



CITY OF SEASIDE  
TRAFFIC CALMING PROGRAM  
Approved October 20, 2022

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## 1. Introduction

The updated City of Seaside Traffic Calming Program has been designed to help manage speed-related traffic concerns along local and collector streets across the City.

Through this application-based program, residents identify vehicular speed-related concerns on their street to the City. Traffic calming measures may then be installed on streets pending a robust evaluation process led by the City's Public Works Department.

This update to the City of Seaside's Traffic Calming Program was developed by the City's Engineering staff with input from the Traffic Advisory Committee (TAC). In addition, the program was reviewed by the City Attorney and City Risk Manager.

The information provided within this document describes the updated process associated with the City's Traffic Calming Program as well as information for residents who would like to learn more about the Program and apply for traffic calming measures on their street.

**Section 2** provides a broad overview of traffic calming, including what it is and is not.

**Section 3** describes the updated Traffic Calming Program for the City of Seaside, including a description of the streets across the City that may be eligible for traffic calming

**Section 4** describes the application process for residents, including the timelines and information on how the City will evaluate applications.

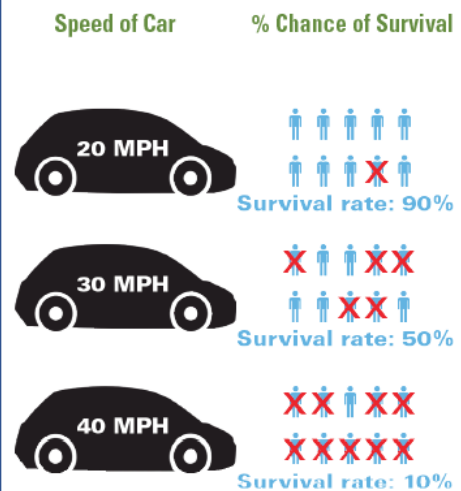
**Section 5** provides an overview of the specific traffic calming measures that the City may use to address traffic calming in Seaside.

The Traffic Calming Program is meant to be a "living document" that may be updated over time to consider or reflect new or amended priorities for the Program, funding levels, and traffic calming effectiveness.

### SPEED & SAFETY RELATIONSHIP

Vehicle speed is the biggest factor in determining if someone survives getting hit by a car.

A person walking hit by a car going 30 MPH is **six times** more likely to die than a person hit by a car moving at 20 MPH.



Seaside's Traffic Calming program makes the City's streets safer and more comfortable for everyone by designing streets that encourage slower speeds.

#### Do I Live on a Street Eligible for Traffic Calming?

Streets with the following characteristics are likely to be eligible residential streets:

- Streets that are classified as "Local" or "Collector" in the Seaside General Plan
- Streets with only two travel lanes (i.e., one travel lane in each direction)
- Streets without bus routes
- Streets that do not have fire stations on them

## 2. Traffic Calming Overview

### What is Traffic Calming?

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming measures that are implemented successfully are effective and self-enforcing.

More specifically, traffic calming is used to:

- Achieve slow speeds for vehicles
- Reduce collision frequency and severity
- Increase the safety and perception of safety for non-motorized users of the street
- Reduce the need for police enforcement
- Enhance the street environment

Traffic calming measures intended to address vehicle speeds are implemented to enhance traffic and pedestrian safety and preserve neighborhood character and livability. There are a number of traffic calming measures that are available to achieve this effect. Specific measures that may be used on Seaside's streets are generally used to address issues with speeding and safety. Different types of traffic calming measures are appropriate on different types of streets. These typically include the use of the 3 E's: **engineering, education, and enforcement**.

The City of Seaside defines traffic calming as “the management of vehicular traffic speeds and volumes through educational, enforcement, and/or engineering measures to minimize the negative impacts on residents, pedestrians, bicyclists, and school children.” The City’s desire to ‘calm’ our streets is further described in the City’s General Plan, which states that the City shall “use traffic calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system.” (Policy C-1.5). **This program will focus on speed-related traffic calming.**

### Education and Enforcement

Traffic calming measures may be complemented by **education** and **enforcement** efforts. Education initiatives empower residents to influence driver behavior to address subjects such as vehicular speeding, pedestrian safety, bicyclist behavior, distracted driving, and other behaviors that impact safety. These campaigns can take a variety of forms, including neighborhood signs and banners, flyers, bus shelter advertising, and neighborhood pledge programs. Enforcement activities employ the use of local police presence to make drivers aware of local speed limits and other traffic laws.

### Engineering

**Engineering** treatments are traffic calming measures that are designed and constructed to manage speeds; this typically involves physical safety improvements such as speed cushions, speed tables, raised crosswalks, median islands, traffic circles, changes to lane widths, lane shifting, etc. These measures have been proven to reduce speeding and increase safety. Typically, speed cushions are the most common traffic calming measures given their effectiveness in managing vehicular speeds. Other

measures may be proposed if they are deemed more effective on a given street and/or are more cost effective. Please refer to Section 5 where each of the traffic control measures that are approved to be implemented on Seaside streets are described in greater detail.

This Traffic Calming Program relies primarily on the use of engineering treatments and education campaigns to address documented speeding concerns on the City's local and collector streets. However, this will not preclude Public Works from coordinating with the Seaside Police Department for enforcement of streets with the most egregious speeding issues.

### What Traffic Calming Is Not

The City's Traffic Calming Program does not directly address cut-through traffic on Seaside's streets. Cut-through traffic can be difficult to quantify and can be more of a neighborhood-scale concern if through-traffic is simply addressed by 'pushing' the problem to another street. The intent of this program is to make Seaside's streets safer and more comfortable for all by reducing the speeds of vehicular traffic.

In addition, traffic calming does not include the use of regulatory measures such as stop signs. Unlike traffic signals or stop signs at intersections, which do not reduce mid-block speeds, traffic calming measures that are part of this program encourage slower vehicular speeds along the length of a block rather than at intersections.

However, this Program does not replace a resident's ability to contact Public Works or the Police Department about maintenance or other issues that do not fit the definition of 'traffic calming.' These requests will continue to be handled through standard City procedures. You can submit a request using the See Click Fix website (<https://seeclickfix.com/seaside>) or by emailing the TAC at [PWinfo@ci.seaside.ca.us](mailto:PWinfo@ci.seaside.ca.us) or call the Police Department at (831) 899-6748.

Stop signs designate right of way for drivers at intersections and can only be installed if certain warrants are met. Installed properly, a stop sign is a valuable and effective traffic control device. It is intended to help drivers, pedestrians, and bicyclists at an intersection know who has the right of way.

