

“The City With a Heart”



Marco Durazo, Chair
John Giuseponi, Vice-Chair
John Lampros, Committee Member
Stephen Seymour, Committee Member
Scott Thomas, Committee Member

AGENDA

TRAFFIC SAFETY AND PARKING MEETING

October 2, 2019
7:00 p.m.

Meeting location: City Hall, Conference Room 115

Traffic Safety and Parking Committee (TSPC) meetings are conducted in accordance with Roberts Rules of Order Newly Revised and Traffic Safety and Parking Committee Rules of Procedure. You may address any agenda item by standing at the microphone until recognized by the Chair. All regular TSPC meetings are recorded. You may listen to recordings in the Public Works Office. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodation for this meeting should notify us 48 hours prior to meeting. Notices, agendas, and records for or otherwise distributed to the public at a meeting of the TSPC will be made available in appropriate alternative formats upon request by any person with a disability. Please make all requests to accommodate your disability to the Public Works Office 650-616-7065.

1. CALL TO ORDER/ROLL CALL

2. REVIEW OF AGENDA

3. APPROVAL OF MINUTES –

A. Minutes of August 7, 2019 meeting

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA –

This is for public comment on matters concerning traffic safety, parking and transportation issues. The Brown Act prohibits the TSPC from discussing or acting upon any matter not on the agenda.

5. PRESENTATION BY CITY MANAGER –

Receive presentation from City Manager Jovan D. Grogan about San Bruno's fiscal needs and challenges and about the placement of Measure G on the upcoming November 5, 2019 Ballot

6. REGULAR BUSINESS –

A. Review Proposed Striping Modifications and Parking Restrictions at the Intersections of Pine Avenue & 2nd Ave, and Pine Avenue & 5th Avenue

7. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES –

8. COMMENTS FROM COMMITTEE MEMBERS -

9. COMMENTS FROM STAFF-

10. ADJOURNMENT –

The next regular meeting of the Traffic Safety and Parking Committee will be held on November 6, 2019, 7:00 p.m. at Conference Room 115, San Bruno City Hall.

Posted and Mailed 9/27/19



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, August 7, 2019 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
Marco Durazo (Chair)	X	
John Giuseponi		X
Scott Thomas	X	
John Lampros	X	
Stephen Seymour	X	

Staff in Attendance:

Michael Kato, Public Works Department
Hae Won Ritchie, Public Works Department
Gene Wong, Police Department

Public in Attendance Total: 2

2. REVIEW OF AGENDA

Michael Kato requested that Item 8 to be heard first. Approved.

3. APPROVAL OF MINUTES

Michael Kato stated the Item 6A, paragraph 6 statement “there was a staff oversight originally, but there will be refuse collection in the buildings as part of the development” should be changed to “there was a staff oversight at the last meeting regarding loading zone A, and that loading zone A will include refuse collection”. Michael Kato stated he would like to amend the Item 6A, paragraph 7 statement “John Giuseponi asked how Recology is going to arrange the routes” to “John Giuseponi asked how Recology is going to pick up trash.” Changes noted.

Motion to approve minutes for the June 5, 2019 meeting made by John Lampros. Second by Scott Thomas. (M/Lampros, S/Thomas: 4-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

A. Establish Passenger Loading Zone on San Mateo Avenue in front of La Petite Baleen Swim School

Michael Kato stated the City has received complaints about motorists stopping in the travel lane of San Mateo Avenue in front of La Petite Baleen Swim School while dropping off or picking up passengers. This may cause traffic to back up on San Mateo Avenue or it may cause other motorists to pass the stopped vehicle by crossing over the double yellow centerline and driving on the other side of the street. Staff completed an evaluation of the La Petite Baleen Swim School site to determine if a passenger loading zone would be an appropriate way to accommodate passenger loading activity.

Michael Kato reviewed the existing street conditions, collision history, safety considerations, surrounding tenant feedback and established parking restrictions at the location. He reviewed the Special Parking Restriction Policy (the SPR Policy) for establishing loading zones and four of the five conditions set forth by the SPR Policy were met. He also reviewed the Downtown Parking Management Plan recommendation for loading zones. Staff's evaluation concludes that there should be a passenger loading zone in front of La Petite Baleen Swim School and recommends that the TSPC support converting two parking stalls in front of La Petite Baleen Swim School into a white curb passenger loading zone. The hours of the loading zone shall be 12 PM to 6 PM except Sundays and Holidays. The two stalls shall also have two-hour time limited parking from 8 AM to 12 PM except Sundays and Holidays.

Stephen Seymour asked for clarification on the staff recommended 5 minute parking limit at these loading zones.

Michael Kato replied the standard time limit for a loading zone is 3 minutes. Staff can change the time limit designation as long as it is approved by Council.

Stephen Seymour asked about enforcement as an alternative to the loading zones.

Gene Wong replied that enforcement is an option, but there are not always officers available to monitor the location.

John Lampros asked for clarification on the recommend hours of 12 PM to 6PM on weekdays. It seems the concerns of double parking at this location are worse in the later hours.

Michael Kato stated staff made the decision to set the hours from 12 PM to 6 PM. He agreed that early afternoon hours are not as heavily used by drivers, but if the Committee wants to consider different hours it can be done. Council makes the final decision.

John Lampros stated he is concerned that two parking spaces may not be enough. Three spots may be a better solution. This may create double parking in front of the loading zone. This is also not the only location on San Mateo Avenue where people double park. There may be a need for more loading zones.

Michael Kato replied there will be stall markings at the location. A recommendation for more spaces can be considered at La Petite Baleen. The City also had a parking study done on San Mateo Avenue and staff is reviewing the possibility of loading zones in other locations.

Scott Thomas asked if another spot can be added at a later time if needed.

Michael Kato stated another spot can be considered in the future.

Marco Durazo asked if there is an agreement with the business owners regarding parking for their business. There are parking spaces in the back of La Petite Baleen that are not advertised to their customers.

John Lampros recommended staff go to the Chamber of Commerce to discuss double parking along San Mateo Avenue so business owners can be made aware of the problem.

Marco Durazo stated we should start with two parking spaces and see how it goes.

John Lampros agreed.

Stephen Seymour recommended having enforcement for the first few weeks when this is installed.

Gene Wong stated there will be a Community Service Officer assigned to assist with this.

PUBLIC COMMENT PERIOD OPENED

Vince Elliott, 121-H Piccadilly Place, stated this has been ongoing for a number of years. There is no reason to change it now.

Tom Hamilton, 3481 Crestmoor Drive, stated the affected businesses should be involved in this decision. Putting in loading zones seems like it is rewarding this business for a poor business model when this problem should have been addressed by them. Perhaps trying targeted enforcement first would encourage the business to take action with their customers; this would avoid taking parking away from other local businesses.

PUBLIC COMMENT PERIOD CLOSED

Marco Durazo replied that he also feels the business owner should be taking action. There is a lot of non-compliance regarding this issue from business owners on San Mateo Avenue.

Michael Kato stated City staff is working on a parking management plan for San Mateo Avenue and also a streetscape plan with better signage to the City parking lots.

John Lampros stated he does not feel installing the loading zones will cause a parking hardship on the other businesses. The 12 pm to 6 pm enforcement time is good.

Scott Thomas made a motion approving the staff recommendation that the TSPC support converting two parking stalls in front of La Petite Baleen Swim School into a white curb passenger loading zone. The hours of the loading zone shall be 12 PM to 6 PM except Sundays and Holidays. The two stalls shall also have two-hour time limited parking from 8 AM to 12 PM except Sundays and Holidays. Second by John Lampros. (M/Thomas, S/Lampros). 4-0-0 - Approved.

