

TRAFFIC ENGINEERING COMMITTEE AGENDA

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

TUESDAY, JANUARY 8, 2013
3:00 P.M.

1. CALL TO ORDER:

Turner, Baxter, Seanor, Whitaker, Kageyama, Lampi, Taylor, Jordan

2. APPROVAL OF MINUTES: December 11, 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 Vehicle Parking along Mill Street and Carolyn Street (report attached)

b. Discussion and Possible Action request for no parking zone at 432 Observatory Avenue (report attached)

5. NEW BUSINESS:

a. Discussion and Possible Action Regarding Speeding Vehicles along West Standley Street (report attached)

6. COMMITTEE MEMBER REPORTS:

7. MISCELLANEOUS ITEMS:

8. ADJOURNMENT:

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

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

Dated this 3rd day of January, 2013
Cathy Elawadly, Recording Secretary

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TRAFFIC ENGINEERING COMMITTEE MINUTES

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

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

11 **Members Present**

12 Steve Turner, Chair
13 Dan Baxter, MTA, Vice-Chair
14 Ben Kageyama, Staff
15 John Lampi, Public Representative
16 Trent Taylor, UPD
17 Kim Jordan, Staff
18 Jerry Whitaker, Staff
19 Rick Seanor, Staff

Others Present

Glenn McGourty
John McCann
KDC
Jared Dean
Jane Duggan
Willie West
Jeff Trouette
Jamie Connerton
Steve Scalmanini
Helen Sizemore
Antonio Andreade
Suzanne Ferris
Phil Baldwin
Martin Bradley

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26 **Members Absent**

Staff Present

Gathy Elawadly, Recording Secretary

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29 **1. CALL TO ORDER**

Chair Turner called the Traffic Engineering Committee meeting to order at 3:04 p.m.

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32 **2. APPROVAL OF MINUTES - October 9, 2012**

Member Turner made the following correction to the minutes:

Page 5, line 16, sentence to read, 'People are not cognizant that a dip exists, particularly at night.'

M/S Baxter/Lampi to approve the minutes of October 9, 2012, as amended. Motion carried by an all AYE voice vote.

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

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41 **4. OLD BUSINESS**

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43 **4a. Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street,
44 Cypress Avenue and North Pine Street**

45
46 Member Seanor recused himself from participating in the discussion and possible action for this agenda item and
47 Director of Public Works Eriksen represented Member Seanor in this regard.

48
49 Chair Turner asked that persons who spoke at the last meeting on this agenda item refrain from repeating what is
50 already a matter of public record.

51
52 Public Works Director Eriksen gave a staff report concerning traffic issues in the vicinity of North Oak Street,
53 North Pine Street and Cypress Avenue and noted staff's recommendation for the Pine Street/Cypress Avenue

1 traffic issue is to post two DIP signs with 10 mph advisory speed plates and post two each TURN signs with 10 mph
2 advisory speed plates.

3
4 The Committee generally discussed traffic conditions/patterns and the existing traffic safety measures in place for
5 North Pine Street and Cypress Avenue that serve this area and whether or not a stop sign is warranted for
6 installation at this location.

7
8 **Member Whitaker:**

- 9
 - Considered staff's recommendation, but is of the opinion a single STOP sign is the better approach.

10
11 **Member Kageyama:**

- 12
 - Has concerns about installing an 'unwarranted' stop sign at the intersection of North Pine Street and
13 Cypress Avenue.
 - It is likely drivers will roll through this unwarranted stop sign because they would see no reason to have to
14 stop, which could then create a hazard for pedestrians.
 - DIP signs would be appropriate since there are drivers that do not realize that a dip exists and drive faster
15 than what is safe.
 - It is a good idea to have a DIP sign with a turn arrow in both directions.

16
17
18 **Chair Turner:** The dip is rather 'shallow' and could be missed if one is not aware it exists, particularly at night.

19
20
21 **Public Works Director Eriksen:**

- 22
 - Has an issue with installing too many signs. Understands while a STOP sign would be unwarranted would
23 support one sign as opposed to DIP signs and/or warning signs because this would essentially 'clog up'
24 the street whereas a STOP sign would not.
 - Is of the opinion the visual coming down North Pine Street would not give a person the feeling he/she
25 should not stop. To this end, a STOP sign would naturally catch one's eye because of the
26 character/condition of the approaching circumstance so from this standpoint would support a STOP sign
27 as opposed to having too many sign types.

28
29
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31 **Member Jordan:**

- 32
 - Agrees that visually having too many signs telling a motorist what he/she should be doing is a lot to
33 comprehend whereas a single STOP would be easier to see and understand.
 - While the Committee is concerned about installing unwarranted signs, such a sign is justified in this case.
 - Substituting a single STOP sign whether or not 'warranted' is a better approach as opposed to having too
34 many signs for a motorist to process what he/she should be doing.

35
36
37
38 **Member Baxter:**

- 39
 - There is no real solution in terms of providing adequate signage that would prevent people from driving
40 'stupidly.'
 - Supports installing a STOP sign.

41
42
43 **Members Taylor and Lampi** like the STOP sign idea because it appears to be more direct and requires less
44 signage.

45
46 **Jeff Trouette:**

- 47
 - A STOP sign is warranted.
 - Whether a person is intoxicated or sober three accidents have occurred where the intent is to alert a driver
48 that a traffic hazard is coming.
 - Has observed many people misjudge the road conditions and drive too fast not realizing there is a dip in
49 the road.
 - If a STOP sign is not the solution recommends providing signage that alerts drivers a curve is ahead.
 - The street could also be painted to alert drivers of a STOP sign ahead as a precautionary measure.
 - The question is to determine where signage should be placed and/or engineered.
 - Installing a STOP is a good solution.

1 **Helen Sizemore:**

- 2 • Has the Committee considered making Pine Street one-way as a possible way to slow traffic?
3

4 **Chair Turner:** This would not likely be an effective solution and could encourage people to travel faster.
5

6 There was committee discussion concerning an appropriate location to install a STOP sign.
7

8 **M/S Whitaker/Eriksen** to recommend City Public Works Department install one STOP sign northbound at the
9 intersection of Cypress Avenue and North Pine Street.
10

11 **Public Works Director Eriksen:**

- 12 • While it is easy to say a STOP sign should be installed every time there is a traffic issue, there is resistance
13 to do so.
14 • If the City were to place a STOP sign at every location the public sees as necessary, what would occur is
15 1) there would be unwarranted STOP signs that drivers would ignore; and 2) There is only so much
16 maintenance effort the City has available for signage in terms of cost effectiveness and time for such
17 maintenance where City maintenance crews could be out doing other things.
18 • STOP signs really need to be justified.
19

20 **Jamie Connerton:**

- 21 • Appreciates the Committee consideration given to traffic issues northbound on Pine Street.
22 • Supports installation of a STOP sign at the intersection of Cypress Avenue and North Pine Street.
23 • May want to consider some type of signage such as a speed caution sign eastbound on Cypress Avenue
24 between Bush Street and Pine Street. People do speed in this location.
25

26 **Member Whitaker:**

- 27 • Called out the fact that the speed limit in residential neighborhoods is 25 mph.
28

29 There was discussion about the benefit of 'FOG lines' in certain circumstances to control/regulate speeding on City
30 streets because this approach essentially narrows the street that people drive so they have to slow down.
31

32 **Jamie Connerton:**

- 33 • With regard to 25 mph as being the speed limit in residential areas, this speed is actually much too fast to
34 effectively be able to effectively make the turn and dip on Cypress Avenue and N. Pine Street.
35

36 **Antonio Andrade:**

- 37 • Asked why City street contractors paint signage on streets in the early morning hours.
38

39 **Public Works Director Eriksen:**

- 40 • Painting is done early in the morning because there is no traffic at this time of the day.
41

42 There was no further discussion concerning the motion. Motion carried with Member Kageyama voting 'no.'
43

44 **Public Works Director Eriksen** spoke with regard to traffic issues on N. Oak Street:

- 45 • The speed zone survey has been completed.
46 • The 85th percentile is 25 mph and noted the perception of this is inaccurate.
47 • A qualified certified Traffic Engineering firm conducted the corresponding traffic studies.
48 • Is of the opinion the street and area is signed properly and has no knowledge about what further measures
49 can be taken to control speeding.
50

51 **Member Whitaker** advised one sign in the area north of Scott Street is blocked by a tree. The tree needs to be
52 trimmed or moved.
53

54 **Member Taylor:**

- 55 • Is it possible to paint in the lanes '25 mph?'

