45 mph. The longitudinal spacing of the chevrons or diagonal lines should be determined by engineering judgment considering factors such as speeds and desired visual impacts. The chevrons and diagonal lines should form an angle of approximately 30 to 45 degrees with the longitudinal lines that they intersect.*

06 *Diagonal and chevron markings should be used, when in the opinion of an engineer, it is necessary to add emphasis or to discourage vehicular travel upon a paint formed roadway feature such as an unusually wide shoulder area, a pedestrian refuge island, or a traffic divisional or channelization island.*

07 *Diagonal lines, when used, should be installed between an edge line and traffic island, or between pairs of double yellow lines.*

08 *Chevron markings, when used, should be installed between channelizing lines for traffic flows in the same direction.*

Support:

09 The applicable channelizing lines for chevron markings are shown in Figure 3A-110(CA), Details 36, 36A and 36B and pairs of lines shown in Figure 3A-112(CA), Details 38 and 38A.

10 The diagonal lines or chevron markings are normally 12 inch wide.

Standard:

11 **Diagonal lines and chevrons shall be the same color as the line or lines to which they connect and shall point at a 45-degree forward angle.**

12 **Diagonal lines or chevrons, if used, shall be the same color as the edge line.**

Option:

13 The spacing between these lines may vary from 1 feet in a pedestrian crosswalk to 200 feet for vehicular traffic.

Section 3B.25 Speed Hump Markings

Standard:

01 **If speed hump markings are used, they shall be a series of white markings placed on a speed hump to identify its location. If markings are used for a speed hump that does not also function as a crosswalk or speed Table, the markings shall comply with Option A, B, or C shown in Figure 3B-29. If markings are used for a speed hump that also functions as a crosswalk or speed Table, the markings shall comply with Option A or B shown in Figure 3B-30.**

Support:

02 Per CVC 440, speed humps or bumps are not official traffic control devices.

Section 3B.26 Advance Speed Hump Markings

Option:

01 Advance speed hump markings (see Figure 3B-31) may be used in advance of speed humps or other engineered vertical roadway deflections such as dips where added visibility is desired or where such deflection is not expected.

02 Advance pavement wording such as BUMP or HUMP (see Section 3B.20) may be used on the approach to a speed hump either alone or in conjunction with advance speed hump markings. Appropriate advance warning signs may be used in compliance with Section 2C.29.

Standard:

03 **If advance speed hump markings are used, they shall be a series of eight white 12-inch transverse lines that become longer and are spaced closer together as the vehicle approaches the speed hump or other**

CITY OF UKIAH
MEMORANDUM

DATE: December 6, 2012

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works

SUBJECT: Discussion and Possible Action Regarding Crosswalk Request – Observatory Avenue
Agenda Item 4b.

REQUEST: At the October 9, 2012 Traffic Engineering Committee (TEC) meeting, the TEC requested additional information regarding the proposed crosswalk on Observatory Avenue at Marwen Drive. Specifically, the TEC requested information on ADA curb cut requirements, feasibility of installing the crosswalk without curb cuts, crosswalk signage, etc.

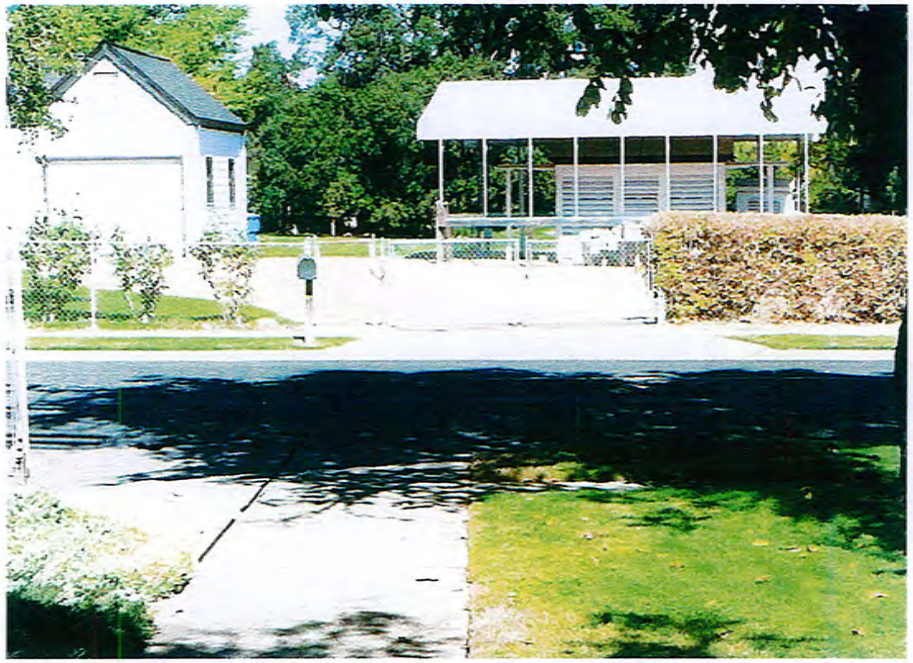
DISCUSSION: Mr. Martin Bradley provided additional photographs along with a sketch of the sidewalk and planter strip at the proposed crosswalk location. Please refer to Attachment "A". Upon further review and discussion with other engineering professionals, staff learned that it is not recommended to install a crosswalk at locations without ADA curb cuts. Staff therefore does not recommend approving installation of a crosswalk on Observatory Avenue at Marwen Drive prior to the installation of necessary curb cuts.