Stop signs are frequently ignored if not warranted and can be seen by drivers as "nuisances" or "speed breakers," and therefore have a higher chance of intentional violation. Often, those vehicles that do stop only slow down in the immediate vicinity of the stop sign and make up for lost time by driving faster between intersections. Misplaced stop signs can also create a false sense of security for pedestrians and an attitude of contempt in a motorist.

National guidelines, or warrants, have been developed to indicate when new stop signs should be installed. The warrants take into consideration, among other things, the probability of vehicles arriving at an intersection at the same time, the length of time traffic must wait to enter, and the availability of safe crossing opportunities.

### 3. Seaside's Traffic Calming Program

The City of Seaside's Traffic Calming Program is a resident-driven, application-based program that addresses speeding on local (residential) and collector streets in Seaside. See below for a description of the different categories of streets in Seaside. The program seeks to enhance street safety and neighborhood livability by reducing the negative impacts of fast-moving vehicular traffic on streets and creating safer and more comfortable streets for people walking, biking, and driving.

The goals of Seaside's Traffic Calming Program are to:

- Improve the safety and quality of life for residents, pedestrians, bicyclists, motorists, and students.
- Promote compliance with traffic laws while minimizing reliance on police resources.
- Approach traffic calming in a fair, consistent, transparent, and comprehensive manner.
- Establish a program that functions consistently with, and as a complement to, other City transportation programs and policies such as those related to Safe Routes to School.
- Recognize the unique character and integrated nature of the City's streets so that traffic and speeding are not shifted onto other neighborhood streets.
- Regularly use all available means of community outreach to encourage the availability and use of the program to interested residents, as well as inform the broader community.
- Monitor and evaluate traffic calming measures and procedures over time so that the adopted program remains timely and effective.
- Use traffic calming measures appropriate to the identified issue.

This Program focuses on lower-cost measures that are effective at slowing vehicular speeds on local and collector streets. Traffic calming solutions through the program are resident-directed, block-by-block solutions to address mid-block speeding on local and collector streets.

*Seaside's engineers will evaluate the need for traffic calming on a block-by-block basis; a separate application must be submitted for any neighboring blocks.*

The Program will be scheduled on an annual cycle, with the Program's phases described in subsequent sections taking place at the same time periods each year. An annual program cycle is more transparent, predictable, and easier to understand for Seaside residents versus a program with applications accepted and evaluated on a rolling-basis. In addition, the annual cycle provides residents with more certainty given expected annual funding levels and can provide shorter waiting time between acceptance into the program and implementation timelines. Finally, an annual program cycle results in a more efficient use of

staff resources. The process from the time an application is submitted to the time when traffic calming is implemented is described in Section 4.

Although applications will be evaluated in the fall of each year, residents may have questions throughout the year about the traffic calming process and about whether their street might be an appropriate candidate. Seaside Public Works staff will be available to respond to these questions and requests. In addition, if residents submit applications in advance of the annual deadline, Seaside staff will review the applications for completeness within 30 days of receipt and will request missing information, if applicable.

Email [PWinfo@ci.seaside.ca.us](mailto:PWinfo@ci.seaside.ca.us) and include "Traffic Calming" in the subject line to have questions answered about this program, traffic calming on your street, the status of your submitted application, or anything else related to slowing speeds!

### What Streets in Seaside are Eligible for Traffic Calming?

Different categories of streets serve different transportation functions. Streets within the City of Seaside receive classifications based upon the transportation function that they serve. As described in the Seaside General Plan (August 2004), the City's streets are defined using a hierarchical classification system, and street categories are differentiated by size, function, and capacity.

Of the seven street categories described in the General Plan, the following are eligible to be considered for traffic calming:

- **Local Streets** provide direct access to abutting properties and have the function of serving local traffic movements within residential and commercial areas. All streets that are not designated as major streets are local streets. Local streets include both two-lane streets and one-way streets.
- **Collector Streets** provide traffic circulation between higher volume and higher speed arterial and local streets. They connect neighborhoods with neighborhood-related activity centers and provide limited direct access to abutting properties.

Arterial streets are not eligible for traffic calming under this program. They have the following definition:

- **Arterial Streets** provide the principal network for cross-town traffic. They also connect the City to external highway and freeway systems. Arterials generally have moderate traffic speeds and carry significant amounts of traffic. Primary traffic generators are and/or should be located on arterials. Minor Arterial streets carry lower traffic volumes and support a mix of local and through traffic.

Arterial streets are ineligible because they serve a very different function and, correspondingly, carry significantly higher volumes of vehicles in addition to public transit and emergency response vehicles. Efforts to improve safety on these streets will be sought either in coordination with other projects or as independent projects prioritized based on need.

When developing traffic calming approaches, the various functions that a street serves must be taken into consideration. Neighborhood livability must be balanced with safety concerns and transportation, transit, and emergency service needs. Certain traffic calming techniques, if not implemented properly, could be counterproductive to competing needs.