1 **Member Whitaker:**

- 2
- 3 • The County does this service, but the City typically does not. The City did paint '25 mph' on Clara Avenue
 - 4 as a speed control deterrent to remind drivers of the speed limit.
 - 5 • The aforementioned approach was successful.

6 There was Committee discussion whether or not this would be a good idea on N. Oak Street.

7

8 **Member Taylor:**

- 9
- 10 • The Ukiah Police Department has instituted a policy to start implementing what is called 'Directed
 - 11 Enforcement Spots.' The N. Oak Street area is definitely one of those spots targeted.
 - 12 • Now that the traffic surveys have been completed and the other associated legal processes in place radar
 - 13 can be used and speeding tickets issued. Radar can be used any place where traffic has been surveyed.
 - 14 • Has met with City Police Officers to locate areas that have speeding issues and/or streets where people
 - 15 have made complaints about speeding and expressed concern for safety.
 - 16 • Noted speed enforcement lasts only so long before drivers return to their initial behavior so the issue of
 - 17 speeding will never fully resolve itself, particularly concerning the areas of Oak Street, Cypress Avenue,
 - 18 Low Gap Road and Scott Street along with several other streets where 'Directed Enforcement' will be
 - 19 concentrated at this time.
 - 20 • Will welcome feedback from the public about whether streets exercising 'Directed Enforcement' is working.

21 **Public Works Director Eriksen:**

- 22
- 23 • It may be painting N. Oak Street advising of a 25 mph speed limit would be an effective approach.

24 **Member Taylor:**

- 25
- 26 • There may be problems with issuing tickets even if a street has a painted or posted 25 mph sign because
 - 27 of one reason or another. A judge may ask the Police Officer where the nearest painted/posted sign is
 - 28 located. The officer must be prepared to answer questions concerning a speeding ticket and show proof by
 - 29 presenting pictures of where the sign is located in court.

30 **Member Baxter:**

- 31
- 32 • Is not supportive of things that have to be maintained, such as painting the street to advise of the speed
 - 33 limit.
 - 34 • It may be Oak Street could be painted one time as a test program.

35 **Member Whitaker:**

- 36
- 37 • Painting Oak Street may lead to the public requesting other streets be painted.
 - 38 • Street signage fades within a year.

39 **M/S Taylor/Eriksen** to recommend the City Public Works Department as a test program paint collector streets at

40 the intersection of Cypress Avenue and N. Oak Street and the intersection of Gibson Street and N. Oak Street in

41 two directions advising that the posted speed limit is 25 mph unless otherwise determined by Public Works. The

42 aforementioned project will not be precedence setting.

43

44 **Member Jordan:**

- 45
- 46 • Would like discussion why the proposed test program is appropriate for the particular street location
 - 47 referenced above and not somewhere else.
 - 48 • How will it be decided whether or not the street painting program should continue.

49 **Public Works Director Eriksen:**

- 50
- 51 • Clara Avenue and N. Oak Street are collector streets and the posted 25 mph street signage was effective
 - 52 on Clara Avenue.
 - 53 • If such signage is appropriate on one collector street, it may be worthwhile to use on another collector
 - 54 street.

55 **Member Taylor:**

- Recommends the matter be reviewed by the Committee again as to determine whether the pilot program is effective.
- Will get some statistical information related to how the pilot program is working.

Chair Turner: The neighborhood will also likely provide feedback as to the perceived effectiveness of the program.

Phil Baldwin:

- Asked about other collector streets that do not have this similar type of signage if this causes an enforcement problem for those streets.
- There could be an enforcement problem in court with traffic tickets if certain streets are marked while others are not.

Member Taylor: There would not be an enforcement problem. In some circumstances speed limits must be posted and/or are required. Oak Street this is a residential street where the speed limit is 25 mph. Not only has this street been surveyed, there is a 'prima facie' speed there. There should be no associated problems in court with the understanding of speed limits in residential areas.

Helen Sizemore:

- Resides on the corner of N. Oak Street and Gibson Street on the east side.
- Oak Street is essentially a hill when driving southerly. If signage was painted on the incline of Oak Street going northerly rather than at the intersection of Cypress Avenue, it would be more visible because Cypress Avenue is flat. People leaving town are typically in a hurry.
- The motion on the table is site specific.
- Has no knowledge as to the effectiveness of signage north of Gibson Street. There are not many street lights in this location.

Chair Turner:

- The City street department likely has discretion as to the perceived effectiveness about where the signage should be located on the street.
- Signage north of Cypress Avenue could be on the incline.

Member Taylor:

- Recommends the City street department make the appropriate determination where the signage is most appropriate north of each of the intersections.
- Signage at the intersection of Gibson Street and N. Oak Street would be for the benefit of southbound traffic.

Jamie Connerton:

- Appreciates that the City is focused on traffic concerns on N. Oak Street and other corresponding streets in the area.
- Likes the speed solution recommended for Pine Street.
- Likes the speed solution for N. Oak Street of having a policeman on the street using radar to cite speed offenders.
- Approves of using a speed caddy as a speeding deterrent.
- Clarified the percentage of people who speed on N. Oak Street is greater than 5%.

Jeff Trouette:

- Is okay with the City painting 25 mph speed placards on the streets.
- While an effective solution provided multiple tickets are being written is to have the City Police Department available on the streets, such as Oak Street using radar to control speeding, it would be too costly long term to use City resources in this way.
- Permanent blinking/flashing digital signs are effective like those used on Mill Creek Road.
- The traffic study done for the streets being discussed above was not conducted during peak times.

Director of Public Works Eriksen:

- 1 • While permanent blinking lights may be effective, the flashing is offensive to people/neighborhoods.
2

3 Motion carried by an all AYE voice vote of the members present.
4

5 **4b. Discussion and Possible Action crosswalk request Observatory Avenue**

6 **Chair Turner:**

- 7 • The TEC continued the discussion for this agenda item so that staff could provide further information on
8 ADA curb cut requirements and feasibility of installing the requested crosswalk without curb cuts, crosswalk
9 signage and/or other information.
10 • Noted Martin Bradley provided additional photographs along with a sketch of the sidewalk and planter strip
11 at the proposed crosswalk location.
12 • Staff's recommendation is to deny the request for a crosswalk since there are no ADA curb cuts at the
13 proposed crosswalk location.
14 • Installation of a crosswalk would be problematic because of the existing configuration of the driveways and
15 lack of infrastructure, such as curb cuts, etc.
16

