



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.A.

TO: Traffic Advisory Committee

BY: Leslie Llantero, Assistant Engineer

DATE: September 19, 2023

SUBJECT: CONSIDER THE DRAFT TRAFFIC CALMING PLAN FOR HILBY AVENUE FROM WHEELER STREET TO GENERAL JIM MOORE BOULEVARD

PURPOSE & RECOMMENDATION

The purpose of this item is to have the Traffic Advisory Committee review and provide comments on the draft Hilby Avenue Traffic Calming Plan and recommend approval to the City Council for implementation.

BACKGROUND

Hilby Avenue from Wheeler Street to General Jim Moore Boulevard is functionally classified as a minor arterial roadway, as identified in the General Plan. The roadway width of Hilby Avenue is approximately 40 feet from face of curb to face of curb with parking permitted on both sides of the street. The posted speed limit is 30 miles per hour. Recently, the city installed 25 mph and 20 mph signs in the school zone on Hilby Avenue between Prospect Street and Noche Buena Street. Hilby Avenue is a primary emergency response route. Along the corridor there is a mixture of residential single family dwellings, apartment complexes and condominiums, a mobile home park, four churches, a day care facility, a private school, and a community center. Monterey Salinas Transit operates two bus routes along this corridor. Within the mile and a half corridor of Hilby Avenue from Wheeler Street to General Jim Moore Boulevard there are five bus stops, three stop signs on Hilby Avenue at Noche Buena Street, Yosemite Street, Mescal Street and a traffic signal at General Jim Moore Boulevard.

On May 17, 2023, Parisi Transportation Consulting (Parisi) facilitated an in-person community outreach workshop that consisted of a street experience walk on Hilby Avenue followed by a Community Input Workshop at the Oldemeyer Center. The design team presented project goals, existing conditions, historical speed limit data, responses

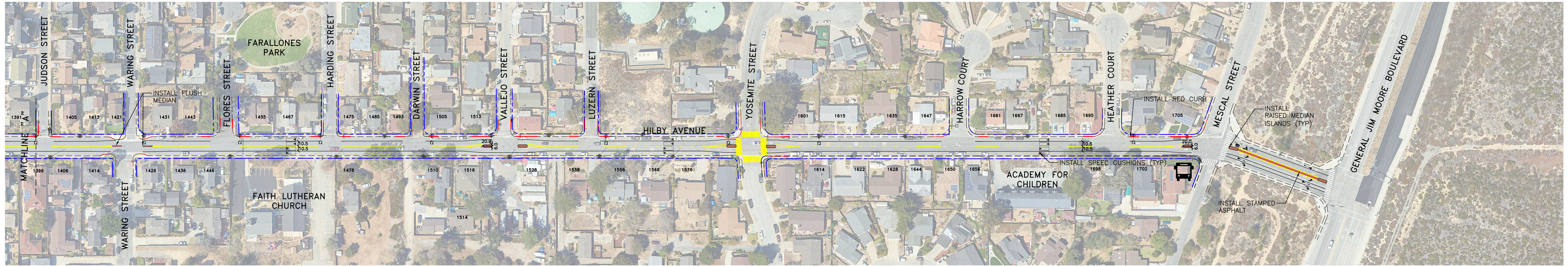
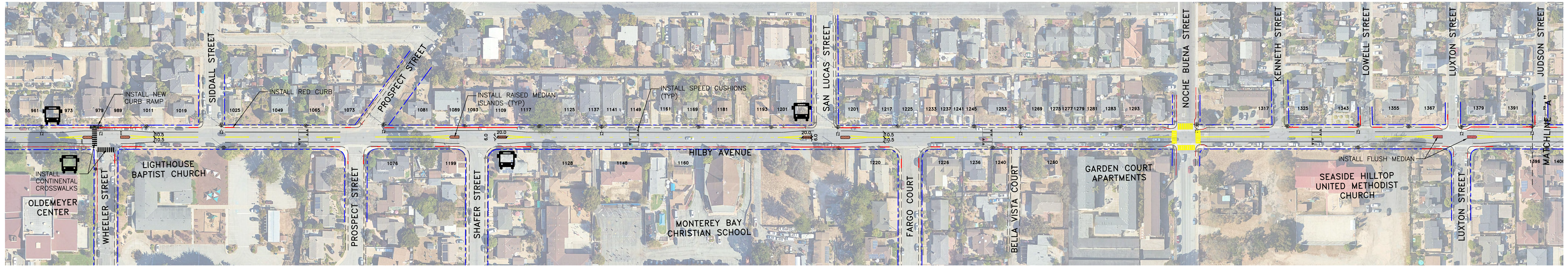
from an online survey, speed and volume data, collision history, and a "toolkit" of potential traffic calming measures. The attendees were then asked to select traffic calming measures from the toolkit and apply them at locations on the existing conditions map.

Based upon the existing conditions and public input, the design team produced an initial high-level traffic calming concept for the corridor. The draft Hilby Avenue Traffic Calming Plan (Draft Plan) has incorporated several traffic calming measures including centerline and edgeline striping, median islands, high visibility crosswalk, and speed cushions throughout the corridor. The design team has already presented the Draft Plan and concepts to Monterey Salinas Transit, the Police Department, and Fire Department in an effort to address their concerns prior to presenting the Draft Plan to the TAC.

Staff recommends that the Traffic Advisory Committee recommend approval of the Draft Plan to City Council.

ATTACHMENTS

- 1. Draft Plan
 - 2. Traffic Calming Measures for Hilby
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Hilby Ave. Traffic Calming Approach

Edgeline /
Centerline
Striping

Improve
Sightlines

Median
Islands

Additional
Pedestrian
Crossing

Speed
Cushions

Location

Throughout
Corridor

All
intersections

~800 ft spacing
(~15-20 travel
seconds)

Wheeler St

~700 ft spacing

Example



Speed
Reduction
(Ref.)

1-2 mph

(Martens, et al. (1997);
Fitzpatrick et al. (2000))

Turning safety
improvement

2.2 mph

(Corcle et al. (2001))

1-2 mph

(Knoblauch et al. (1999))

High-speed
vehicles: from
14% to 1%

(FHWA)