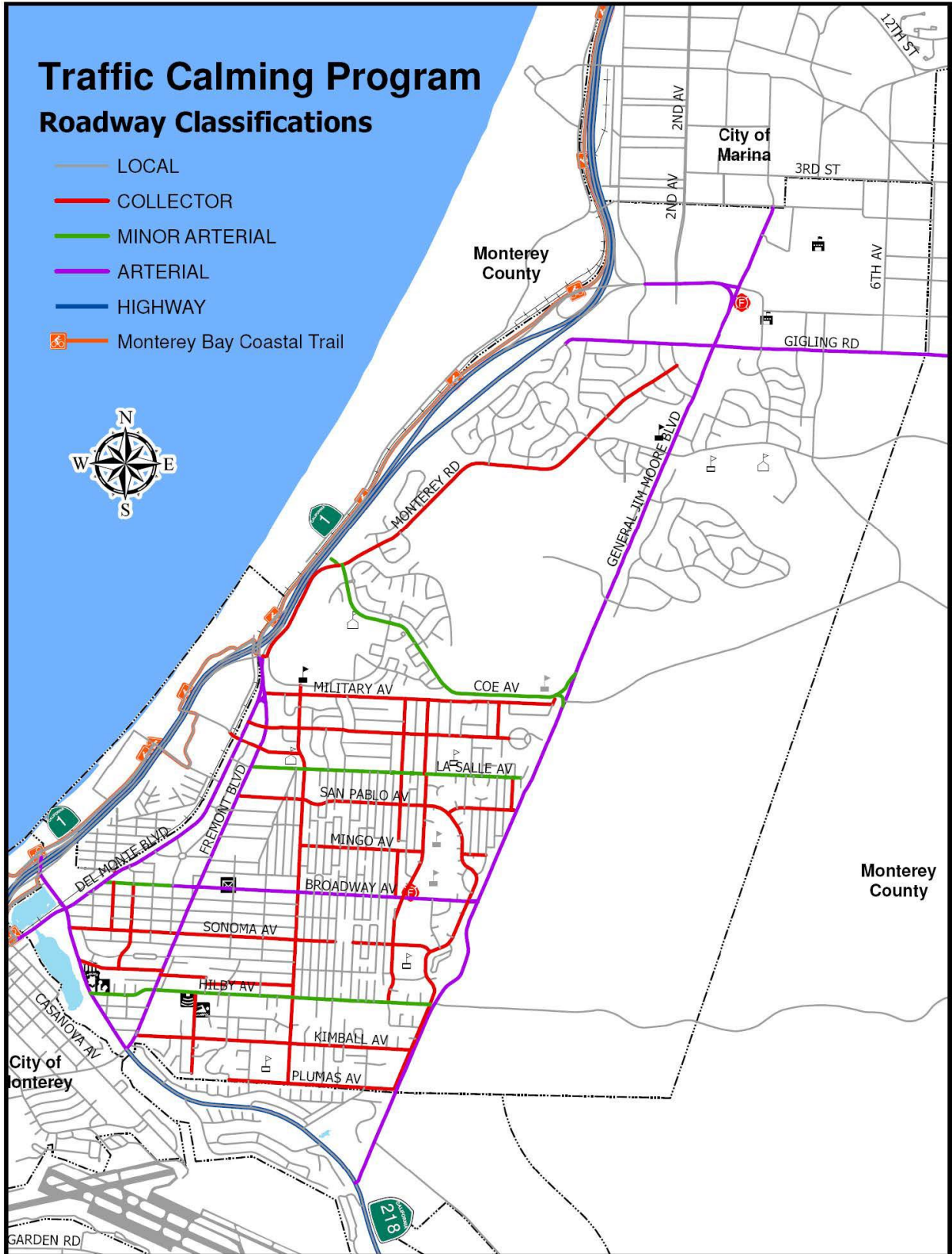
The following streets serve as emergency response routes and require Fire Department approval for traffic calming treatments. See Appendix 1 for more information.

- Flores Street
- Hamilton Avenue
- Hilby Avenue
- Hillsdale Street
- Kimball Avenue
- Mescal Street
- Military Avenue
- Mingo Avenue
- Monterey Road
- Noche Buena Street
- Normandy Road
- Ord Grove Avenue
- Phoenix Avenue
- San Lucas Street
- San Pablo Avenue
- Second Street
- Terrace Street
- Waring Street
- Yosemite Street

The following figure shows City of Seaside streets and their functional classifications (from the Circulation Element of the Seaside General Plan, dated August 5, 2004).

# Traffic Calming Program Roadway Classifications

- LOCAL
- COLLECTOR
- MINOR ARTERIAL
- ARTERIAL
- HIGHWAY
- Monterey Bay Coastal Trail



Source: City of Seaside GIS, 2008

November 9, 2011

## Street Eligibility Criteria

The Seaside Public Works Department will measure speeds once applications are submitted. However, before you apply, you can also take a look at the resources below to see if your street may be likely to qualify.

Streets with the following characteristics are likely to be eligible local streets:

- Streets that are classified as “local” or “collector” in the Seaside General Plan (see map above)
- Streets with only two travel lanes (i.e., one travel lane in each direction)
- Streets without bus routes
- Streets that do not have fire stations on them

Seaside’s engineers will evaluate the need for traffic calming on a block-by-block basis; a separate application must be submitted for any neighboring blocks.

## Traffic Calming Application Evaluation Criteria

If your street is eligible for traffic calming and a complete application is received by Seaside’s Public Works Department, data on your street will be collected to determine the severity of the speeding concern and identify other safety considerations. *The street must have documented vehicular speeding in order to be further considered.*

Other data that could be considered in determining whether streets receive traffic calming include the following. See Appendix 2 for a sample scoring sheet.

- **Vehicle counts** – Additional qualifying points will be given to those streets with higher traffic volumes.
- **Collisions** – The number of collisions that have been reported to the Police Department will be considered. Those streets with a higher number of reported collisions will receive additional qualifying points.
- **Adjacent Land Uses** – Adjacent land uses such as proximity to parks, school zones, commercial areas, community centers, bus routes, and bicycle networks could increase the ranking of your block.

## 4. Application Process

This section describes the process required to implement neighborhood traffic calming projects. This is an annual program, and the process will be followed along the same timelines each year, as described in the table below.

The following table is a summary of the key steps, who is responsible for initiating each step, and the approximate dates for each step. Applicants must complete each step before continuing to the next one.

DESCRIPTION	RESPONSIBILITY	DATES
<b>STEP 1 – REQUEST ACTION</b>		
Report the concern to the City’s Public Works Department via the Traffic Safety Application	Applicant	Year round, though the deadline for applications for the upcoming year is September 30 of each year
<b>STEP 2 – EVALUATION AND RANKING</b>		
Data collection effort	Public Works Department	October/November
Application ranking	Public Works Department	October/November
<b>STEP 3 – INFORM APPLICANTS</b>		
Applicants are informed by email of the results of their applications	Public Works Department	November/December
<b>STEP 4 – EDUCATION AND/OR ENFORCEMENT</b>		
Education and enforcement tools are employed to calm traffic	Applicant and/or Public Works Department	December/January
<b>STEP 5: ENGINEERING AND DESIGN</b>		
Recommended traffic calming measures are designed	Public Works Department	January – March
<b>STEP 6: TRAFFIC ADVISORY COMMITTEE APPROVAL</b>		
Proposed traffic calming projects are reviewed by the City’s Traffic Advisory Committee	Public Works Department / Traffic Advisory Committee	March – May
<b>STEP 7: CITY COUNCIL APPROVAL</b>		
Proposed traffic calming measures are ratified by the City Council	Public Works Department / City Council	May – June
<b>STEP 8: TRAFFIC CALMING IMPLEMENTATION AND/OR CONSTRUCTION</b>		
Project designs are finalized and construction begins	Public Works Department	June – September
<b>STEP 9: MONITORING</b>		
Project effectiveness may be evaluated	Public Works Department	October – November

### Step 1 – Request Action (Year-Round, deadline on September 30 of each year)

Residents who would like to apply for traffic calming on their block are encouraged to submit an application (Appendix 4). Application forms for the annual program cycle will be available on October 1 of each year. Please submit your completed Traffic Calming Request Form in accordance with the

instructions provided on the form and below. This is the first step in the process of evaluating traffic calming for each street. ***The deadline for submitting completed applications and petitions for the current Traffic Calming Program cycle is September 30 of each year.***

A request can be filed by an individual, on behalf of a group of residents, or by any concerned group. Applicants must live on the block that is listed on the application. Applicants may be either property owners or renters.