17 **Member Jordan:**

- 18 • Although it would be nice to provide crosswalks for the school facility, the Committee views this as a
19 problem because of the lack of curb cuts.
20 • If there is a way to provide the ADA curb cut for the crosswalk, the crosswalk requested is likely
21 appropriate.
22 • Has observed there are existing crosswalks that connect directly to a curb, but have no ADA ramp.
23 • It was determined at the last Committee meeting regarding this agenda item that there is no way to
24 effectively line up a curb cut with the existing driveway on Observatory Avenue.
25 • Has observed when driving around there is more than one existing crosswalk that connects to a driveway.
26 • Is an ADA curb cut required for the crosswalk?
27 • Questions why special consideration is given to this school facility when there are other schools that have
28 crosswalks that do not connect to an ADA curb.
29 • If an ADA ramp is required and cannot be provided questions how a crosswalk can be warranted.
30

31 **Chair Turner:**

- 32 • It may be that such crosswalks having no curb cut were constructed prior to the American Disabilities Act.
33 • Driveways are not considered access ramps.
34

35 **Member Whitaker:** All new crosswalks require an ADA ramp.
36

37 **Director of Public Works**

- 38 • Expressed concern about installing a crosswalk at the T-intersection of Observatory Avenue at Marwen
39 Drive where the reason for the crosswalk is for pedestrians to feel safer. The minute a pedestrian feels
40 safer in such a crosswalk, one is actually less safe.
41 • Does not support the installation of a crosswalk at the T-intersection of Observatory Avenue at Marwen
42 Drive for the exact reason stated above.
43 • If a pedestrian feels he/she can walk across Observatory Avenue with the associated feeling that there is
44 any protection at all that comes with that crosswalk, is of the opinion that person is likely in more danger
45 than before the crosswalk existed.
46 • Is of the opinion that if a crosswalk is not at a 4-way intersection or there are no bulb-outs that tell the driver
47 there is something coming up, no effective service is being done, particularly to children who feel
48 crosswalks are always safe.
49

50 **Willie West:**

- 51 • Does not attend the school facility, but has concerns about the element of safety in crosswalks.
52

53 **Chair Turner** asked whether Mr. West feels safer crossing in a crosswalk than at an unpainted intersection.
54

55 **Willie West:**

- Does not feel safe in a crosswalk because he was hit by a car while in a crosswalk.
- Would rather jaywalk than use a crosswalk.

Martin Bradley:

- Supports installation of a crosswalk at the T-intersection of Observatory Avenue and Marwen Drive to provide a safe route for students attending the school facility.
- Would think that crosswalks do slow down traffic.
- There appears to be faulty reasoning to say that crosswalks are more dangerous than having none at all. Crosswalks serve a purpose.

Director of Public Works Eriksen:

- The City does not have funding available to construct the necessary ADA ramp and retrofit the driveway across the street. To this end, funding is available for 'Safe Routes to School.'
- Grant funding should be available for the project once it is added to the list.
- Grant funding would pay for the required ADA ramp and it is possible the grant would pay at the same time for a bulb-out on the Observatory Park side of the street and possibly the other side of the street as well that alerts drivers something exists ahead to pay attention to.
- Has a concern about installing crosswalks at T-intersections because pedestrians hit on State Street are typically in crosswalks at T-intersections.
- There is an existing study identifying which improvements could be considered for 'Safe Routes to School' grant funding and recommends including the requested crosswalk project on the 'Safe Routes to School' study for bulb-outs and a proper crosswalk solution.

M/S Director of Public Works Eriksen/Whitaker to recommend the crosswalk project requested at the T-intersection of Observatory Avenue and Marwen Drive be considered on the 'Safe Routes to School' study for possible grant funding.

Member Kageyama recommends City Street Supervisor Whitaker be involved in the design aspects of the project so that City street sweeping and/or maintenance crews would be able to perform their jobs, particularly if bulb-outs are part of the design concept.

Martin Bradley:

- Asked about the timeline concerning the study and grant approval process.
- If there is other remediation that needs to be done to decrease the hazard in the area where the school facility is located recommends this be a consideration.
- Is it possible to make portions of Observatory Avenue near Observatory Park area 'No Parking' on either side of the driveway?

Chair Turner:

- The matter of possibly eliminating parking can be agendized for Committee discussion but would ultimately have to be reviewed by City Council. The Committee does not have the authority to remove parking from the street.
- Asked Mr. Bradley to send a letter specifically requesting what he thinks is appropriate as a possible interim solution to the crosswalk problem and to consult with Director of Public Works Eriksen about the timeline concerning the study and possible grant funding for the crosswalk project.

Motion carried by an all AYE voice vote.

5a. Discussion and Possible Action Regarding Pedestrian Crosswalk Sign at Nokomis School on Washington Avenue

Member Seanor gave a staff report:

- Staff received a letter from Jan McGourty of Nokomis Elementary School requesting pedestrian crossing signs for the two crosswalks nearest the school. (see attachment A of the staff report)
- Staff reviewed the California Manual of Uniform Traffic Control Devices 2012 Edition regarding the in-street

1 pedestrian crossing signs. In California, the R1-6 in-street pedestrian crossing sign that has a yield symbol
2 inside it is approved for use and as such would provide an additional visible reminder to drivers regarding
3 right-of-way at crosswalks.

- 4 • There is a school crossing guard that uses the crosswalk located near Marwen Drive. This is the main
5 crosswalk that students are guided across.
- 6 • Has observed the school crossing guard has no special clothing with regard to a safety vest.
- 7 • Use of a safety vest is advisable.
- 8 • When visiting the site noted there is a large tree at this location that provides shade. What is occurring is
9 pedestrians are crossing from a shaded area to a bright and sunny area so in terms of visibility this is not
10 good because pedestrians can essentially come out of the shadows
- 11 • Also noted many parents and/or drivers are making left turns into the school's horseshoe driveway so there
12 are many operations going on at once at this location.
- 13 • Staff recommends the Public Works Department post an in-street pedestrian crossing sign in each of the
14 two crosswalks nearest the school.

15
16 **Committee comments:**

- 17 • **Chair Turner:** The signs would likely last longer if they are put in when needed for use and removed when
18 no longer in use for the day.
- 19 • **Member Whitaker** is of the opinion the R1-6 sign is not necessary because it is a school zone that is
20 clearly marked as such and there is a crossing guard. Would support a *portable* crossing sign like those
21 used at Oak Manor School and on Leslie Street. These signs are privately purchased and maintained.
- 22 • **Member Baxter:** Signs in crosswalks do get his attention like the R1-6 signs used in crosswalks on State
23 Street.
- 24 • **Chair Turner:** The signs used at Oak Manor School were not permitted by the City.
- 25 • **Member Taylor:** Warning devices can be used in crosswalks at schools.
- 26 • **Member Seanor:** The advantage of having a portable sign is that it is only out for the time it is needed.
27 Permanent signs in crosswalks like those on State Street get hit by cars and must be repaired. Such signs
28 are expensive to repair.
- 29 • **Member Jordan:** It may be Nokomis School would be willing to do what other schools are doing and take
30 care of themselves as opposed to the City when it comes to safety concerns in crosswalks.

31
32 **Glenn McGourty, President of the UUSD Board of Trustees:**

- 33 • There are no sidewalks on Washington Avenue in front of the school.
- 34 • Has concerns about children being able to cross the street safely because there are different types of
35 activities going on when school is in session.
- 36 • School Principal McCann has a lot of responsibility when school is over for the day having to
37 coordinate/direct traffic duty with children using the crosswalks and contending with all the activities going
38 on at this time of the day.
- 39 • Identified two areas of concern: 1) area in front of the Nokomis School 2) Intersection of Washington
40 Avenue and Dora Avenue is not a safe place for children to cross the street.
- 41 • The safety of children is the number one issue of importance.
- 42 • The intent is to make certain people understand the area in and around Washington Avenue, Dora Avenue
43 and Helen Avenue is a school zone.