RECOMMENDATION: Staff is submitting this report for review and discussion by the TEC. Staff has provided the following options for consideration:

1. Deny request for crosswalk since there are no ADA curb cuts at the proposed crosswalk location.
2. Refer to staff for further analysis.

enc.

cc: file



VIEW NORTH ACROSS OBSERVATORY

VIEW SOUTH ACROSS OBSERVATORY

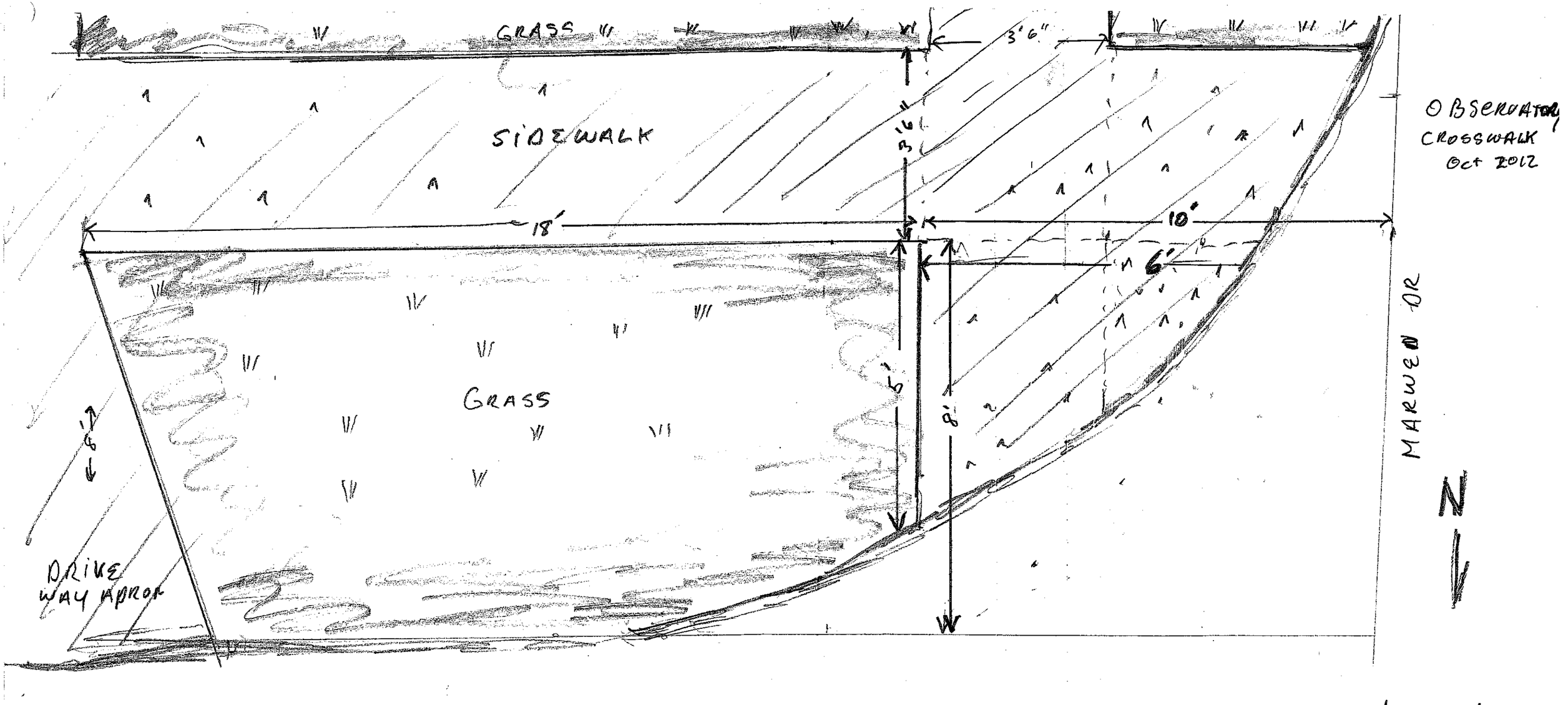
Attachment # "A"