A separate traffic calming application should be completed for each individual block with a traffic speed concern.

To be considered for traffic calming, you must obtain signatures from a majority of residences on your block, using the petition form that is attached to the application (see Appendix 4). Both property owners and renters can sign the petition, with one adult's (18+) signature allowed per address. Signatures are required as part of the application process to ensure community support before the planning process begins. If your block is selected for traffic calming, residents on your block will be given the opportunity to vote on the proposed traffic calming measure recommended by Seaside Public Works staff in advance of implementation.

Groups of blocks or entire neighborhoods cannot be considered for traffic calming as part of this program because this would require additional funding and staff resources in order to conduct the proper traffic analyses and a resulting community-wide planning process. These neighborhood-scaled projects typically lead to longer planning, design, and implementation timelines.

Please submit completed applications and petitions using one of the methods outlined below.

- a. Email – scan all pages of the completed application and petition and send to: [pwinfo@ci.seaside.ca.us](mailto:pwinfo@ci.seaside.ca.us). Please include “Traffic Calming Application” in the subject line.
- b. US Mail or Hand Delivery – send all pages of the completed application and petition to:  
Traffic Calming Program  
Seaside Public Works Department – Engineering Division  
440 Harcourt Avenue  
Seaside, CA 93955

## Step 2 – Evaluation and Ranking (October/November)

Once valid applications with petitions are received, Seaside staff will collect data and assess traffic conditions on the block listed on the application, ranking traffic calming requests against others received in the same application year (see the Evaluation Worksheet in Appendix 2). The data that will be collected includes traffic speeds and vehicle counts as well as a review of the number of collisions that have taken place in each location. Once the data has been collected for all applications, they are prioritized based on traffic speeds, vehicle counts, collisions and adjacency to particular land uses within a short proximity to the street, which can include schools, parks, transit stops, health care facilities, and retail activity, among others. These land uses typically attract more people who travel by foot or on bicycle.

The projects will go to the TAC for approval based upon the evaluation and ranking. The number of accepted projects will depend on the available funding and what devices are recommended, as described in the Engineering Treatments section below.

Because the traffic calming program is on an annual cycle, the evaluation process for each block under consideration will take place at the same time each year; typically, in October and November.

### Step 3 – Inform Applicants (November/December)

Once the highest-rated locations for traffic calming are identified, Seaside staff will begin the process of reviewing these locations for the most appropriate engineering and/or education solution.

Seaside staff will inform all applicants of the results once the list of projects is identified. These responses could take one of these forms:

- Approved – locations are recommended for education and/or enforcement or engineering treatments in the current cycle.
- Denied – locations do not rank in the current cycle. Applicants wishing to be considered for traffic calming in future years are welcome to reapply. These applications will not otherwise be considered in future cycles.

This will take place in November and December of each year.

### Step 4 – Education and/or Enforcement (December/January)

City staff may first suggest possible solutions for approved applications that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement-based measures. Education efforts will consist of applicant-driven measures such as portable driver speed feedback signs, yard signs, neighbor observations, and neighborhood meetings. Enforcement measures include driver speed feedback signs and targeted enforcement activity on the part of the Public Safety's traffic enforcement officers.

After a period of no less than six months, the City will evaluate the effectiveness of the education and enforcement measures and determine if engineering treatments may be appropriate.

### Step 5 – Engineering Treatments (January - March)

Seaside engineering staff will work on conceptual design and cost estimates for the recommended traffic calming measure(s) deemed most appropriate for each block. The design process for each project will be conducted by Seaside staff, or their engineering consultants, with comments from the Fire Department and Police Department.

For locations where the recommended device would require parking removal or displacement or may be considered a potentially controversial choice for the location, Seaside staff may offer to meet with interested residents. Seaside staff would work with the primary applicant to find a meeting location and would send the meeting announcement to all residents on the affected block.

The purpose of these neighborhood meeting would be for Seaside staff to present the pros and cons of one or two devices that would be appropriate for the location and take feedback from neighbors to advise the project's final design. Buy-in from residents would be obtained before proceeding to the TAC for approval.

For locations requiring this additional community outreach, the implementation cycle may be delayed compared to locations receiving standard measures.

#### Step 6 – Traffic Advisory Committee Approval (March - May)

The City's Traffic Advisory Committee (TAC) acts as an advisory board to the City Council and reviews all requests for traffic safety regulatory or control devices, signs and markings. The TAC is comprised of one City Councilmember, the Police Chief, the Fire Chief, the Community Development Director, and the City Engineer/Public Works Director.

The TAC will review each proposed traffic calming project at a regularly scheduled meeting, which are held once per quarter. Public Works staff will present the traffic calming project to the TAC and will seek a final recommendation from this group.

The TAC will either approve, deny, or return back to staff for further consideration. All actions taken by the TAC are recommended to the City Council for ratification.

#### Step 7 – City Council Action (May - June)

After TAC recommendation, each traffic calming project will be scheduled for City Council's consideration. The project will be presented at a City Council meeting and members of the public will have the opportunity to provide additional comment on the project, if desired.

If the proposed traffic calming project is approved by the City Council, the project will move on to the Construction phase.

#### Step 8 – Traffic Calming Implementation and/or Construction (June - September)

If the project is approved, the plans will be sent to the appropriate City department for implementation. Depending on the cost, construction of the approved traffic calming measures will be conducted by City staff or their contractors through a public bid process.

The implementation timeline is based on a number of factors, including type of measure(s), cost, construction schedule, and other construction in the area.

#### Step 9 – Monitoring (October – November)

Once a Traffic Calming Plan has been fully implemented and in effect for a period not less than one year, the City may choose to evaluate the effectiveness of the project by monitoring speeds and/or collisions. Based on this evaluation, City staff may recommend modifications to, or removal of traffic calming measures.