B. Review Proposed Residential Permit Parking Program Guidelines

Michael Kato stated many residents have expressed concern over the difficulty they experience finding parking in their neighborhoods for various reasons. The City Council and the Traffic Safety and Parking Committee (TSPC) members formed a joint subcommittee in March 2017 to evaluate the feasibility of implementing a residential permit parking district and determine the process to establish the district. The result of the evaluation was presented to the City Council on May 8, 2018 and a Parking Town Hall meeting was held on January 23, 2019, where staff proposed a pilot Residential Permit Parking Program (RPPP) to be approved by City Council in July 2019. The City Council held a study session

on July 16, 2019 and provided additional direction to staff for formulating a final proposal for the RPPP. Staff will be returning to the City Council to seek the necessary actions, including amendments to the San Bruno Municipal Code, to enact the RPPP.

Michael Kato reviewed the recommendations of the joint subcommittee and the implementation process, including the RPPP Guidelines, the Application Form, FAQs, and Resident Petition Form and City's Council's direction to staff for modifications of the proposal. Staff is currently working on revising the RPPP proposal as directed by the City Council. Staff recommends the TSPC recommend approval of the RPPP with the revisions directed by City Council.

John Lampros asked what prevents a resident from buying 5 daily parking passes at \$5 each instead of 1 weekly pass at \$50 to save money?

Michael Kato stated residents only get 6 guest passes per month, so while someone could save money for a week of parking by buying 5 daily passes, they would only have one guest pass left for the month.

John Lampros asked for clarification on how a building with four apartments or four condos in it would be treated during the petition process?

Michael Kato clarified that individual apartments or individual condo units within a building would each be treated as an individual dwelling unit and each would be allowed a vote during the petition process.

John Lampros wanted to confirm how many permits per house are allowed.

Michael Kato stated the limit is two permits per house. Staff can potentially raise it to three if evaluated by staff as necessary.

Scott Thomas stated Council wants to decide on the number of dwelling units versus the size of the community.

Michael Kato stated staff will have to be careful how the zones are drawn to manage the number of permits issued. ADU's are excluded from getting parking permits because when you add an ADU, there is no requirement to add parking.

Stephen Seymour stated some of the areas in San Bruno are so impacted that a voluntary permit parking program does not seem possible. It seems like the surrounding areas where the permit program can work will make parking harder in the more impacted areas.

Michael Kato stated the participation in this program will be optional, but Council is looking at making it mandatory for certain sections near downtown San Mateo Avenue. Parking meters are also being discussed.

Stephen Seymour stated this process seems labor intensive versus having a master plan that is mandatory. The requirement of signatures from residents to pursue this program could be difficult when a lot of City notices are not read; this should be re-evaluated.

Michael Kato stated San Bruno took their program foundation from other cities addressing parking permits as well. The petition process was never a voiced concern with other cities.

PUBLIC COMMENT PERIOD OPENED

Tom Hamilton stated he worked on the sub-committee to this program. Residents were contacted two separate times when the evaluation of a proposed permit program was done.

Vince Elliott, 121-H Piccadilly Place, stated there was a mandatory permit parking program enforced about three years ago at the Piccadilly Place condo complex. Now the overflow cars are parking on Cherry Ave. and are compounded by Google employees. With any permit program, there are never enough permits for the number of drivers in the house. People will start parking on sidewalks and on their property.

PUBLIC COMMENT PERIOD CLOSED

Marco Durazo asked if the Police Department will still be enforcing the area after the parking permit time limit.

Michael Kato replied that police most likely will be enforcing when the permit hours begin and right before they end. Police will always respond when called out.

John Lampros asked if there are CSO's working on enforcement at night.

Gene Wong replied they do have a CSO working into in the evening, but not every night.

Stephen Seymour asked if the parking permit is mounted onto the car.

Michael Kato stated that has not been decided yet. We are looking at online applications that could be utilized using a vehicle license plate.

Scott Thomas stated we have to remember the Public Works staff parking permit request from the previous meeting and make sure they are considered as part of the process.

Michael Kato stated staff will be following up on this.

Scott Thomas stated enforcement is essential part of this program.

Stephen Seymour stated he is not comfortable with the wording on the number of guest pass permits. The wording needs to be revised.

John Lampros confirmed that caregivers can be given a parking permit as well, not just a guest pass.

Michael Kato stated the Police Department will be reviewing applications for caregivers separately so they have parking access.

John Lampros made a motion to recommend approval of the Residential Permit Parking Program with the revisions directed by City Council with additional clarification that there be 6 guest passes per month, with a maximum of 2 of those passes being weekly; and recommend staff has discretion to initiate a process for a Residential Permit Parking Program to an area that has not submitted an application; the process will be separate from the standard Residential Permit Parking Program with a review by the TSPC and enacted by City Council. Second by Stephen Seymour. (M/Lampros, S/Seymour): 4-0-0 - Approved.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

None

7. COMMENTS FROM COMMITTEE MEMBERS

Stephen Seymour stated he has received resident concerns about the stoplight at Taylor and El Camino Real. The stoplight is too short and timing needs to be adjusted.

Michael Kato stated he will put in a request to the Caltrans website.

Stephen Seymour stated there were a lot of traffic concerns around the proposed Mills Park development project that was rejected. He requested the traffic issues from development projects come to the TSPC to address before it goes before City Council for a vote.

Michael Kato stated he can discuss this with City staff.

8. COMMENTS FROM STAFF

Michael Kato stated staff is working on the Scott Street Grade Separation study. There is a community meeting on August 28th at 6 pm at the American Legion Hall to gather resident feedback on a preferred alternative for the project.

Michael Kato stated staff may not have agenda items for the September 2019 TSPC meeting, so the meeting may be canceled. Staff is working on prioritizing a large number of intersection improvements, so we may not have the ability to bring other items forward. Some of the intersection improvements will come before the Committee for review.

9. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on September 4, 2019 at 7 p.m. (M/Thomas, S/Seymour): 4-0-0 - Approved.
Meeting adjourned, 9:18 pm.



Staff Report to Traffic Safety and Parking Committee

DATE: October 2, 2019

TO: Traffic Safety and Parking Committee

FROM: Michael Kato, Associate Civil Engineer

SUBJECT: Item 6A – Review Proposed Striping Modifications and Parking Restrictions at the Intersections of Pine Avenue & 2nd Ave, and Pine Avenue & 5th Avenue

BACKGROUND

The City of San Bruno hired TJKM, an engineering consultant, to conduct a citywide intersection safety study that was completed in 2018. The goal of the study was to identify twenty (20) intersections that could most benefit from a comprehensive engineering safety analysis and develop recommendations for improving safety. The recommendations of the study were also intended to serve as models for treatment of other locations within San Bruno. The purpose of this report is to present the recommendations for two locations within the Belle Air neighborhood that are representative of many intersections in San Bruno. The locations are the intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue. See Attachment 1 for the Location Map. The recommended treatments will be discussed in some detail so the members of the Traffic Safety and Parking Committee (TSPC) can gain a good understanding of the proposed improvements in order to lay the groundwork for possible implementation of similar improvements at other locations in the future. All locations where this treatment will be considered in the future will be brought to the TSPC for individual review.