LOOKING NORTHWEST (DRIVEWAY & CORNER MARWEN)

LOOKING SOUTH, SIDE TO DRIVEWAY, OBSERVATORY

LOOKING SOUTHWEST, CORNER MARWEN AND OBSERVATORY - CROSS WALK CORNER

LOOKING SOUTH, 18' DISTANCE FROM SIDEWALK TO DRIVEWAY CUT



OBSERVATORY

4c

Glen Donalson
463 Luce Ave.
Ukiah, CA. 95482
Oct. 16. 2012
462-6673

Chief Chris Dewey
Public Safety Officer
300 Seminary Ave.
Ukiah, CA 95482

Dear Chief Dewey:

I have phoned Police Dispatch 3 times in the last couple of months about an illegally parked 8' wide truck van and an 8' open trailer at 110 Carolyn St.

At first they were both parked on the south side of Mill St. After a short stay in the Blue Drug parking (?) lot the trailer was moved to Carolyn and has remained there.

After the second report I made, the responding officer told me he met with the owner and his attorney and they asserted the vehicles were moved every 72 hours. I travel on Mill St. several times weekly and the vehicles are always on Mill or Carolyn. In fact they have been there for months or years and for about 3 years there was always, lumber, pallets, barrels, dirt etc. strewn about with one or more vehicles parked on the street while they landscaped ..

I maintain that both vehicles are traffic hazards. Almost all eastbound traffic on Mill St. will swing out past the center dividing line while passing the 8' truck. Frequently there are other trucks, trailers and cars parked on the north side of Mill St. Mill St. is narrow, less than 40' and is the busiest east-west street between Gobbi and Perkins.

The trailer is also 8' wide with low solid sides. It is parked facing the wrong direction on Carolyn St.. It is black and the tongue is on blocks and protrudes 3' more or less beyond the reflectors on the trailer bed, Being low and dark the tongue could be hard to see by a driver attempting to park next to it.

The trailer has a partial load of builders sand which could be put on the concrete driveway on Carolyn, next to the cement mixer.

It seems to me that the parking ordinance should be enforced against serial offenders, in hazardous situations or else the City Council should be petitioned to repeal it.

Sincerely.
Glen Donalson
Glen Donalson

4c

TRAFFIC ENGINEERING COMMITTEE MINUTES

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

TUESDAY, MAY 10, 2011
3:00 P.M.

Members Present
Steve Turner, Chair
Dan Baxter, MTA, Vice-Chair
Rick Seanor, Staff
Ben Kageyama, Staff
John Lampi, Public Representative
Trent Taylor, UPD
Kim Jordan, Staff
Jerry Whitaker, Staff

Others Present
Will Heimberg

Members Absent

Staff Present
Jarod Thiele, Recording Secretary

1. **CALL TO ORDER:3:03 pm**
   M/S: Turner/Jordan to call the meeting to order. Motion was carried by an all AYE voice vote.

2. **APPROVAL OF MINUTES: 3:04 pm**
   M/S: Taylor/Baxter to approve the minutes of February 8, 2011. Motion was carried by an all AYE voice vote with Member Jordan abstaining.

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: 3:00pm**

   None

5. **NEW BUSINESS: 3:17 pm**
   a. Discussion and Possible Action Regarding Vehicle Parking along Carolyn Street and Mill Street. (Report attached)
   Member Seanor was contacted by Ms. Laura Cook in regards to the intersection of Mill and Carolyn Streets who had concerns about tall and oversized trucks parking on the street and at times blocking her driveway. She cited City code section 7154.5. Member Seanor requested she

send a letter stating her requests. Will Heimberg, neighbor of the affected area was present.