## 5. Traffic Calming Toolbox

The following section includes a brief description, key advantages and disadvantages, and sample photographs of each tool that has been approved for use on streets in the City of Seaside.

Traffic calming devices have been ordered from the least expensive and quickest to implement to those that are more expensive and would require construction. The City reserves the right to disallow certain devices on a project-by-project basis.

- Supplemental signs and pavement markings
- Striping centerlines
- Lane narrowing (striping)
- Staggered street parking
- Driver speed feedback signs (portable or nonportable)
- Median islands (painted or raised)
- Speed cushions
- Speed tables
- Raised crosswalks
- Midblock chokers
- Intersection curb extensions
- Neighborhood traffic circles

## Supplemental Signs and Pavement Markings

On some streets, additional signage or pavement markings could assist in drawing motorist's attention to particular roadway conditions. Advance warning signs (e.g., pedestrian crossing ahead), supplemental regulatory signs (e.g., an added speed limit sign), "Share the Road" signs, and pavement markings (e.g., "Keep Clear", "Ped Xing") can be used, when warranted, based on engineering studies.

### Advantages

- May highlight lesser-known roadway features
- Increases awareness
- Inexpensive to install

### Disadvantages

- Excessive signage or markings reduces effectiveness

Approx. Cost: \$\$



## Striping Centerlines

Striping for traffic calming is typically used to narrow lanes to about 10 feet wide. The primary benefit is to delineate lanes and to slow vehicle speeds. In addition, a centerline stripe helps drivers stay on the “right” side of the road and not use the entire roadway width as a travel lane. On wide roadways, the “unused” pavement created by restriping can sometimes be used to stripe a bicycle lane, parking lane, or pedestrian shoulder.

### Advantages

- Can be quickly implemented
- Can slow travel speeds
- Improves safety by clearly designating travel paths for vehicles

### Disadvantages

- May require additional reinforcement through education and enforcement
- May be incongruous with the typical look of a neighborhood street

Approx. Cost: \$\$



## Lane Narrowing (Striping)

Edge-line striping is used to create narrow travel lanes (e.g., 10-foot), in order to give the impression of a skinny street. This visual narrowing encourages drivers to lower their speed. Edge-line striping is most applicable on wider local streets where speeding is an issue. Any “unused” pavement created by re-striping can sometimes be used to stripe a shoulder, parking lane, or bike facility.

### Advantages

- Inexpensive to install
- Can be implemented quickly
- Can be used to delineate on-street parking
- Can improve safety by clearly delineating travel paths for various roadway users
- Does not slow emergency vehicles

### Disadvantages

- Increases regular maintenance cost

Approx. Cost: \$\$



## Staggered Street Parking

Providing designated spaces with markings can reduce the effective width of travel lanes, thereby slowing travel speeds. On streets with enough width, parallel parking alternating between sides of the road forms S-shaped driving path curves that slow driving speeds.

### Advantages

- Can slow travel speeds
- Can add parking capacity
- Illustrates legal parking areas to drivers

### Disadvantages

- May require additional reinforcement through education and enforcement

Approx. Cost: \$\$



### Driver Speed Feedback Signs (Portable or Nonportable)

A speed display feedback sign is a device that measures each approaching vehicle's speed. The vehicle's speed is displayed next to the legal speed limit, reminding speeding drivers to slow to the speed limit. The device is either portable – attached to a moveable trailer – or nonportable – attached to a pole and not easily transferable to another location.

#### Advantages

- Provides immediate feedback to drivers on their driving speed
- Does not slow emergency vehicles
- Does not require City staff set-up or removal after the initial installation
- Effective in reducing speeds in the short-term

#### Disadvantages

- Not an enforcement tool
- Effectiveness may be temporary
- Less effective on multi-lane roads
- Subject to vandalism

Approx. Cost: \$\$\$



### Median Islands (Painted or Raised)

Median islands are raised or painted islands in the center of a street that can be used to narrow lanes for speed control and/or to create a barrier to prohibit left turns into or from a side street. They can also be used for pedestrian refuges in the middle of a crosswalk.

#### Advantages

- May reduce collision potential
- Can reduce pedestrian crossing distance when used as a pedestrian refuge
- Provides opportunity for landscaping or other aesthetic features
- Redirects traffic to major streets and reduces cut-through traffic

#### Disadvantages

- If designed improperly, drivers can maneuver around a channelizing island to make an illegal movement
- Limits turns to and from the side street for local residents and emergency vehicles
- Can shift traffic to other street(s)
- Landscaping requires maintenance by City or residents

Approx. Cost: \$\$-\$\$\$



## Speed Cushions

Speed cushions are a variation of a speed hump with a shorter height and space between the cushions. Cushions are approximately 3-inches high, rectangular in shape, 6 feet wide, and 6 to 14 feet in length.

### Advantages

- Effectively reduces vehicle speeds
- Does not require parking removal
- May reduce vehicular volumes

### Disadvantages

- May divert traffic to other neighborhood streets
- May encourage rapid acceleration between speed humps
- May slow emergency vehicles

Approx. Cost: \$\$\$



## Speed Tables

Also known as a raised intersection, a speed table is a flat, raised area covering an entire intersection with ramps on all approaches. It is typically about 4" high and finished with textured pavement.

### Advantages

- Effectively reduces vehicle speeds at intersections
- Enhances pedestrian safety
- Aesthetically pleasing

### Disadvantages

- May require bollards to define the edge of the roadway
- Storm drainage modifications are necessary
- Slows emergency response times

Approx. Cost: \$\$



## Raised Crosswalks

By raising the level of the crossing, pedestrians are more visible to approaching motorists. Raised crosswalks can be up to six inches high, 12 to 24 feet in length, and stretch the width of the street. They are outfitted with crosswalk markings and signage. Raised crosswalks are intended to reduce vehicle speeds where there is a large pedestrian crossing volume.

### Advantages

- Improves pedestrian visibility to oncoming vehicles
- Can provide positive aesthetic value with pavement treatments
- Effective in reducing speeds

### Disadvantages

- Textured materials, if used, can be expensive
- Impact to drainage needs to be considered
- May slow emergency vehicle response time
- Increased noise to adjacent residences

Approx. Cost: \$\$\$



## Midblock Chokers

Chokers are midblock curb extensions that narrow a street by extending the sidewalk or widening the planting strip. Chokers are intended to reduce traffic volumes by making the roadway narrow so that only one car at a time can pass through it, or two cars can pass very slowly in opposite directions.