44
45 **Chair Turner:** A T-intersection exists at Helen Avenue and Washington Avenue.

46
47 **John McCann, Principal of Nokomis Elementary School:**

- 48 • Was unaware of his options and thought that measures taken with regard to considering other safety
49 features available for crosswalks had to be discussed with the TEC.
- 50 • The shade tree in front of the schools is the least of his concerns when there are parents parking along
51 Washington Avenue on both sides of the street where the visibility of the primary crosswalk is often
52 compromised in this regard with parents coming and going in their cars and children walking all around the
53 area.
- 54 • Has no problem purchasing a portable sign to increase the awareness that a crosswalk exists.

1 **Chair Turner:** Encourages school crosswalk guards to wear safety vests.

2
3 **Glenn McGourty** asked if there was anything that can be done about signage for school crossing at the
4 intersection of Washington Avenue and Dora Street?

5
6 **Chair Turner:** The crosswalk at the intersection of Washington Avenue and Dora Street is painted yellow, which is
7 the color for a school crossing.

8
9 **Principal McCann** will purchase and maintain a portable warning device for a crosswalk the school uses.

10
11 **5b. Discussion Regarding Making Bush Street a through Street**

12 **Chair Turner** introduced this agenda item and referred to his proposal to improve northbound and southbound
13 traffic flow on Bush Street for discussion and consideration by the TEC.

- 14 - Remove both NB & SB stops at W. Stephenson. Install one west bound stop on W. Stephenson.
 - 15 - Remove both NB & SB stops at W. Church. Install one eastbound stop on W. Church.
 - 16 - Remove both NB & SB stops at W. Smith. Install one westbound stop on W. Smith.
 - 17 - Remove both NB & SB stops at W. Henry. Install one eastbound stop on W. Henry.
 - 18 - Remove both NB & SB stops at Walnut Avenue. Install both eastbound and westbound stops on Walnut
19 Avenue.
- 20
 - 21 • The result will be a wider north and south through street from south of the Downtown to Low Gap Road and
22 beyond to the north end of development. There would be four fewer stop signs in use. Consideration can
23 be given to some traffic calming treatments at Henry and N. Oak Streets and Low Gap Road and N. Oak
24 Street to discourage travel at the same time these changes are made and would promote N. Bush as an
25 alternate. After habits are changed, could consider reducing traffic calming.
 - 26 • The aforementioned proposal would disperse traffic more so as to improve the flow without the traffic
27 concentrations that presently occur on Oak Street.
 - 28 • The engineering of the improvements would likely be the easiest part whereas the hard part would be the
29 public relations work to get approval. This matter would probably have to go to City Council for review only
30 because it is a public issue.

31
32 **Director of Public Works Eriksen:**

- 33 • What is the public issue? Is it because the streets would have to be reclassified?
- 34 • Agrees with the proposed concept of improving traffic flow in the Downtown area to Low Gap Road and
35 with promoting N. Bush Street as an alternative route. To this end, traffic on N. Bush Street would likely
36 increase as habits change possibly making this a public issue for those persons residing on this street. It
37 may be the best approach would to let this happen and allow people to react such that a discussion
38 becomes necessary as a result.

39
40 **Chair Turner:**

- 41 • The public issue would be acceptance of the increased in traffic flow for the affected streets where the
42 intent is to actually make it easier for drivers.
- 43 • People would be encouraged to change their habits that would benefit such streets as Oak Street.

44
45 There was Committee discussion about traffic flow/traffic routes and existing stop signs on other streets in the
46 Downtown area as demonstrated on the Google handout provided and ways traffic flow could be improved.

47
48 **Chair Turner:** The Commission could agendize this matter for further discussion and entertain the concept thereof
49 if there is an interest in doing so.

50
51 **Member Jordan:**

- 52 • Supports having further discussion.
- 53 • Likes that the intent is to improve the overall traffic circulation for the City.
- 54 • Is of the opinion the public should be able to participate in the discussion and provide input.

55
56 It was the consensus of the Committee for this matter to be agendized for further discussion.

1 **4c. Discussion and Possible Action Regarding Vehicle Parking along Carolyn Street and Mill Street**
2

3 **Committee comments:**

- 4 • A complaint about parking problems on Mill Street and Carolyn Street as provided for in attachment 4c
5 of the staff report has been received by the Ukiah Police Department.
6 • The parking problems along Carolyn Street and Mill Street have been discussed by the TEC
7 previously.
8 • **Member Taylor:**
9 ○ The problem continues to exist.
10 ○ The police department has responded to the parking complaints and determined no one is
11 parking illegally and/or out of compliance with the City traffic rules and regulations.
12 ○ Noted the person making the complaint was most likely not publicly noticed because he is not
13 in attendance and recognizes the importance of publicly noticing persons that initiate an
14 agenda item or who have expressed an interest.
15 ○ It is likely the parking issues along Carolyn Street and Mill Street will occur again. In the event
16 people writing letters voicing a complaint be invited to attend a discussion about the issue.
17

18 There was Committee discussion about the possibly of further red curbing streets in the area. If this is the case, the
19 Committee would have to agendize the matter for discussion and later review by City Council.
20

21 It was noted the reason the owner of Blue Drug parks his large utility trucks on Mill and Carolyn Streets is to slow
22 traffic down on these streets. He moves his vehicles regularly in accordance with the City ordinance regulations.
23

24 It was the consensus of the Committee to agendize this matter for further discussion to the next regular TEC
25 meeting.
26

27 **5. NEW BUSINESS**

28
29 **5c. Discussion Regarding Parking at 798 South Spring Street and Pomolita Way**

30
31 **Committee comments:**

- 32 • The TEC received a letter from Darca Nicholson regarding parking on S. Spring Street and Pomolita Way
33 asking what can be done about the parking. (see attachment 5C of the staff report).

34 • **Member Taylor:**

35 Parking perpendicular in a cul-de-sac is a City vehicle code violation.

36 In a cul-de-sac a person cannot park 'curb in.' This means a person has to park around the cul-de-sac.

37 Any portion of the tires cannot be more than 18 inches from the right-hand side of the curb. More
38 specifically, the passenger side tires have to be within 18 inches of the curb and/or parked parallel 18
39 inches from the curb. In this way, no one will get a ticket unless parked more than 18 inches from the curb
40 or 'nose in.' People are not allowed to park perpendicular to the curb (nose in) in a cul-de-sac.

41 Cul-de-sac scenarios are typically tight-fitting particularly for emergency vehicles so people have to park in
42 accordance to City vehicle code rules. People have a tendency to park more cars in a cul-de-sac because
43 they are going 'nose in.'
44

45 The reason this matter was agendized for discussion was that Ms. Nicholson was asking if something
46 different can be done with the parking in the cul-de-sac.
47

48 Ms. Nicholson may not have been informed of today's meeting because she is not in attendance.
49 Would like to explore what options may be available for the cul-de-sac.
50

- 51 • **Chair Turner** referenced Mendocino Drive that is essentially a horseshoe shape. Accordingly, there is a
52 south, west, and north leg that come around Yokayo Elementary School. If one travels along the north leg
53 until it turns, there is a TEC-approved 'fog line' that resembles the one that was just painted on Pine Street
54 in which there were perpendicular lines drawn at the same time. It is a wide cul-de-sac and residents
55 wanted to park in it in addition to their driveways. The driveways in this regard are close together. The
56 parking in the cul-de-sac is an existing exception to the rule.

1 Observed that the cul-de-sac on S. Spring Street and Pomolita Way is not as large as the one on
2 Mendocino Drive.

3
4 The area was not busy when he visited the site at lunchtime.