Discussion ensued with the following comments:

- Member Taylor commented that there have been several complaints regarding this same issue.
- Mr. Heimberg commented that a chipper and tree truck are parked in front of each homeowner's house as is his truck. Mr. Heimberg also commented that in the past he has parked his truck on Carolyn Street but started parking it in Mill Street because his diesel tank was siphoned.
- Mr. Heimberg said he does move his vehicles every day and utilizes them but is more than happy to comply with whatever is safe but the ordinance must be enforced evenly. Mr Heimberg said safety is the issue and the 6 foot vehicle height ordinance does not address the safety issue.
- Vice-Chair Baxter commented that looking at the photos it could be a sight hazard to see oncoming traffic.
- Member Seanor commented that he thought the truck had been parked in front of Ms. Cook's house. Mr. Heimberg said that he parked his truck there so the street sweeper can clean the street. Normally he parks it in front of his own house.
- Member Taylor commented that there is no statistical data to suggest there have been accidents and that the police department does write speeding tickets in that area; Mr. Heimberg has complied with all of his requests in the past. There are many intersections with the same issues but where there are not a lot of crash reports at this intersection.
- Member Jordan asked about prohibition of commercial vehicles on residential property. Member Taylor said they are based on vehicle weight.
- Chair Turner asked if Mr. Heimberg had considered parking his truck in his pharmacy lot and he said he has in the past and his truck is broken into or vandalized as has his property.
- Member Seanor brought up another option and due to the nature of the streets, the residents who cannot see at this particular intersection, could use a different street. Member Kageyama suggested adding a short distance of red curb; Mr. Heimberg said there is red curb already.

M/S: Baxter/Jordan to not make any changes. Motion passed by an all AYE voice vote.

6. COMMITTEE MEMBER REPORTS: 3:46 pm

None

7. MISCELLANEOUS ITEMS: 3:04 pm (These items were discussed prior to New Business to allow time for interested parties to arrive)

Chair Turner requested an update on the bike corral. Member Seanor commented that several council members requested that the Public Works Department look into removing up to 3 parking spaces on Standley Street near Patrona. The city will build an ADA approved surface to extend the seating and have room for bicycle parking. Member Kageyama said he had been researching a modular decking system that would rest on the surface of the pavement.

Vice-Chair Baxter commented that the pavement on Airport Park Blvd is still deteriorating. The curb section appears to be separating from the pavement. Member Seanor commented that the City currently has a project in place that will fix the pavement and widen some of the turns.

Member Kageyama informed the commission that the Clara Avenue project is complete; bulb-outs for crosswalks have been installed as well as new storm drains. Additional funds in the future will allow the sidewalks to be repaired as well as more crosswalks and bulb-outs to be installed. Vice-Chair Baxter congratulated Member Kageyama on his management of the project and for coordinating

efforts amongst agencies.

8. ADJOURNMENT: 3:46 pm

M/S: Taylor/Whitaker to adjourn. Motion was carried by an all AYE voice vote. Meeting adjourned at 3:46 pm.

Jarod Thiele, Recording Secretary

CITY OF UKIAH
MEMORANDUM

DATE: December 6, 2012

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works

SUBJECT: Discussion and Possible Action Regarding Pedestrian Crossing Signs on Washington Avenue at Nokomis School
Agenda Item 5a.

BACKGROUND: Staff received a letter from Jan McGourty of Nokomis Elementary School (Attachment "A") requesting pedestrian crossing signs for the two crosswalks nearest the school. Please see Attachment "B", a photomap showing the crosswalk locations.

DISCUSSION:

Staff reviewed the California Manual of Uniform Traffic Control Devices (MUTCD) 2012 Edition (see Attachment "C") regarding in-street pedestrian crossing signs. In California, the R1-6 in-street pedestrian crossing sign (YIELD) is approved for use. The proposed sign would provide an additional visible reminder to drivers regarding right-of-way at crosswalks.

RECOMMENDATION: 1) Recommend to the Director of Public Works/City Engineer to post an in-street pedestrian crossing sign in each of the two crosswalks nearest to Nokomis School 2) Take no action; 3) Refer to staff for further analysis.

enc.

cc: file

Attachment # "A"

Jan McGourty
Nokomis Elementary School
495 Washington Avenue
Ukiah, CA 95482

February 10, 2012

Tim Erickson
Attn: Traffic Engineering Committee
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482

Dear Tim,

This letter is to document an issue regarding traffic around our school. The car traffic on Washington Avenue is quite unsafe for Nokomis students crossing the street after school. There is a huge line of parents waiting to go into the short roundabout area where they can pick up their students in front of the cafeteria. Often this line blocks traffic on the street. In addition, there is a crosswalk right there where a teacher has after school duty to stop traffic with a stop sign while students and parents cross the street. There is another crosswalk at the east side of the campus that is unattended. I have served that crossing duty at the west side of campus and have seen people drive right through the crosswalk while I am standing in the middle of the street holding a stop sign.