### Advantages

- Reduces traffic volumes and speeds
- Reduces pedestrian crossing width and increases visibility of pedestrians
- May be preferred by emergency response agencies over other traffic calming measures

### Disadvantages

- Potential loss of on-street parking
- May require reconstruction of gutters and storm drain features
- May require bicyclists to briefly merge with vehicular traffic

Approx. Cost: \$\$\$



## Intersection Curb Extensions

Curb extensions reduce a roadway's width between its curbs, thereby increasing pedestrian visibility to oncoming vehicles and reducing the intersection crossing distance. Curb extensions can be accomplished by extending the curbs at an intersection towards the center of the roadway, or by building raised islands in the roadway, which allow for drainage and bike lane passage. Both measures tighten curb radii at the corner, shortening the pedestrian crossing distance and reducing the speeds of turning vehicles.

### Advantages

- Improves pedestrian circulation and space
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Shortens pedestrian crossing distance
- Opportunity for landscaping and entrance feature
- Reduces speeds (especially right-turning vehicles) and traffic volumes

### Disadvantages

- May slow right-turning emergency vehicles and large trucks
- Potential loss of on-street parking
- May require reconstruction of gutters and storm drain features
- May require bicyclists to briefly merge with vehicular traffic

Approx. Cost: \$\$\$



## Neighborhood Traffic Circles

Traffic circles are raised circular islands, placed in intersections of local streets, around which traffic circulates. They are typically controlled by yield or stop signs on all approaches. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Drivers must first turn to the right, then to the left as they pass the circle, and then back to the right again after clearing the circle. Traffic circles are appropriate on streets with low to moderate traffic volumes and speed limits of 35 miles per hour or less. The islands are often landscaped.

### Advantages

- If designed well, can have positive aesthetic value
- May reduce collision potential and collision severity
- Effective in moderating speeds and improving safety

### Disadvantages

- Difficult for large vehicles (such as fire trucks) to circumnavigate
- Must be designed so that the circulating lane does not encroach on crosswalks
- May slow emergency vehicle response time
- Potential loss of on-street parking
- Landscaping must be maintained, either by City or by residents