DISCUSSION

The intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue are four-way intersections in the Belle Air neighborhood. At Pine Avenue and 2nd Avenue, 2nd Avenue is stop controlled. At Pine Avenue and 5th Avenue, Pine Avenue is stop controlled. Pine Avenue, 2nd Avenue, and 5th Avenue are all thirty (30) feet wide from curb-to-curb and parking is allowed on both sides. All of the streets involved are local streets with a speed limit of twenty five (25) miles per hour. Both of these locations, along with others in the neighborhood, have been the subject of resident concerns regarding speeding and sight distance. Residents have requested all-way stop controls at many of these locations however stop signs are not used for speed control, and are also not used to treat sight distance unless there is a physical feature limiting sight distance that cannot be removed, such as a building or nearby crest in the road. Therefore, instead of all-way stops, TJKM recommended treating these intersections by adding center line striping on the approaches and removing parking to improve sight distance. The use of a center line will guide drivers to position their vehicles so that two cars traveling in opposite directions may be

accommodated at the intersection. This will improve safety by reducing the possibility of head-on conflicts at the intersection. The center lines will also provide a visual cue to drivers that they are approaching an intersection, which may be especially helpful to drivers on the uncontrolled road which does not have stop signs or stop markings at the intersection. Removing parking to provide stopping sight distance improves safety by increasing the ability of drivers to see each other at the intersection. Sight distance will be discussed further later in this report.

Intersection Configuration Options

Staff considered several different configurations of center line placement and evaluated each with respect to turning movements for delivery truck sized vehicles, ability of passenger vehicles to maneuver to comply with the center line markings, and stopping sight distance requirements. Staff initially proposed these four possible configurations for the center line placement:

1. Center lines are in the middle of the road on all intersection legs.
2. Center lines are offset towards the approach side curb line on all intersection legs.
3. Center lines are offset towards the departure side curb line on all intersection legs.
4. Center lines are offset towards one side of each street so that center lines and lanes align across the intersection.

See Attachments 2 through 5 for diagrams of the various center line configurations that were evaluated.

Turning Movement Analysis

Staff checked the various configurations to determine if a passenger vehicle can complete left and right turns safely. For this purpose it was assumed that a passenger car would initiate the turn from within the approaching lane demarcated by the center line and complete its turn without any part of the vehicle sweeping over the centerline on the street which it is turning onto. Staff determined that a passenger vehicle could not complete a right turn if the center line on the street it is turning from is offset towards the approaching lane's curb line and the center line on the street to which the car is turning is offset towards the departing lane's curb line.. Attachment 6 shows the passenger vehicle turning movement that cannot be completed without crossing the center line.

A design vehicle commonly used for designing local streets is the SU-30 vehicle, which is a single-unit truck approximately thirty (30) feet long. This is the size of vehicle that might be used to deliver furniture or appliances in a residential neighborhood. Staff applied turning templates for the SU-30 vehicle to the various center line configurations to determine how much red curb would be required to accommodate left and right turn movements assuming the truck is positioned properly within approach lane at the intersection. Staff accepted that the SU-30 vehicles would cross the center line on the departure side of their turning movement because at intersections like the ones along Pine Avenue SU-30 vehicles need almost all of the roadway width when turning. Staff assumed the vehicle would not sweep out of the roadway limits at any time during the turn. Staff determined that any configuration that offsets the centerline towards the right hand curb on the lane approaching the intersection cannot accommodate a SU-30 vehicle making a right turn. Attachment 7 shows the turning movement that cannot be completed by a SU-30 vehicle.

As a result of the turning movement analysis Configurations 2 and 4 were eliminated.

Center Lines

Center lines should be a minimum of twenty (20) feet long which is long enough to position one passenger car at the intersection. It is necessary to restrict parking beyond the end of the center line in order to allow drivers to maneuver into the proper position adjacent to the center line. Configurations 1 and 3 were evaluated to determine how much parking would need to be restricted to provide vehicle lanes and maneuvering room for vehicles as they approach the intersection. Attachment 8 shows an example of the need for a parking restriction resulting from the use of a center line at the intersection. Information about the length of parking restriction needed as a result of the center lines will be presented later.

Sight Distance

The American Association of State Highway and Transportation Officials (AASHTO) publishes a highway design guide manual that includes design guidance for intersection sight distance. AASHTO recommends that Departure Sight Distance should be provided at intersection. Departure Sight Distance assumes that when a car stops on the stop controlled street and then enters the intersection, a driver approaching the intersection on the uncontrolled street would need to slow down slightly in order to avoid a collision with the entering vehicle. Application of the AASHTO recommendation for intersection sight distance can lead to a large amount of restricted parking that may not be appropriate for local residential roads. However, the AASHTO manual is intended primarily as a guide for design of new roadways and allows for the use of engineering judgment in determining the need to apply the design guidelines to existing roads. In the case of the two intersections involved in this evaluation TJKM recommended that instead of providing Departure Sight Distance the City should consider providing Stopping Sight Distance. Stopping Sight Distance assumes that when a car stops on the stop controlled street and then enters the intersection, a driver approaching the intersection on the uncontrolled street may need to come to a complete stop in order to avoid a collision with the entering vehicle. Providing Stopping Sight Distance results in less parking removal than providing Departure Sight Distance. Information about the length of parking restriction needed for Stopping Sight Distance will be presented later.

Collision History

Staff reviewed the collision history for the five (5) year period between January 1, 2013 and December 31, 2017 at all of the intersections along Pine Avenue and along Angus Avenue in the Belle Air neighborhood. Staff reviewed collision data from the Statewide Integrated Traffic Records System (SWITRS) using the Transportation Injury Mapping System (TIMS). Staff determined that a total of six (6) collisions occurred in these intersections during that time period with no intersection experiencing more than one (1) collision during that time. Three of the collisions were of a type that might be mitigated by intersection safety improvements such as center line striping or increased sight distance. The intersections where these collisions occurred were Pine Ave & 3rd Ave, Pine Ave & 5th Ave, and Angus Ave & 4th Ave. The collisions at Pine Ave & 3rd Ave and Pine Ave & 5th Ave involved pedestrians. Attachment 9 is a Collision History Map.

Conclusion

The collision history does not constitute what would typically be considered a significant pattern of collisions at any one intersection or within the area as a whole. This is a residential neighborhood where on-street parking is at a premium so limiting the restriction of parking is desirable. Therefore, based on engineering judgment, staff agrees with TJKM's conclusion that Departure Sight Distance at these locations is not appropriate. However, the involvement of pedestrians in two of the collisions and the fact that younger pedestrians are expected in the area due to the proximity of Belle Air School merits additional consideration. Residents have also indicated a level of discomfort with the existing conditions at the intersections. Therefore, staff also agrees with TJKM's conclusion that intersection safety improvements such as adding center lines and restricting parking to improve sight distance are desirable.

Center line Configuration 1, which positions the center lines in the middle of the street requires the least amount of total parking restriction to implement and also has a more even distribution of parking restrictions around the intersection. Therefore staff recommends implementation of Configuration 1 at the intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue. Attachment 10 is a table summarizing the various parking restrictions lengths associated with Configurations 1 and 3. Attachments 11 through 14 are diagrams of the recommended improvements. Note that there are some areas of existing red curb that are indicated on the diagrams.

STAFF RECOMMENDATION:

Staff recommends that at the intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue, the TSPC approve the implementation of Configuration 1 which adds center line markings twenty (20) feet long on all approaches, with the center lines located in the middle of the street, and restricts parking as indicated on Attachments 11 and 13.