- 5
6 • **Member Jordan:** Observed there is plenty of parking available on S. Spring Street and Pomolita Way,
7 which may be directly in front of a house.

8
9 Would like to see a more formal staff report for this agenda item.

- 10
11 • **Member Seanor** saw no cars in the area yesterday at 3 pm when he visited the site. Many residents have
12 driveways and two-car garages and did not park on the street. There appears to be a lot of off-street
13 parking.

14
15 The Committee considered whether to possibly agendize this matter for further discussion at the next regular TEC
16 meeting and for staff to explore more codified options.

17
18 **Member Baxter:**

- 19 • Suggests asking if staff would respond to the email and inquire whether there is a need to have a more
20 formal discussion about the parking situation in the cul-de-sac.
21 • From a Committee's perspective there does not appear to be much interest in possibly 'exempting the
22 parking ordinance.' There seems to be too much effort being made to avoid just having to park correctly.

23
24 **Member Kageyama** advised that City Street Supervisor Whitaker is opposed to any change to the parking rule for
25 the cul-de-sac so the street sweeper can get in there to clean the street.

26
27 It was the consensus of the Committee not to pursue the matter any further unless there was a reason to do so.

28
29 **5d. Discussion Regarding After Hours Valet Parking for 2 existing Parking spaces in the 100 block of**
30 **West Standley**

31
32 **Committee comments:**

- 33 • **Member Taylor:**
34 ○ An interest has been expressed by a business owner on Standley Street about after hours
35 valet parking for 2 on W. Standley Street.
36 ○ Valet parking is an interesting concept and explained how valet parking works.
37 ○ The City has ordinances that address different types of parking situations of which 'valet
38 parking' is not one. It is likely valet parking has been allowed at some point in the past.
39 ○ There are other after hours parking accommodations available in the Downtown.
40 ○ Valet parking would likely require a license and involve a fee.
41 ○ The interested business owner would have to pursue the matter so that make a formal
42 proposal for the TEC can be made.
43 ○ Could be a test program. Regulations would have to be in place as to how valet parking is
44 done.

45
46 **Committee comments:**

- 47 • Is after hours valet parking really necessary? What is wrong with people walking a few blocks?
48 • Would other businesses be interested in valet parking? Are there other places where the opportunity
49 exits?
50 • If valet parking is acceptable, a process should be formulated to provide the guidelines as to how this
51 type of parking would work to be able to assist business owners expressing an interest.
52 • It may be worthwhile financially for the City to allow valet parking where feasible.
53 • Important to identify which businesses are located in the Downtown/Downtown Parking District for
54 purposes of consideration concerning different parking types.
55 • Some Downtown businesses have shared parking arrangements for overflow parking after hours.

1 **Committee consensus:** Will not pursue the matter unless the interested business owner submits a plan/proposal
2 concerning how the valet parking would operate/work otherwise the parking on W. Standley Street will remain
3 parallel parking.
4

5 **5e. Discussion and Possible Action regarding TEC meeting date and time**

6 There was Committee discussion whether it would be feasible to possibly change the TEC meeting date and time
7 which was a topic raised by the public during the discussion about traffic issues on N. Oak and Pine Street/Cypress
8 Avenue at the regular October 9 TEC meeting.
9

10 It was the consensus of the Committee that changing the meeting time to Tuesday evenings would not be feasible
11 for most TEC members and do not support a change to the meeting date/time.
12

13 There was TEC discussion about having more regular meetings to address issues that come to the attention of staff
14 and the importance of advising the public when a meeting is cancelled as part of the agenda process.
15

16 **Member Taylor:** City code provides rules/regulations concerning TEC meetings and should probably be reviewed
17 to make certain of compliance and that no modifications are necessary.
18

19 **6. COMMITTEE MEMBER REPORTS**

20 **7. MISCELLANEOUS ITEMS**

21 **8. ADJOURNMENT**

22 There being no further business, the meeting adjourned at 5:25 p.m.
23
24
25
26

27 _____
Cathy Elawadly, Recording Secretary
28

CITY OF UKIAH MEMORANDUM

DATE: January 3, 2013

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works 

SUBJECT: Discussion and Possible Action Regarding Vehicle Parking along Mill Street and Carolyn Street
Agenda Item 4a.

REQUEST: Mr. Glen Donalson submitted a request regarding parking issues on Mill Street and Carolyn Street (see Attachment "1").

DISCUSSION: Parking issues along Carolyn Street and Mill Street were discussed by the TEC at its May 6, 2011 meeting. Please see Attachment "2" for a copy of the TEC report and Attachment "3" for a copy of the TEC minutes for the meeting. Since the May 2011 meeting, the Street Maintenance crew has painted red curb for the standard length at the west corner of Mill Street and Carolyn Street.

RECOMMENDATION: Discuss item and provide direction to staff.

enc.

cc: Glen Donalson
file

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

Attachment # 1

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

CITY OF UKIAH

MEMORANDUM

DATE: May 6, 2011

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works *RJS*

SUBJECT: Discussion and Possible Action Regarding Vehicle Parking along Carolyn Street and Mill Street
Agenda Item 5a.

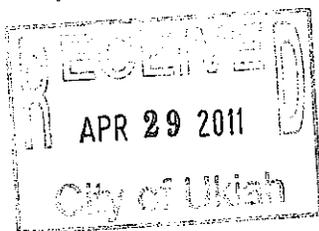
REQUEST: The Traffic Engineering Committee (TEC) received a request (Attachment "A") from Ms. Laura Cook of 134 Carolyn Street, identifying the issue of tall commercial vans, trailers, and other large trucks parking along Carolyn Street and Mill Street. According to Ms. Cook, when tall vehicles/trailers park curbside in this area, sight distance is restricted for vehicles exiting Carolyn Street. In addition, Ms. Cook has a concern regarding emergency vehicles being able to locate her house if tall vehicles are parked curbside in front of her property. A photo map of the area is included for reference as Attachment "B".

SITE VISIT: On May 6, 2011, staff visited the site in the morning. During the site inspection, staff noted that there was a large trailer parked on the west side of Carolyn Street. In addition, a tall commercial van and trailer were parked along Mill Street just west of Carolyn Street. Lastly, a wood chipper was parked on Mill Street opposite Carolyn Street. Please refer to the photographs, Attachment "C", which show these vehicles/trailers. The tall commercial van parked along the south side of Mill Street, just west of Carolyn Street, restricts the sight distance for drivers turning from Carolyn Street onto Mill Street.

DISCUSSION: There are no restrictions to on-street parking on either Carolyn Street or Mill Street in this area. Attached is a copy of Ukiah City Code (UCC), Section 7154.5 which allows, per adopted resolution, restrictions in parking of vehicles six feet or more in height. In a similar situation, the Ukiah City Council adopted a resolution to prohibit the parking of vehicles six feet or more in height in front of the DMV/CHP office on Orchard Avenue. This may be an option the TEC might want to consider for this area.

RECOMMENDATION: Discuss item and provide direction to staff.

cc: file



LAURA J. COOK
134 Carolyn Street
Ukiah, CA 95482
Telephone: (707) 462-6883

April 28, 2011

Department of Public Works
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482

Attention: Traffic Engineering Committee

Gentlemen:

As suggested by Mr. Senor, I am writing to request that you do the necessary investigation, report and request to the City Council to enable Carolyn Street (on both sides of the street) to be an area falling under section (I believe) 7154.5 of the City Code, that is to say, designate the street so as to prohibit standing or parking of any vehicle that is six feet or more in height during all ...hours of the day as designated by resolution of the city council.