Approx. Cost: \$\$\$

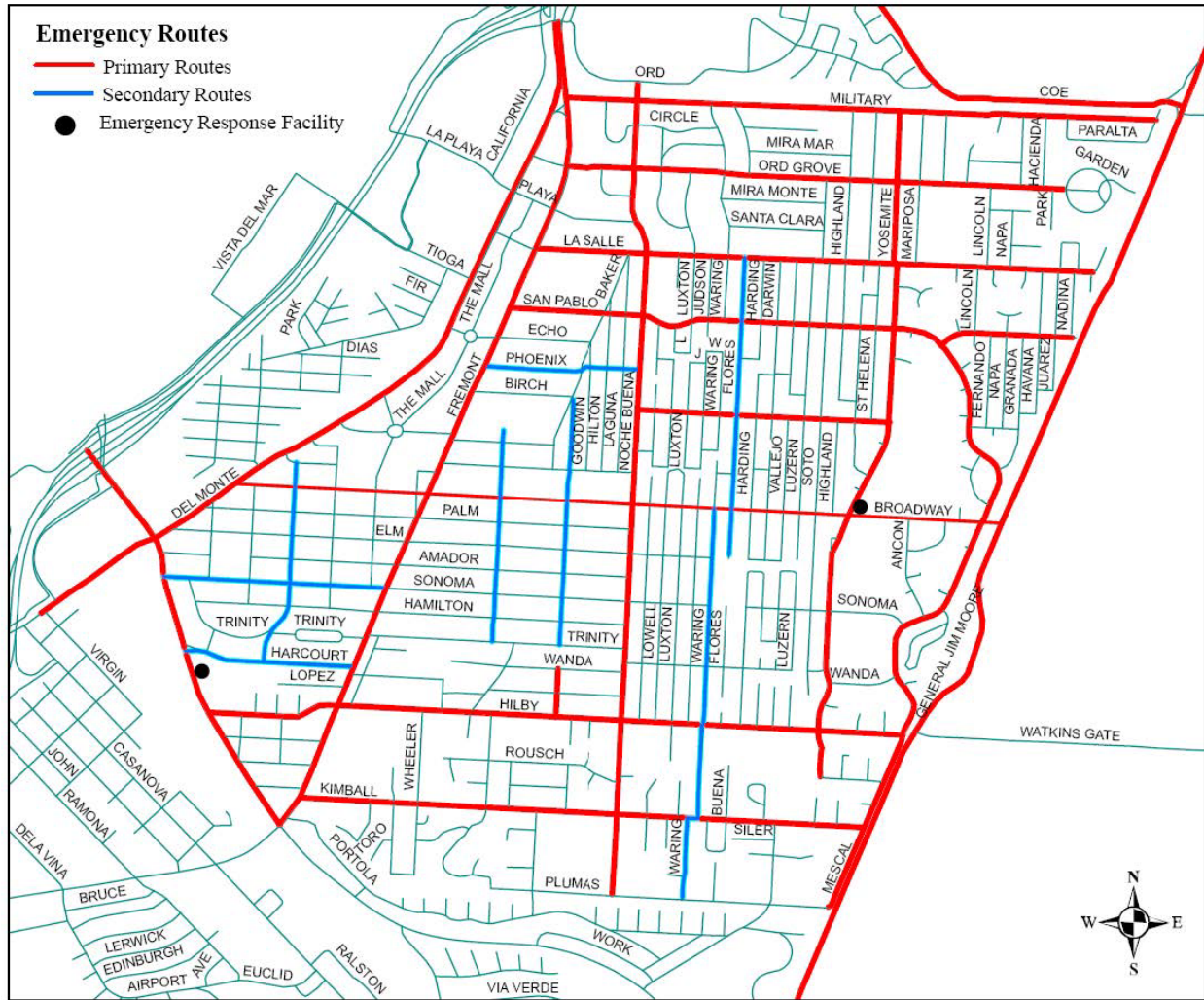


## Appendix 1. Emergency Response Considerations

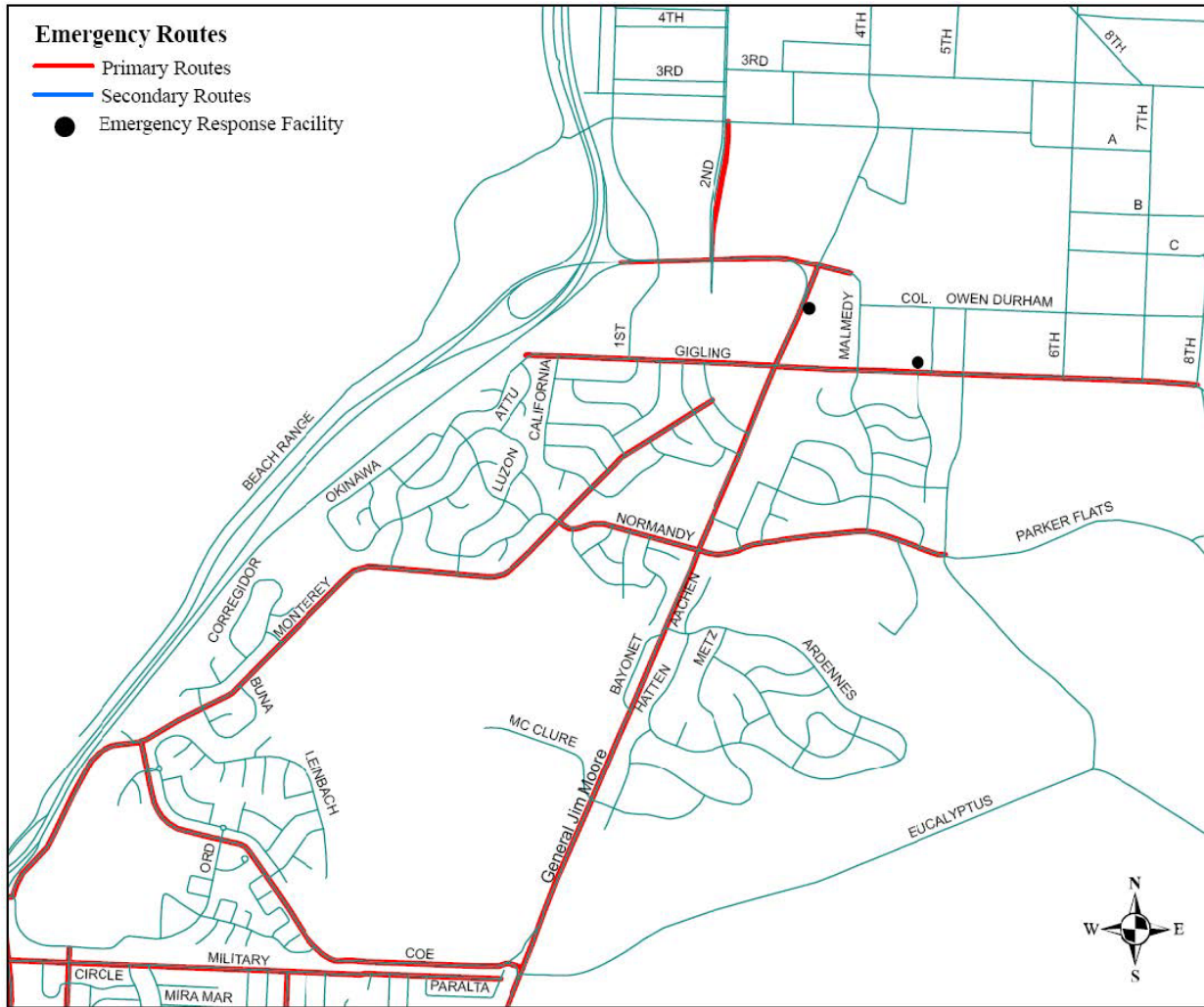
When new traffic calming measures are considered, provisions for emergency response must be clearly addressed. Certain measures (particularly vertical devices such as speed humps, speed tables and raised intersections) are not recommended for use on emergency response routes because of their impact on emergency response times. Also, there is concern that changes in the road surface could cause damage to emergency vehicles. Emergency vehicle access and timely response times shall be maintained in the City of Seaside. To these ends, the following policies have been developed to guide the traffic calming program in the City of Seaside:

1. Police and Fire Department personnel will be involved in the planning process for all proposed traffic calming measures, in order to minimize impacts to emergency response. During this review, several items will be considered, including the following: critical response routes (Refer to Figures 2A and 2B, Emergency Response Routes); special need facilities; access issues and necessary clearances (taking into consideration emergency response vehicle required turning radius, wheelbase and track width, and ground clearance).
2. The use of vertical devices such as raised intersections, speed humps and speed tables will be avoided on established emergency response routes or any street with critical speeds over 30 miles per hour or higher volume collectors (over 750 vehicles per hour).
3. Vertical devices shall not be installed in the direct vicinity of emergency response facilities.
4. The locations of features such as on-street parking and bus stops in the vicinity of proposed traffic-calming devices shall be taken into consideration and modifications shall be made as appropriate.
5. Any new traffic calming innovations will be evaluated on the basis of their effect on emergency response times, before they are approved for use.
6. Residents requesting traffic calming measures will be notified of the potential for slower response times after the devices are installed.

# Emergency Response Routes – Seaside Proper



# Emergency Response Routes – Seaside North



## Appendix 2. Traffic Calming Evaluation Worksheet

This worksheet will be completed by the City of Seaside staff in accordance with the City's Traffic Calming Program. It will be used to prioritize the potential initiation of specific neighborhood traffic calming processes.

Date: \_\_\_\_\_

Location of Concern: \_\_\_\_\_

**1. Traffic Volumes (mid-week volumes within the last two years)**

Greater than 2,000 vehicles per day = 8 points

1,500 to 2,000 vehicles per day = 6 points

1,000 to 1,500 vehicles per day = 4 points

Fewer than 1,000 vehicles per day = 0 points

\_\_\_\_\_

**2. Reported Collision History on Local or Collector Streets**

More than five collisions in a three-year period = 12 points

Two to four collisions in a three-year period = 9 points

One to three collisions in a three-year period = 6 points

\_\_\_\_\_

**3. Travel Speeds**

85<sup>th</sup> percentile speed  $\geq$  10+ MPH over speed limit = 10 points

85<sup>th</sup> percentile speed  $\geq$  6+ MPH over speed limit = 6 points

85<sup>th</sup> percentile speed  $\geq$  3+ MPH over speed limit = 3 points

\_\_\_\_\_

**4. Pedestrian Facilities**

There is essentially no pedestrian space available = 5 points

The pedestrian space needs improvement = 3 points

\_\_\_\_\_

**5. Bicycle Facilities**

There are no bicycle facilities = 5 points

There are existing or planned bicycle facilities = 3 points

\_\_\_\_\_

**6. Adjacent Land Uses**

The street segment is adjacent to parks, school, transit stop(s), shops, community facilities, etc. = 3 points for each school, 2 points for each other activity center destination (10 points maximum total)