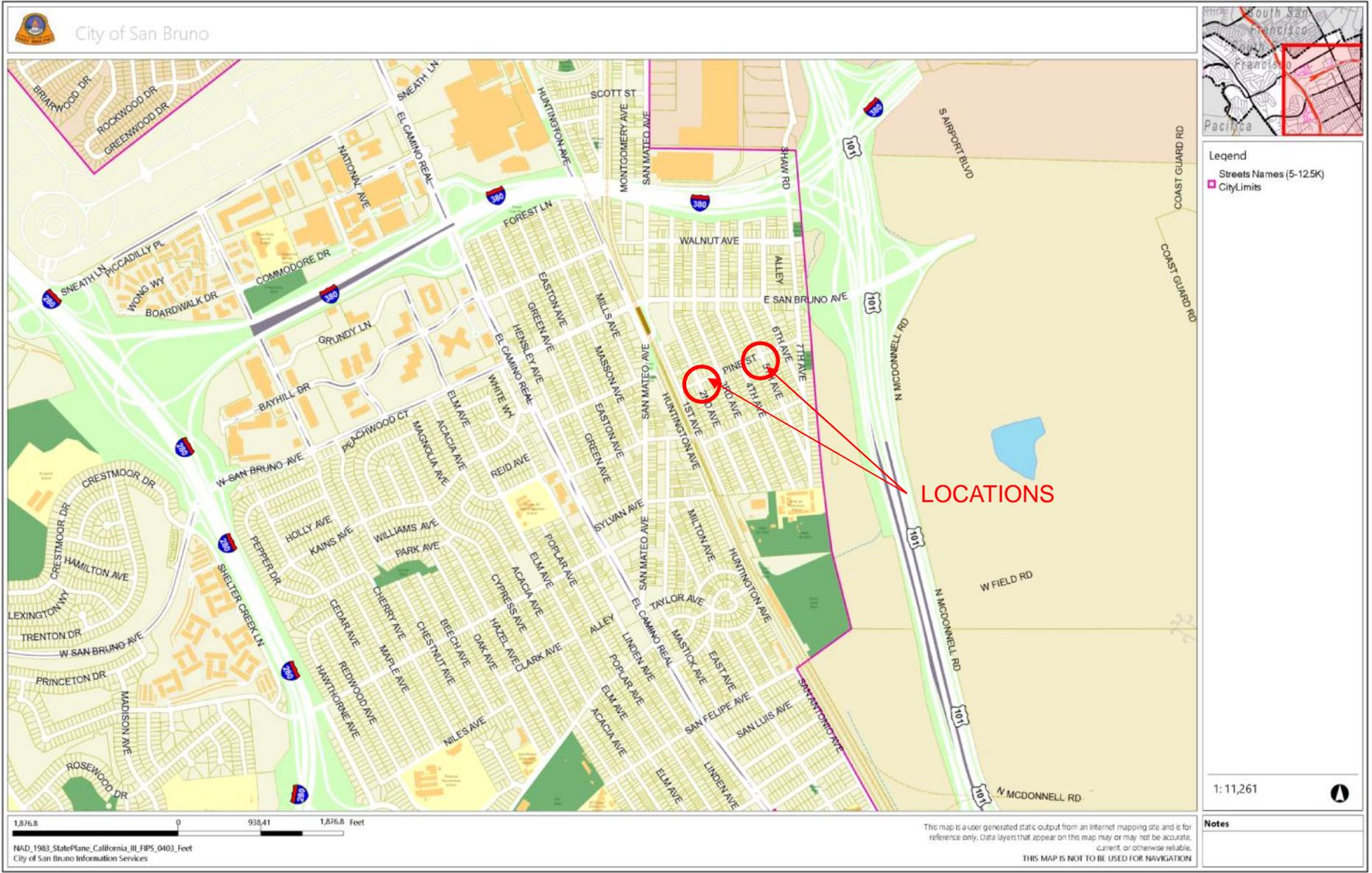
DATE PREPARED:

September 25, 2019.

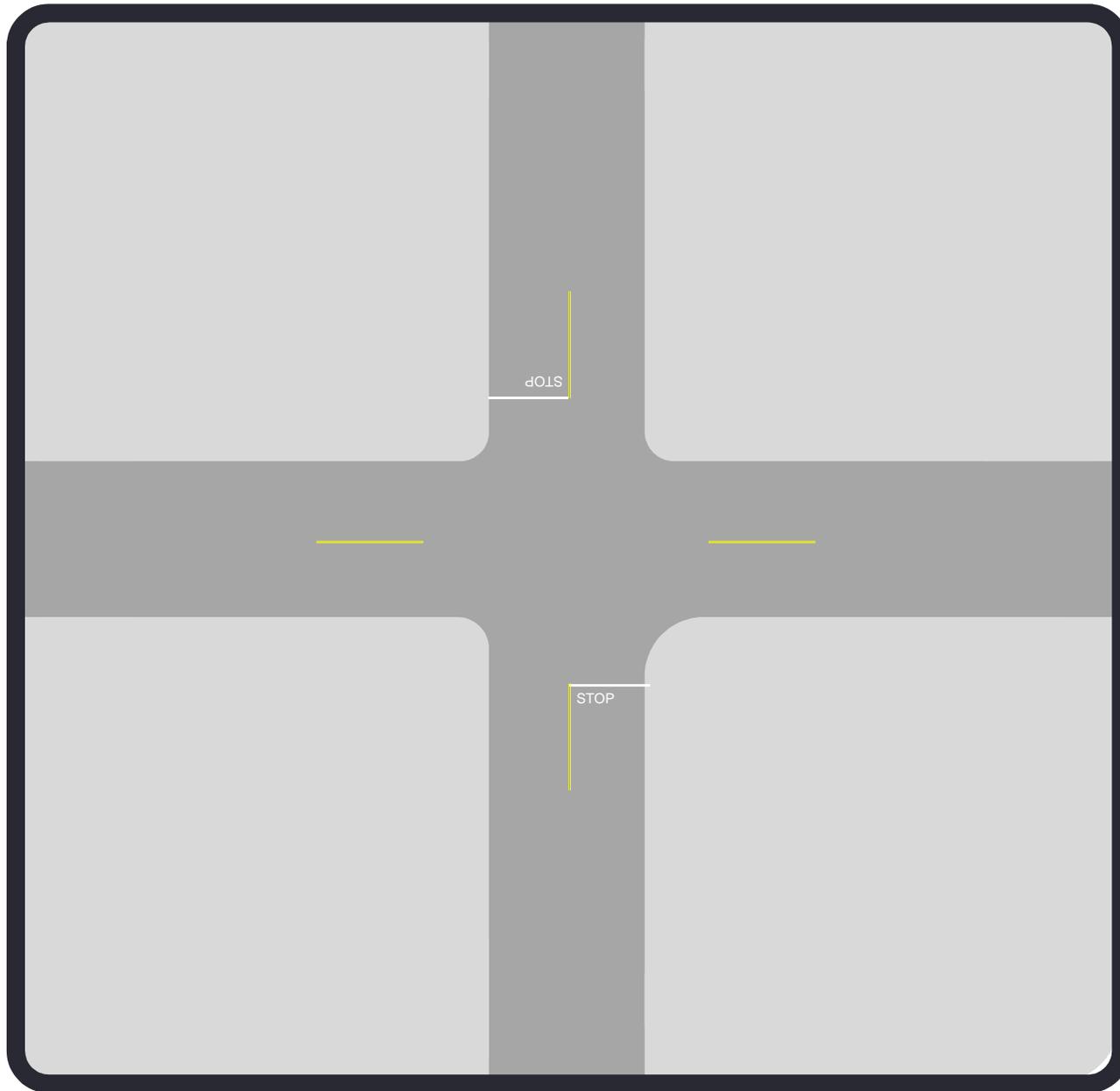
ATTACHMENTS:

1. Location Map
2. Configuration 1
3. Configuration 2
4. Configuration 3
5. Configuration 4
6. Passenger Vehicle Turn Movement
7. Delivery Truck Turn Movement
8. Example of Parking Restriction Due to Addition of Center Line
9. Collision History Map
10. Parking Restrictions Summary
11. Pine & 2nd Recommendation (Diagram)
12. Pine & 2nd Recommendation (Aerial)

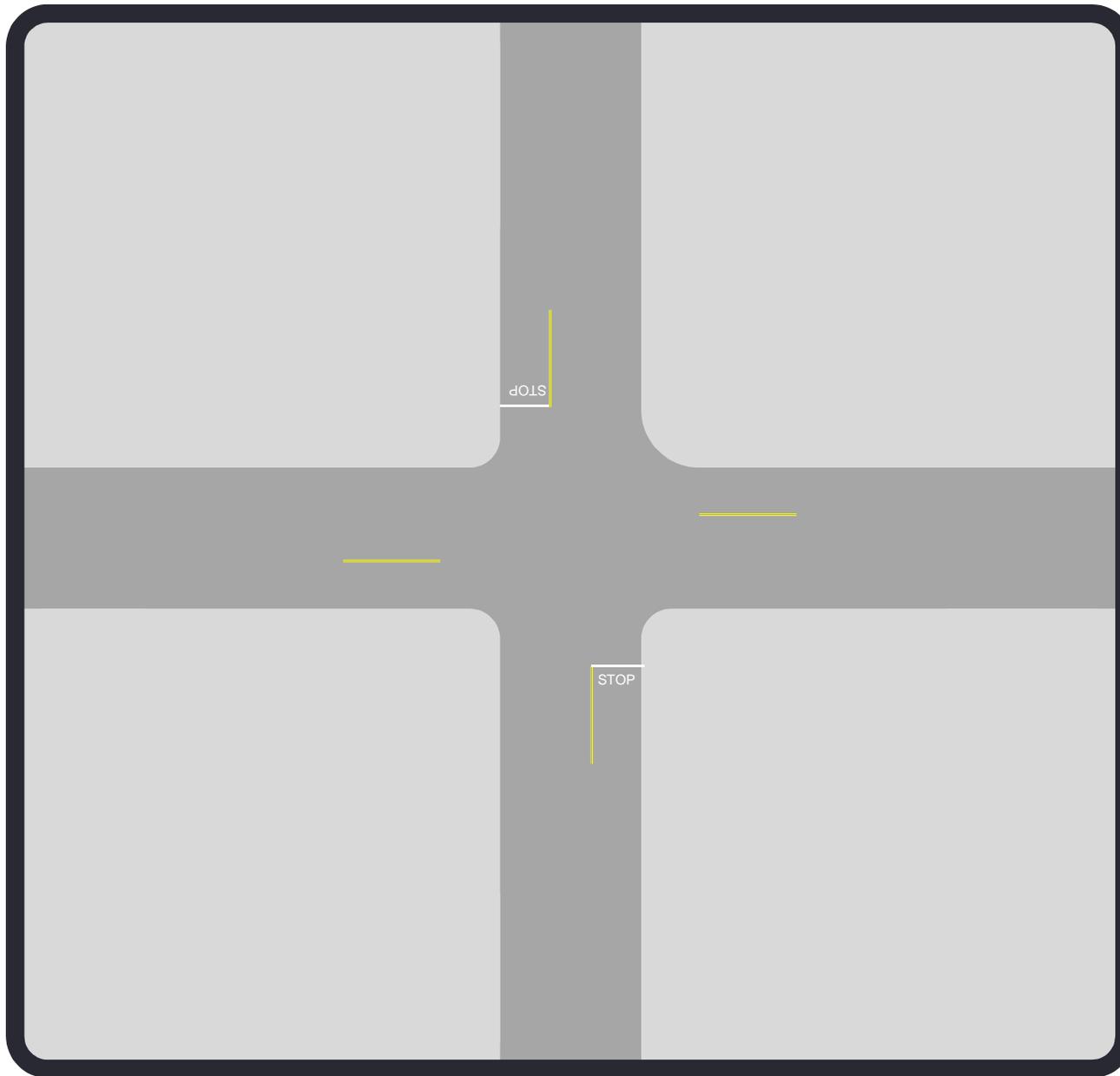
- 13. Pine & 5th Recommendation (Diagram)
- 14. Pine & 5th Recommendation (Aerial)