In addition, the intersection at Washington and Dora Streets is quite dangerous. Going south on Dora, there are two broadly marked crossing areas several blocks north of this intersection. But the crosswalks at Dora & Washington are simply marked with parallel yellow lines which are hard to see since there is a slight dip in the road there. Last month a Pomolita student was hit by a car in that particular crosswalk while on the way to the school bus stop in front of Washington Circle.

I suggest that there be some in-street signs (see below) in the middle of the intersections at both ends of the Nokomis campus marking a pedestrian crossing. Also, the crosswalks at Washington and Dora Streets could be more boldly marked with broad horizontal lines so it is easier for drivers to see.

Thanks for your consideration. I look forward to hearing from you.

Sincerely,

Jan McGourty

Google

Attachment # "B"

To see all the details that are visible on the screen, use the "Print" link next to the map.

Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)

Standard:

01 **Yield Here To ~~(Stop Here For)~~ Pedestrians (R1-5, R1-5a, ~~R1-5b, or R1-5c~~) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. ~~The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk.~~ The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, ~~R1-5b, and R1-5c~~ signs, if applicable.**

Support:

01a The Stop Here for Pedestrian signs (R1-5b and R1-5c) are deleted as a stop is not required in California per CVC 21950.

Guidance:

02 *If yield (stop) lines and Yield Here To ~~(Stop Here For)~~ Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.*

03 *Yield (stop) lines and Yield Here To ~~(Stop Here For)~~ Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Option:

04 Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield ~~(stop)~~ even if yield (stop) lines are not used.

05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To ~~(Stop Here For)~~ Pedestrians signs have been installed in advance of the crosswalk.

Standard:

06 **If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To ~~(Stop Here For)~~ Pedestrians sign is used on the approach, the Yield Here To ~~(Stop Here For)~~ Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.**

Option:

07 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To ~~(Stop Here For)~~ Pedestrians sign on the approach to the same crosswalk.

08 In-Street Pedestrian Crossing signs and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)

Option:

01 The In-Street Pedestrian Crossing (R1-6 ~~or R1-6a~~) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 ~~or R1-9a~~) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, ~~R1-6a~~, R1-9, and ~~R1-9a~~ signs, if applicable. On the R1-6 ~~and R1-6a~~ signs, the legends ~~STOP or~~ YIELD may be used instead of the appropriate ~~STOP sign or~~ YIELD sign symbol.

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

Support:

02a The In-Street Pedestrian crossing (R1-6a) and Overhead Pedestrian Crossing (R1-9a) signs are deleted as a stop is not required in California per CVC 21950.

Standard:

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red ~~STOP or~~ YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

11 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.