\_\_\_\_\_

**7. Unique Conditions**

Unique conditions prevail such as sight distance constraints, parking on sidewalks, high truck volumes = 1 point for each unique condition (5 points maximum total)

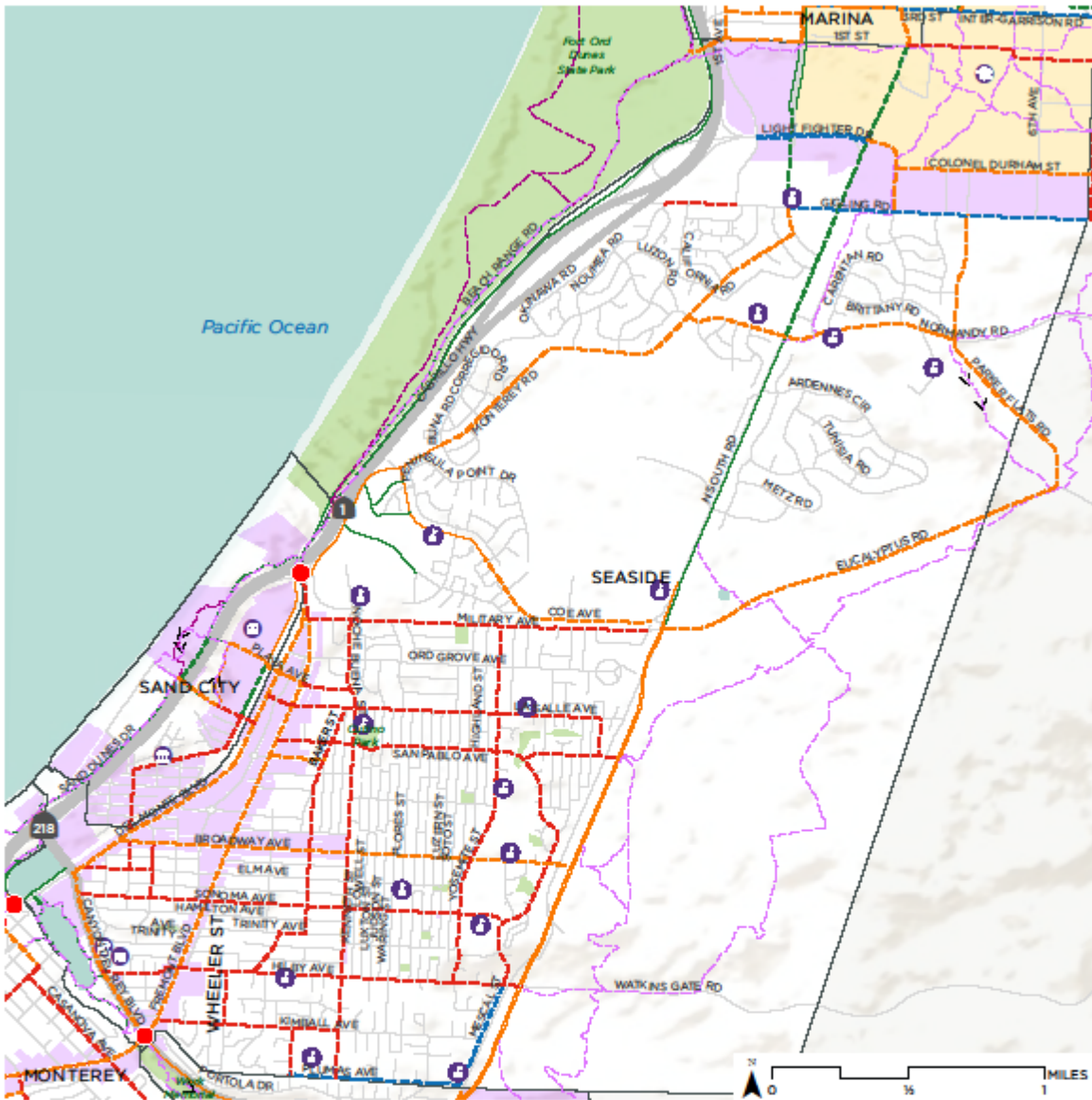
\_\_\_\_\_

**Total Score:** \_\_\_\_\_

Prepared By: \_\_\_\_\_

*Note: Worksheet may be amended based on use experiences.*

# Appendix 3. Bicycle Network Map




## Seaside and Sand City Monterey County Active Transportation Plan

- |                                                                                                                 |                                                                                                  |                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Existing Bikeways</b><br>Class I Shared Use Path<br>Class II Bike Lane<br>Class III Bike Route               | <b>Proposed Pedestrian Improvements</b><br>Intersection                                          | <b>Proposed Bikeway Improvements</b><br>Class I Shared Use Path<br>Class II Bike Lane<br>Class III Bike Route<br>Class IV Protected Bike Lane<br>Fort Ord Rec Trail and Greenway<br>Monterey Bay Sanctuary Scenic Trail<br>Uphill bikeway (Slope > 4%) |
| <b>Points of Interest</b><br>K-12 School<br>College/University<br>City Hall<br>Transit Center<br>Public Library | <b>Land Use</b><br>Park/Open Space<br>Cal State Monterey Bay<br>Commercial Area<br>City Boundary |                                                                                                                                                                                                                                                        |

### Map Area



Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.  
 Map produced October 2017 by Alta Raming + Design.



## Appendix 4. Traffic Calming Program Application

The City of Seaside defines traffic calming as “the management of vehicular traffic speeds and volumes through educational, enforcement and/or engineering measures to minimize the negative impacts on residents, pedestrians, bicyclists and school children.” **This program will focus on speed-related traffic calming.**

This form is to request review of your speed traffic concern along a Seaside neighborhood public street. Please fill out all sections and submit to:

**Mail:** Traffic Calming Program, Seaside Public Works Department – Engineering Division, 440 Harcourt Avenue  
Seaside, CA 93955  
**Email:** PWInfo@ci.seaside.ca.us

### Applicant Contact Information

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_ Phone #: \_\_\_\_\_

### Location of Concern

Please describe the location of traffic concern.

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### Nature of Concern

Please describe the nature of the neighborhood problem you are concerned with (attach additional sheets if necessary).

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### Additional Comments and/or Documentation

Please add any additional comments or documents (e.g., map, photograph, sketch), if necessary, to further explain concerns.

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Date: \_\_\_\_\_

Applicant Signature: \_\_\_\_\_