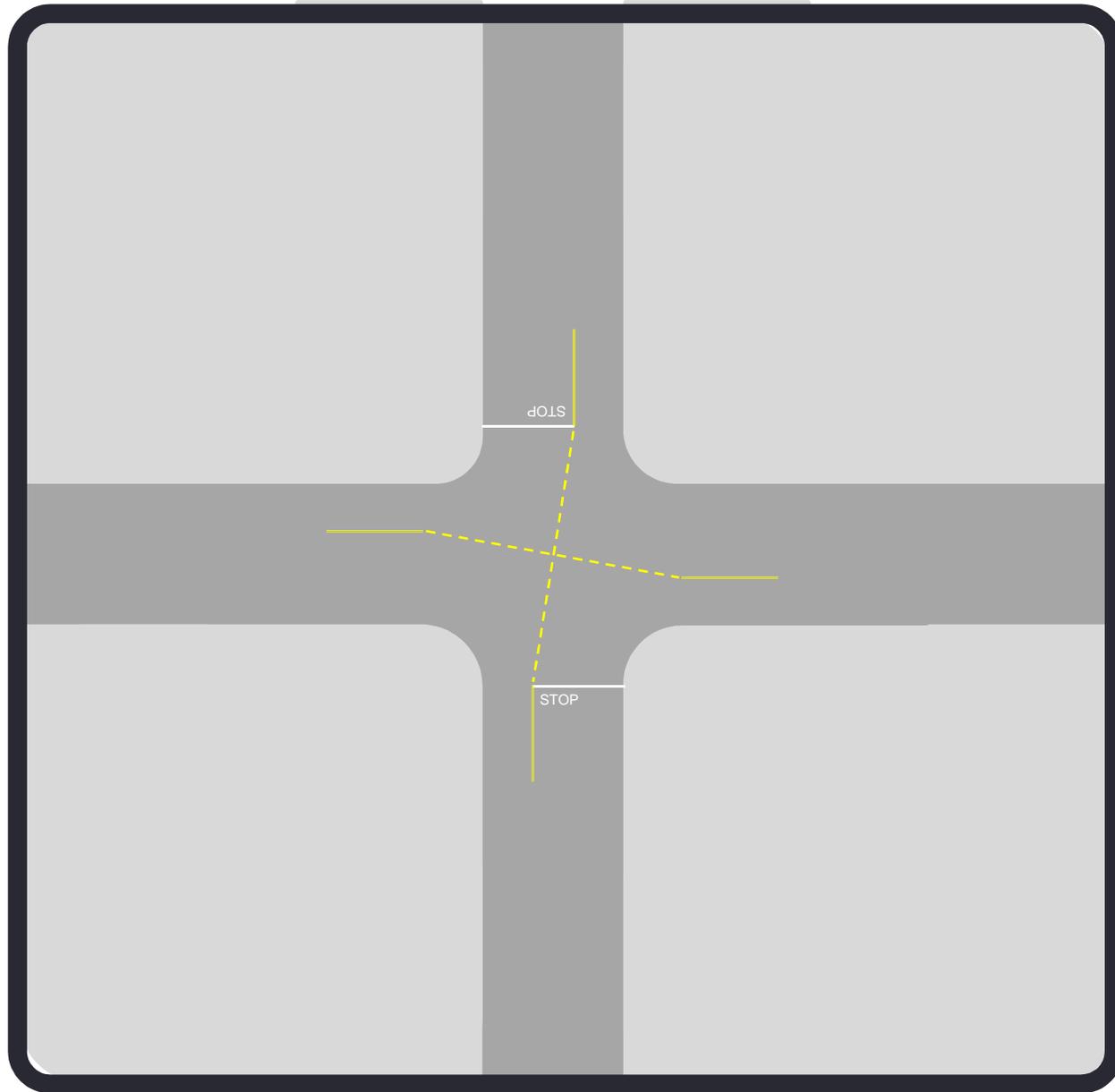
VICINITY MAP



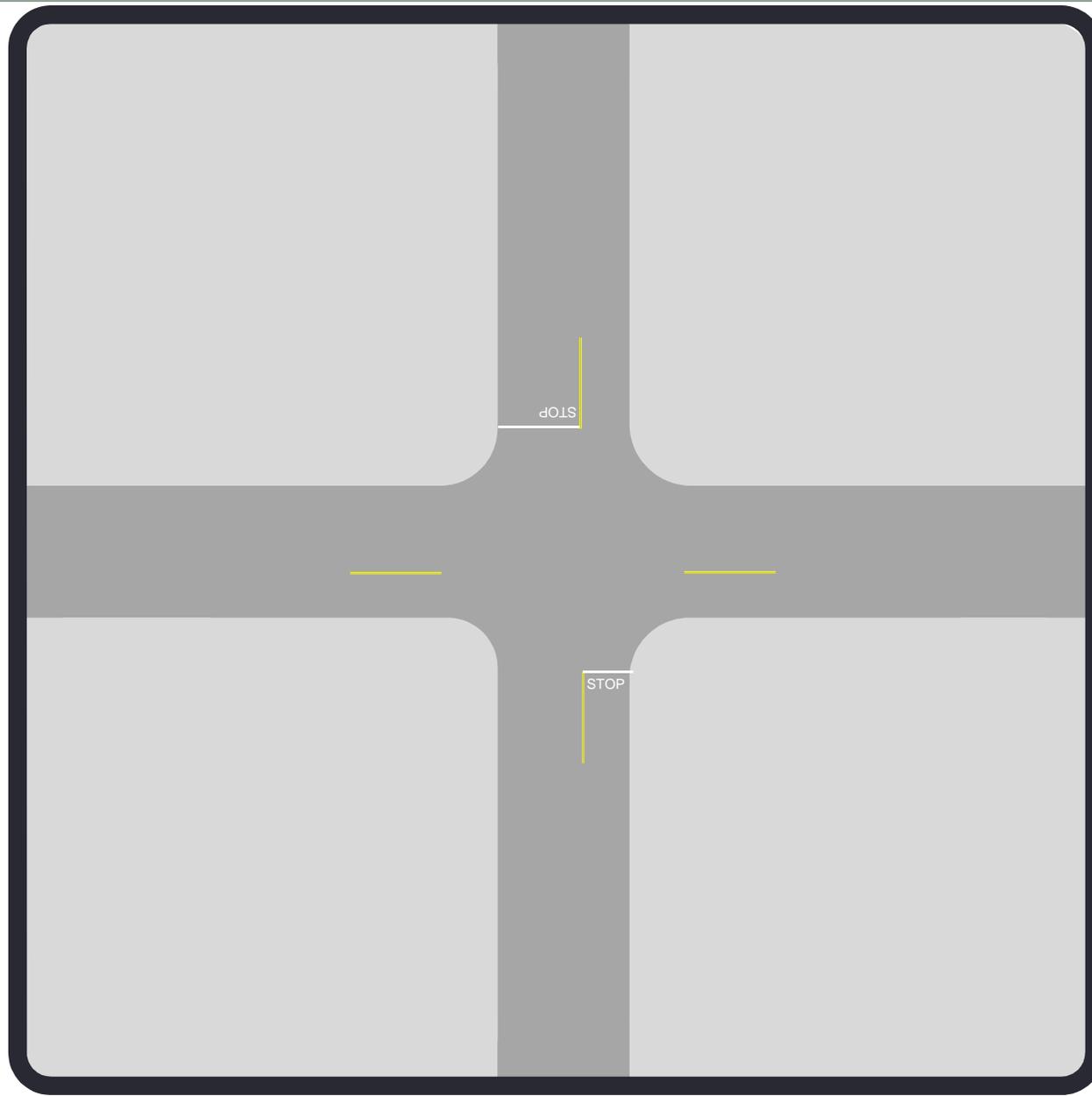
Configuration 1 – Center Lines In Middle Of The Road



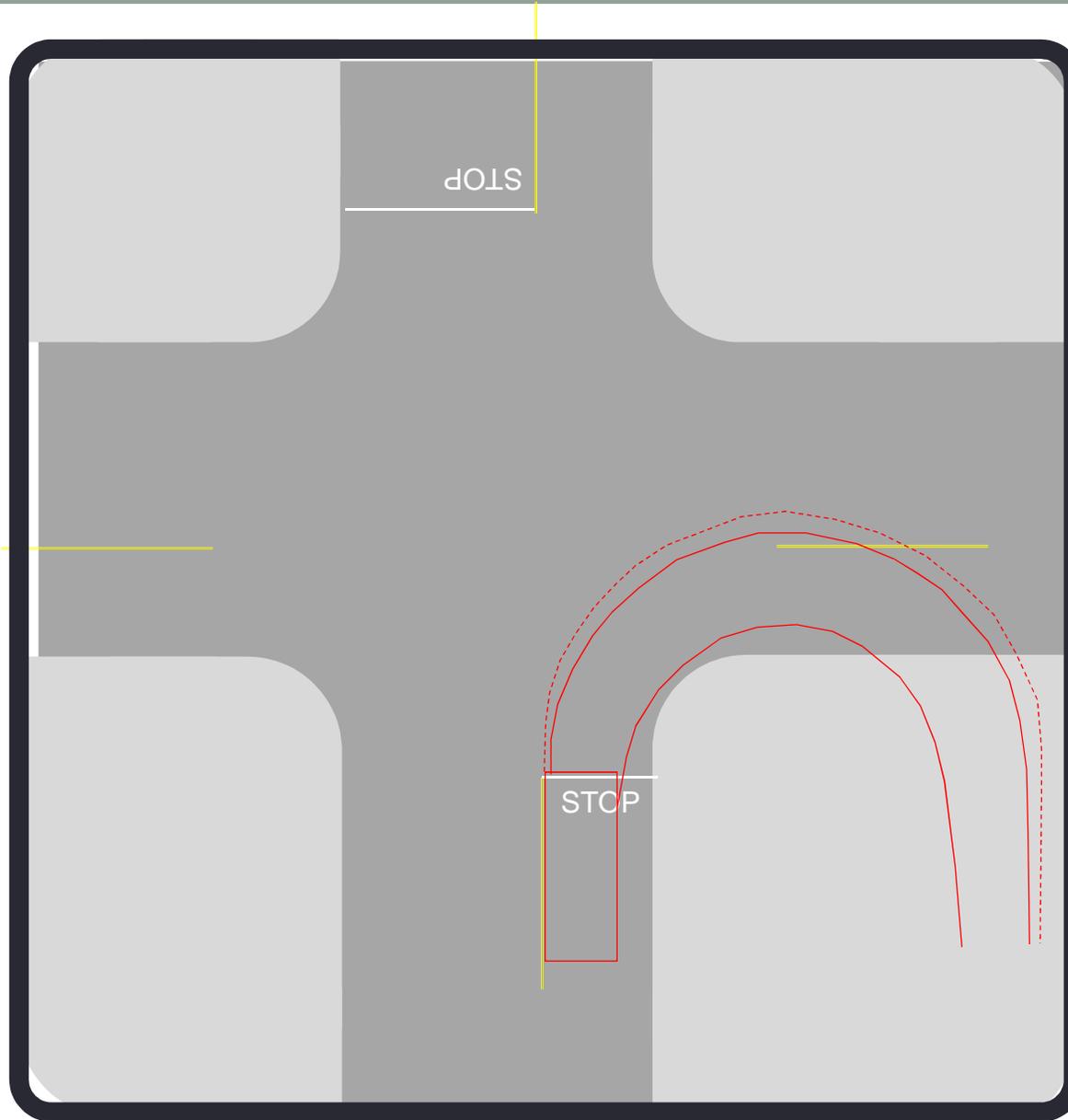
Configuration 2 – Center Lines Offset Towards Approach