The reason for this request is: About 4 years ago - on March 15, 2007, Relanda LLC, a Nevada corporation - through one William Heimberg, managing member purchased the residence across the street from me (northeast corner of Mill & Carolyn Streets) and immediately commenced creating a nuisance, including parking large (over six (6) feet in height vehicles and trailers and some vehicles which were inoperable on both Mill and Carolyn Streets. The parking on Mill Street severely blocked vision of traffic on Mill Street from automobiles entering from Carolyn Street. Your then compliance office, Chris White reluctantly spoke to Mr. Heimberg, and I believe the traffic officers have issued 'move tickets' to him from time to time for parking over the 72 hour limit. However, this 'parking' has continued, and today he has moved his moving van (over six feet in height) with attached trailer directly in front of my home, and front gate! This of course, effectively blocks entry to my home. I am not well, and - how could an ambulance find me if one was needed?

As this party, as well as a party living on the north side of Mill Street are both parking tall (over 6 feet in height) commercial vehicles on Mill Street, it would be greatly appreciated if both sides of Mill Street as well as Carolyn Street were marked as to prohibit parking of vehicles over six feet or more in height.

Very truly yours,
Laura J. Cook
Laura J. Cook



**Proposed No Parking Zone - Vehicles > 6 ft. height
Carolyn Street & Mill Street**

Attachment # "B"

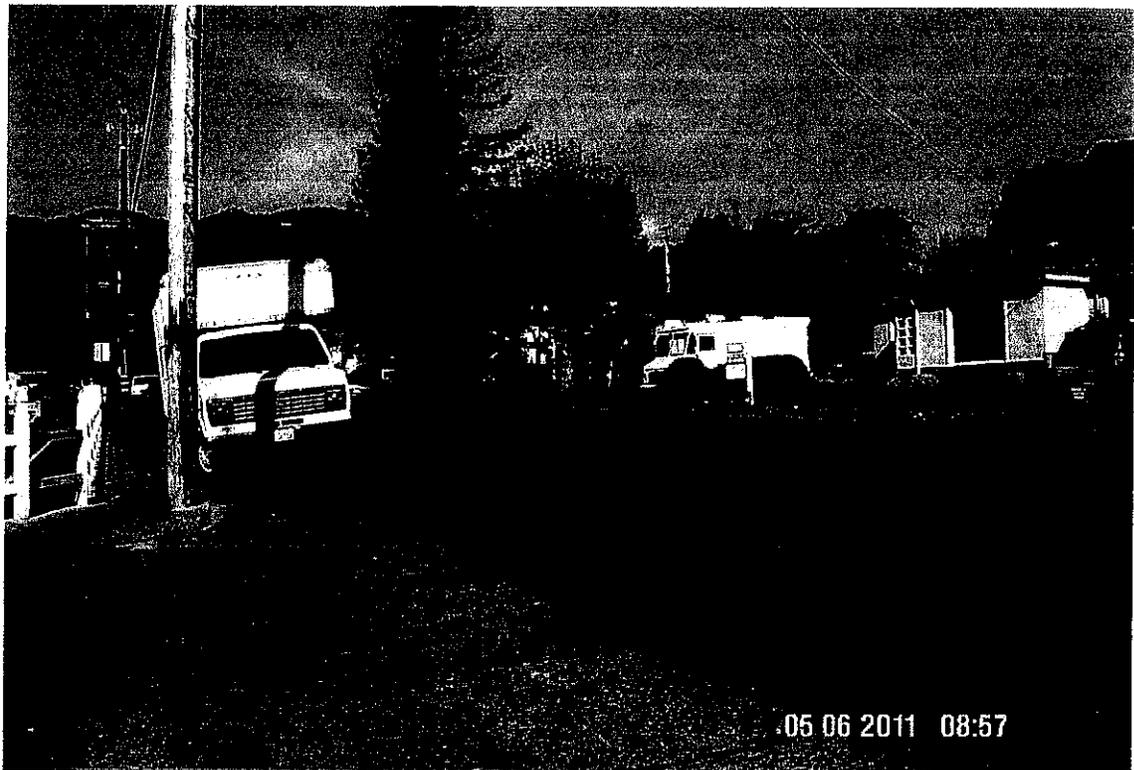


1 inch = 100 feet

Photo Date: March 2001



Carolyn Street Facing North ↗



Carolyn Street at Mill Street
looking west

7154.5: NO PARKING OF VEHICLES SIX FEET OR MORE IN HEIGHT IN LOCATIONS DESIGNATED BY CITY COUNCIL RESOLUTION:

It shall be unlawful and constitute a violation of this article to park or allow to stand any vehicle that is six feet (6') or more in height (including any load thereon) on certain streets or portions thereof, during all or certain hours of the day as designated by resolution of the city council. The city traffic engineer shall erect signs providing notice of any such prohibition in accordance with the provisions of section 7160 of this chapter. (Ord. 1044, §1, adopted 2003)

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: January 3, 2013

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works *RSS*

SUBJECT: Discussion and Possible Action request for no parking zone at 432 Observatory Avenue
Agenda Item 4b.

REQUEST: As a follow up to the December 11, 2012 TEC meeting, Mr. Martin Bradley submitted a request for a no parking zone at 432 Observatory Avenue (see Attachment "A").

DISCUSSION: Mr. Bradley's request is for a no parking zone near the entrance to the Community Transition Program. According to Mr. Bradley, pedestrians have difficulty seeing oncoming traffic due to parked cars on the north side of Observatory Avenue. A photo map of the area is included for reference as Attachment "B". City Code Section 7143 (Attachment "C") lists areas designated for no parking. Subsection "I" of this code specifies no parking within 20 feet of a crosswalk at an intersection in the central traffic district. Although Observatory Avenue is not located in the central traffic district this code section may provide some guidance for the proposed no parking zone.

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

1. Recommend approval of the request for no parking zone to the City Council.
2. Refer to staff for further analysis.

enc.

cc: Martin Bradley
file

Attachment # "A"
RECEIVED

DEC 17 2012

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Martin Bradley
1101 W. Clay Street
Ukiah, CA 95482
707.489.4607 - bradley@pacific.net

December 17, 2012

Rick Seanor
Deputy Director of Public Works
City of Ukiah
300 Seminary Drive
Ukiah, CA 95482

Dear Mr. Seanor,

I am writing to request that the Traffic Engineering Committee of the City of Ukiah recommend to the City Council that a portion of curb in front of the entrance to Community Transition Program (CTP) of Ukiah Unified School District, located at 432 Observatory Avenue, be painted to restrict parking and provide maximum pedestrian visibility for students and pedestrians.

When vehicles are parked close to the entrance of the CTP it is difficult for pedestrians to see oncoming traffic before they step into the street to the unmarked crossing to cross to the corner of Marwen and Observatory. It is necessary to cross the street because the only continuous sidewalk between South Dora and Helen Avenue is on the south side of Observatory from the school program and the entrance to the park. (The north side does not have contiguous sidewalks south to Dora or north to Helen Avenue, requiring any pedestrian to walk in the street around park cars in the line traffic Dora.)

The purpose of the limited parking in front of the school entrance is to mitigate the need for a crosswalk from across Observatory to corner of Marwen until the Traffic Engineering Committee approves the installation of a crossing at this intersection.

Because the students in the Community Transition Program are physically or cognitively impaired and at high risk, I hope this matter can be commended to the Ukiah City Council as soon as possible.

I want to thank the City of Ukiah Traffic Engineering Committee for their continued commitment to provide a school crossing at this intersection. I am confident that the safety and engineering issues can be overcome. I appreciate Mr. Tim Erickson's offer to include the crosswalk in the next **Safe Routes to School** funding application by the county and will discuss this funding with Rick Seanors.