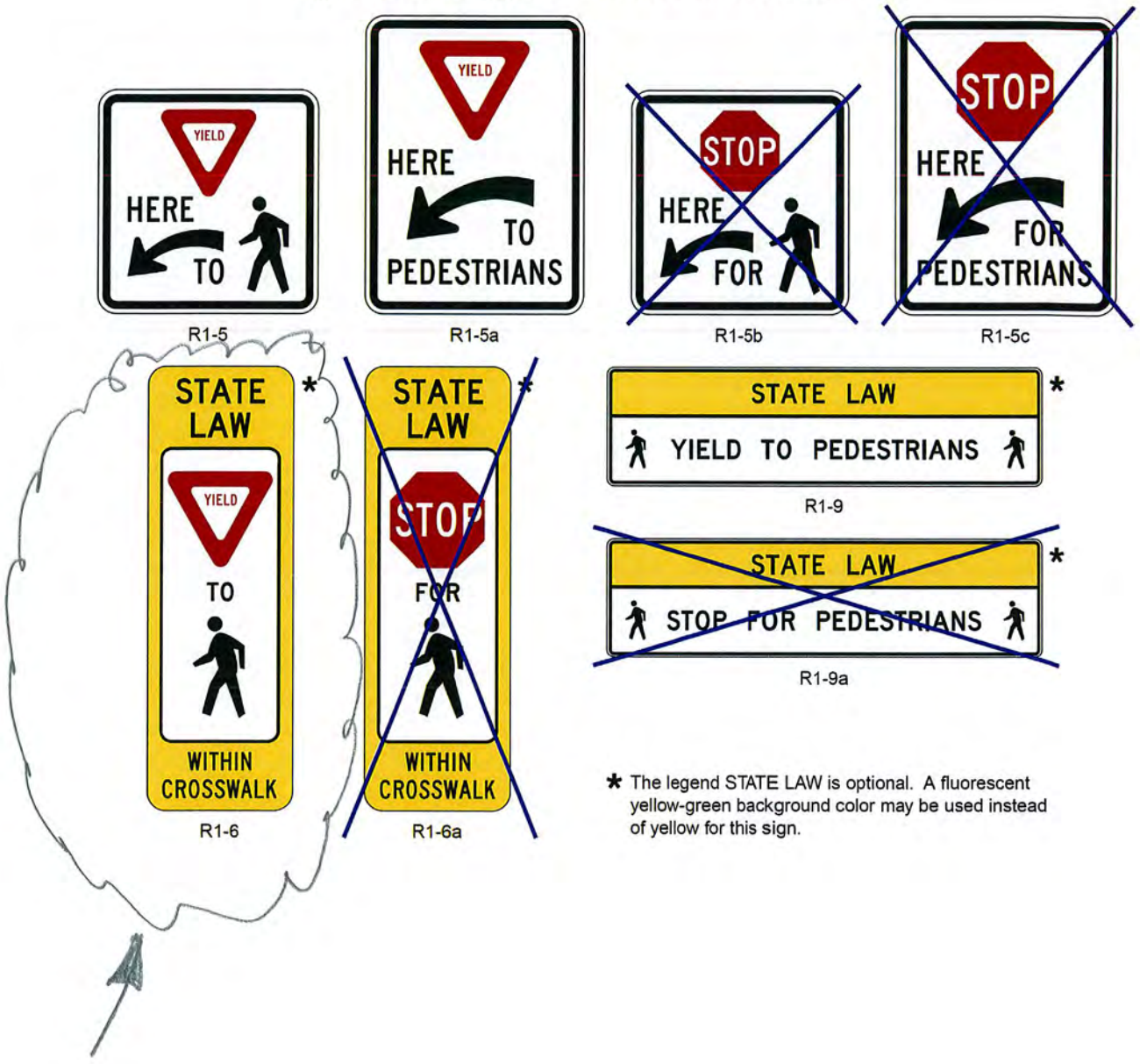
Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) ~~study~~ that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

Figure 2B-1. STOP and YIELD Signs and Plaques

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



* The legend STATE LAW is optional. A fluorescent yellow-green background color may be used instead of yellow for this sign.

5c

Rick Seanor

From: Trent Taylor
Sent: Wednesday, November 28, 2012 7:20 AM
To: Steve Turner; Tim Eriksen; Rick Seanor; Trent Taylor; Ben Kageyama; Dan Baxter; Kim Jordan; Jerry Whitaker; John Lampi; Jarod Thiele
Subject: Another request for the TEC agenda

TEC,

I received this email from this lady today requesting a change in the parking rules to allow residents there to park nose in to the curb on this inside corner. I had a discussion with another resident earlier in the year about this issue. The vehicle code and our city code state that all vehicles must park with any portion of the right side tires (front and rear) no more than 18" from the curb. We have a number of situations like this one in the City and we also have an issue with them parking nose in, in those areas. One of the main concerns with them parking nose in is access for fire equipment when there is a fire or medical aid.

Please put this on the agenda and provide notification to the requesting party.

"Parking at 798 South Spring Street & Pomolita Way

Historical circumstances

I purchased 798 South Spring in August, 1989. At that time, cars parked by my neighbors, Joye & Dave Sperry, as well as Flory Delacruz M.D., owner, parked nose in towards curb. I continued the practice, nose in towards curb, 2 front wheels no more than 18 inches from the curb. Monday, April 9, 2012 at 3:30 AM, my current neighbor Joe Scriven, got a parking ticket for not having right wheels 18 inches from the curb. I sent out emails to friends & clients, informing them that they had to "parallel" park on a curve. For a number of vehicles, it is physically impossible to have 18 inches from the curb for both front & back tires. Would you like me to drop off an actual drawing of the curve, designed to accommodate a 90 degree turn from the end of S Spring to Pomolita Way, a 2 block long street on the north & a one block long street on the south? Also, I started to gather signatures from people about the 'parellel parking' impossible situation. Today, November 27th, I cannot put my hands on the petition but I will, if you would like to see it. I believe Terry Gross, Esq. had also had a phone conversation with you the week of April 12th.

Please advise.

Kind Regards,

Darca Nicholson

462-3547"