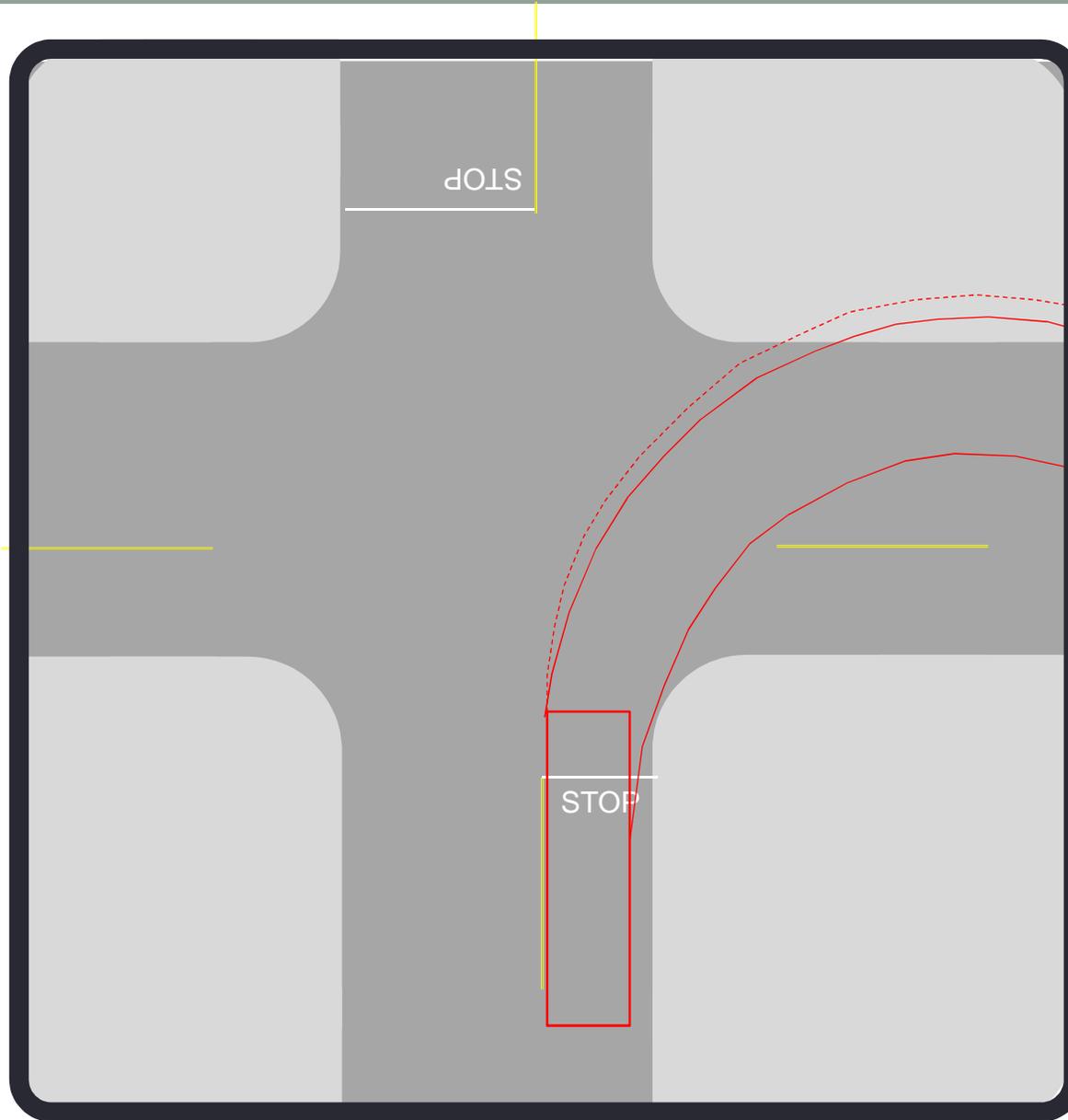
Configuration 3 – Center Lines Offset Towards Departure



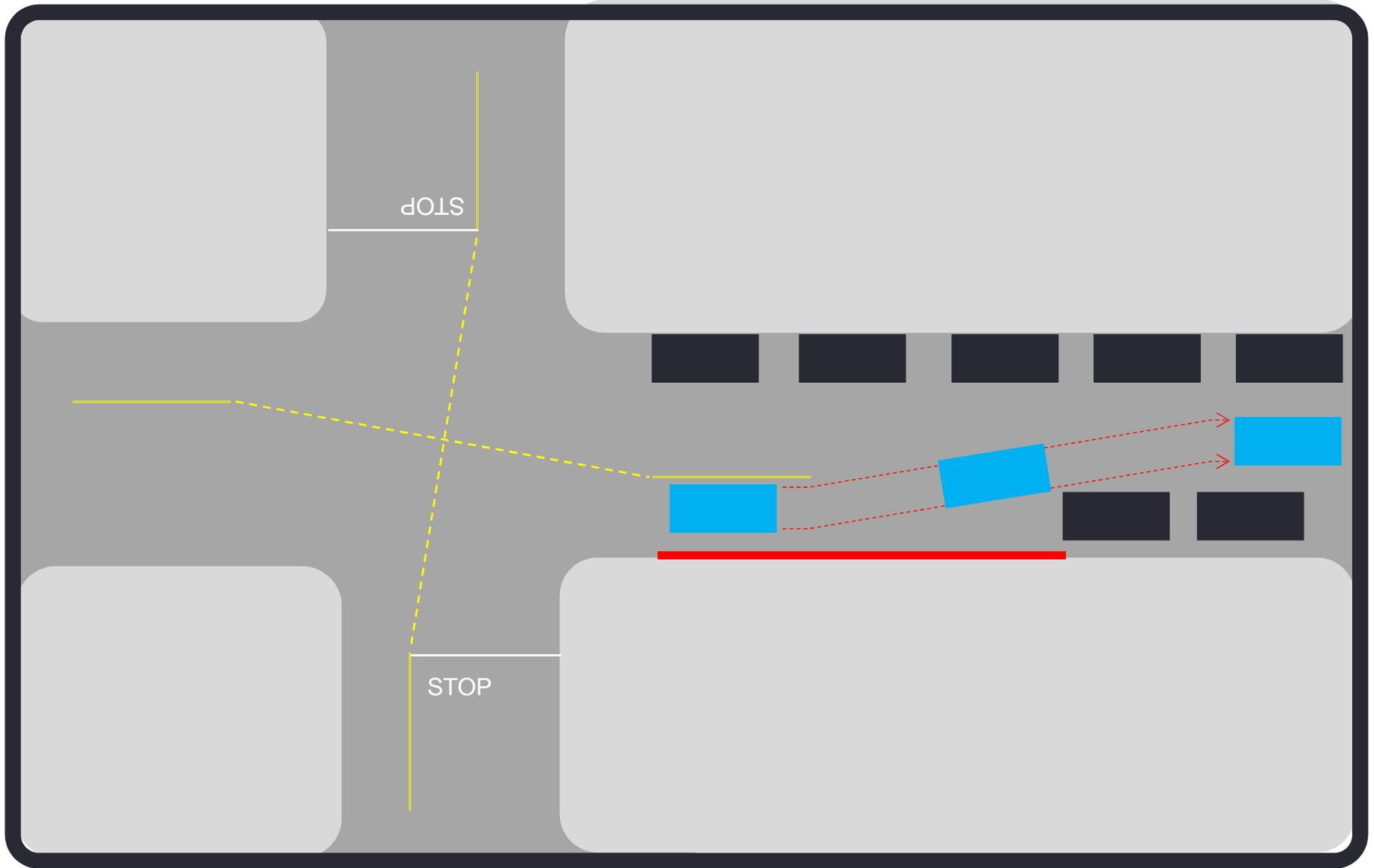
Configuration 4 – Center Lines Aligned Across Intesection