I hope to meet with you to discuss this, and then again prior to final the staff recommendation to be sent to the committee for consideration at the January 8th 2013 Traffic Engineering Committee meeting.

Thank you for your willingness to work with the Community Transition Program to resolve the issue of installing a cross walk for the safe passage of students and pedestrians crossing Observatory Avenue.

Sincerely,


Martin Bradley



432 Observatory Avenue



1 inch = 100 feet

Photo Date: March 2001

§7143 NO PARKING AREAS³

No operator of any vehicle shall stop, stand, park or leave standing such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or other authorized officer, or traffic sign or signal:

- A. Within any divisional island unless authorized and clearly indicated with appropriate signs or markings.
- B. On either side of any street between the projected property lines of any public work, public steps, street, or thoroughfare terminating at such street, when such area is indicated by appropriate signs or by red paint upon the curb surface.
- C. In any area where the city traffic engineer determines that parking or stopping of a vehicle would constitute a traffic hazard or would endanger life or property, when such area is indicated by appropriate signs or by red paint upon the curb surface.
- D. In any area established by resolution of the council as a no parking area, when such area is indicated by appropriate signs or by red paint upon the curb surface.
- E. Upon, along, or across any railway track in such manner as to hinder, delay, or obstruct the movement of any car traveling upon such track.
- F. In any area where the parking or stopping of any vehicle would constitute a traffic hazard or would endanger life or property.
- G. On any street or highway where the use of such street or highway or a portion thereof is necessary for the cleaning, repair, or construction of the street or highway or the installation of underground utilities or where the use of the street or highway or any portion thereof is authorized for a purpose other than the normal flow of traffic or where the use of the street or highway or any portion thereof is necessary for the movement of equipment, articles or structures of unusual size, and the parking of such vehicle would prohibit or interfere with such use or movement; provided that signs giving notice of such no parking are erected or placed at least twenty four (24) hours prior to the effective time of such no parking.
- H. At any place within twenty feet (20') of a point on the curb immediately opposite the mid-block end of a safety zone, when such place is indicated by appropriate signs or by red paint upon the curb surface.
- I. At any place within twenty feet (20') of a crosswalk at an intersection in the central traffic district or in any business district when such place is indicated by appropriate signs or by red paint upon the curb surface except that a bus may stop at a designated bus stop.
- J. Within twenty feet (20') of the approach to any traffic signal, boulevard stop sign, official electric flashing device. (Ord. 553, §1, adopted 1963)

CITY OF UKIAH MEMORANDUM

DATE: January 3, 2013

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works

SUBJECT: Discussion and Possible Action Regarding Speeding Vehicles along West Standley Street
Agenda Item 5a.

REQUEST: Ms. Lucy Powell submitted a request regarding speeding vehicles along West Standley Street (see Attachment "A").

DISCUSSION: West Standley Street is a main route for traffic travelling to and from the west side of Ukiah. An Engineering and Traffic (Speed Zone) Survey was completed under the direction of a California licensed Professional Traffic Engineer for West Standley Street on May 17, 2012 (see Attachment "B"). This survey confirmed the posted 25 mph speed zone on West Standley Street. The Engineering and Traffic Surveys for the entire City were adopted by the Ukiah City Council on July 18, 2012 by Ordinance Number 1137. There are a couple options for use as reminders to drivers of the posted speed limit of 25 mph. The Police Department speed radar trailer is an effective tool to provide direct feedback to drivers of their speed compared to the posted speed zone. Also, West Standley Street may be a candidate location for the Police Department's "Directed Enforcement Spot."

RECOMMENDATION: Discuss item and provide direction to staff.

enc.

cc: Lucy Powell
file

Attachment # "A"

Lucy Powell
1002 West Standley
Ukiah, CA 95482
11-11-2012

Richard J. Seanor, PE
Deputy Director of Public Works
300 Seminary Ave, Ukiah, CA.

RECEIVED

NOV 13 2012

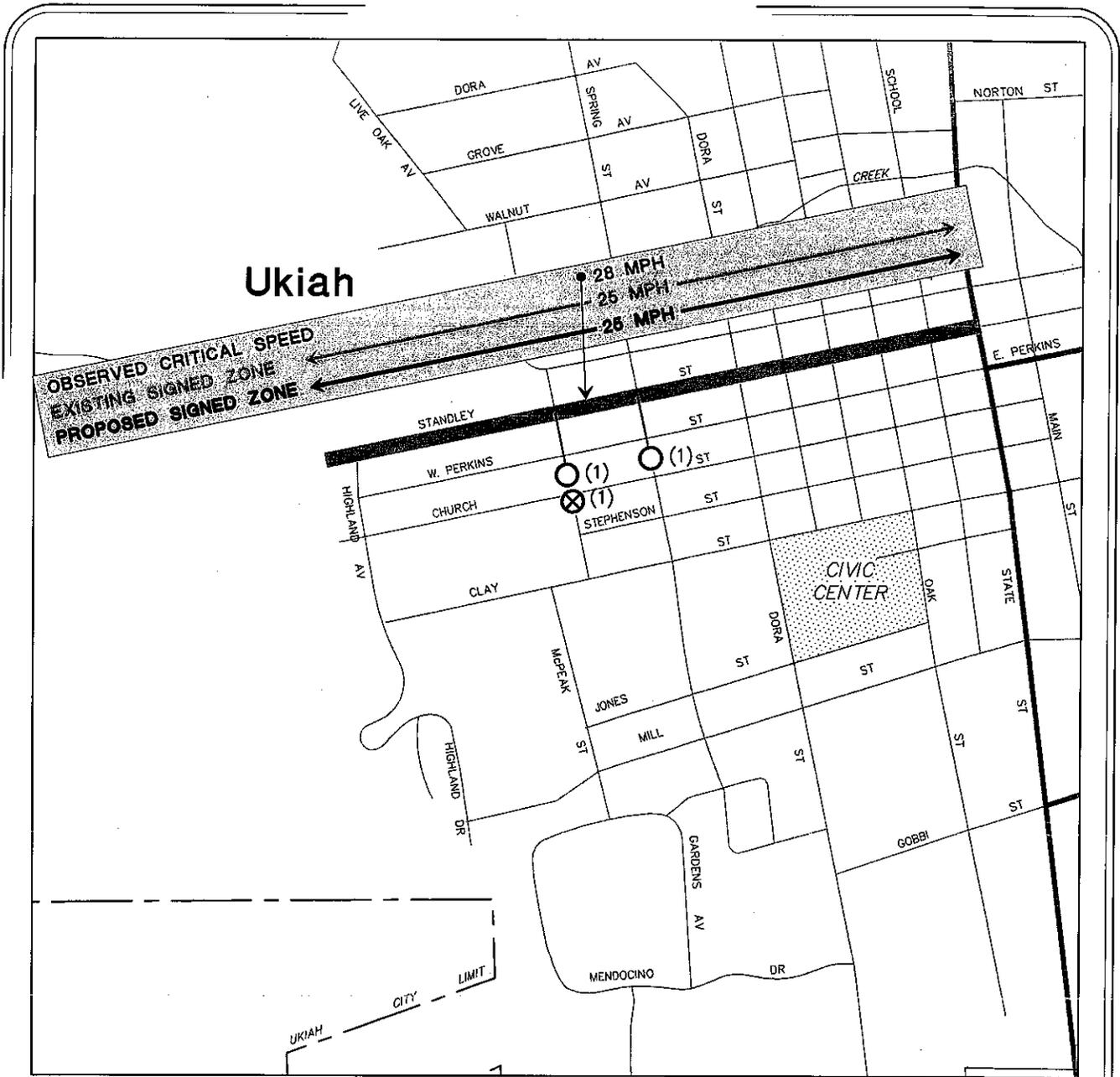
CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Dear Mr. Seanor,

I am writing to ask you to look at the traffic on West Standley Street. There are no stop signs on Standley between Giorneau and Dora Streets. It is downhill all the way. This fact lets people who aren't paying attention get going way too fast for a narrow residential street. A week ago one of those speeders hit a small dog without even slowing down. It could have just as easily been a child. We must not wait until a child or other person walking gets hurt. We need some kind of traffic slowing measure now. Please help us. We don't want the neighborhood "Ukiah Walks" to be invitations to get run over do we?

Sincerely
Lucy Powell
Ph: 485-8067

STANDLEY STREET (STATE STREET TO WEST END)



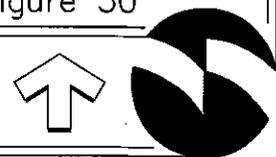
LEGEND

- █ STUDY ROADWAY SEGMENT
- (X) FATAL ACCIDENT COLLISION LOCATION AND NUMBER OF ACCIDENTS
- ⊗ (X) INJURY ACCIDENT COLLISION LOCATION AND NUMBER OF ACCIDENTS
- (X) NON-INJURY ACCIDENT LOCATION AND NUMBER OF ACCIDENTS

Engineering and Traffic Survey (E&TS)

Figure 30

Standley Street (ID No. 28)
(Between State Street and West End)



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

Street: Standley Street Prepare By: Omni-Means
 Limits: State Street to West End Field Observer: R. Tuma
 Date: 6/17/2012

Factors

A. PREVAILING SPEED DATA

Location of Survey	Mid-Block	
	Both	
Direction	Both	
85th Percentile	28 MPH	
10 mph Pace	21 MPH	30 MPH
Percent in Pace	91%	
Posted Speed Limit	25 MPH	

B. COLLISION HISTORY

Date Range Covered	From	To	Duration/Years
	Jan-08	Apr-11	3 years
Total Collisions	Fatal	Injury	Non-Injury
	0	1	2

C. TRAFFIC FACTORS

Average Daily Traffic	952
Length of Segment	3,900
Width of Segment	23
Number of Travel Lanes	2

D. CONDITIONS NOT READILY APPARENT

Conditions: None

Roadway Geometrics: None

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

E. ADJACENT LAND USE: Residential

SURVEY RESULTS

Posted Speed Limit	25 MPH
Critical Speed*	30 MPH
Reduction In Speed For Conditions Not Readily Apparent To Driver?	Yes
Speed Limit Change?	n/a
Recommended Speed Limit	25 MPH

* Nearest 5 MPH

Approved and Authorized for release:

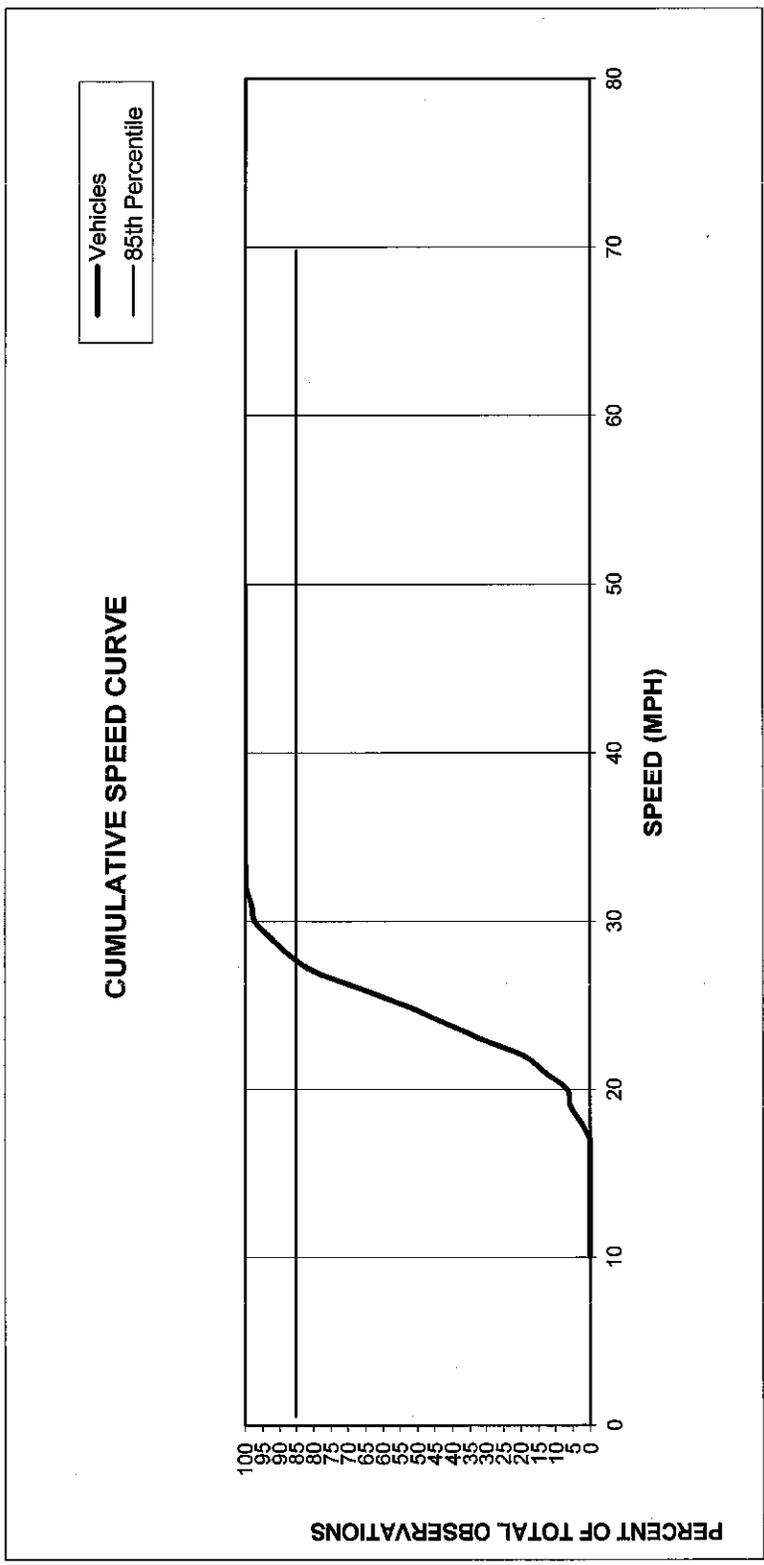
Russ Wenham, P.E.
Name

7/9/2012
Date

Project Manager
Title



ROADWAY: Standley Street
 SEGMENT: State Street to West End
 RADAR LOCATION: Mid-Block
 DATE: 5/17/2012
 TIME: 2:15 PM
 DIRECTION OF TRAVEL: Both



Accident Report

Accident Dates

From: Jan-08
To: Apr-11

ROADWAY: Standley Street
SEGMENT: State Street to West End

Date	Location	Time of Day	Weather	Collision Factor	Collision Type	Fatal	Injury	Non-Injury
01/24/2009	at North Barnes Street	11:50 AM	Clear	Vehicle Code Violation	Broadside - Other Motor Vehicle	0	1	0
07/24/2010	at North Barnes Street	7:30 PM	Clear	Vehicle Code Violation	Broadside - Other Motor Vehicle	0	0	1
02/05/2010	at Spring Street	4:30 PM	Cloudy	Vehicle Code Violation	Broadside - Motor Vehicle on Other Roadway	0	0	1
TOTALS:						0	1	2

NOTE: Collision data obtained from the CHP SWTRS program.