Passenger Vehicle Turn



Delivery Vehicle Turn



Example of Parking Restriction Required Due To Center Line

No.	Location	Date	Time	Party 1	Dir	Action	Party 2	Dir	Action	Factor
1	Pine Ave @ 1st Ave	2/18/2014	11:04	MV	WB	Backing	MV	SB	Stopped	Unsafe Backing
2	Pine Ave @ 2nd Ave	5/31/2017	17:26	MC	WB	Passing	MV	WB	LT	Improper Passing
3	Pine Ave @ 3rd Ave	3/17/2017	6:48	MV	WB	RT	PED	?	?	
4	4th Ave @ Pine Ave	4/29/2016	19:28	MV	SB	Straight	OBJ	-	-	DUI
5	5th Ave @ Pine Ave	4/16/2014	7:44	MV	NB	LT	PFD	?	?	
6	Angus Ave @ 4th Ave	7/7/2017	6:50	MV	FB	Straight	TR	NB	Backing	Unsafe Speed

Party
 MV Motor Vehicle
 MC Motorcycle
 TR Truck/Tractor
 PED Pedestrian
 OBJ Fixed Object

Possibly Correctable With
 Intersection Improvements



Collision History (Jan 1, 2013 to Dec 31, 2017)

Length of Parking Restrictions*

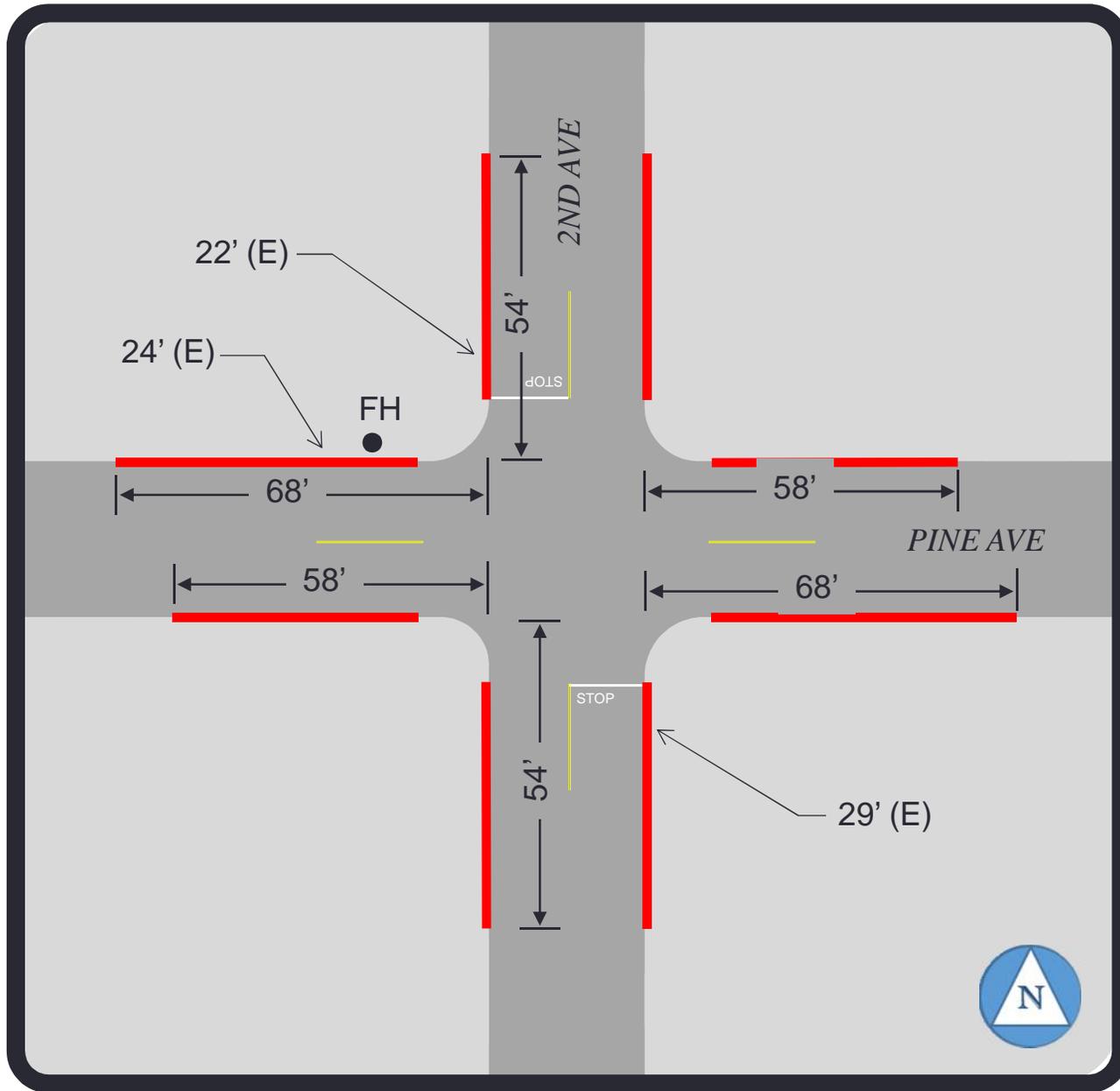
		Configuration 1 Middle			Configuration 3 Offset toward departure		
		SU-30	CL Shift	SSD**	SU-30	CL Shift	SSD**
Controlled	Approach	40 ft	54 ft	-	45 ft	8 ft	-
	Departure	48 ft	54 ft	-	44 ft	78 ft	-
Uncontrolled	Approach	40 ft	54 ft	58 ft	45 ft	8 ft	73 ft
	Departure	48 ft	54 ft	68 ft	44 ft	78 ft	54 ft

* Measured from curb line of intersecting street.

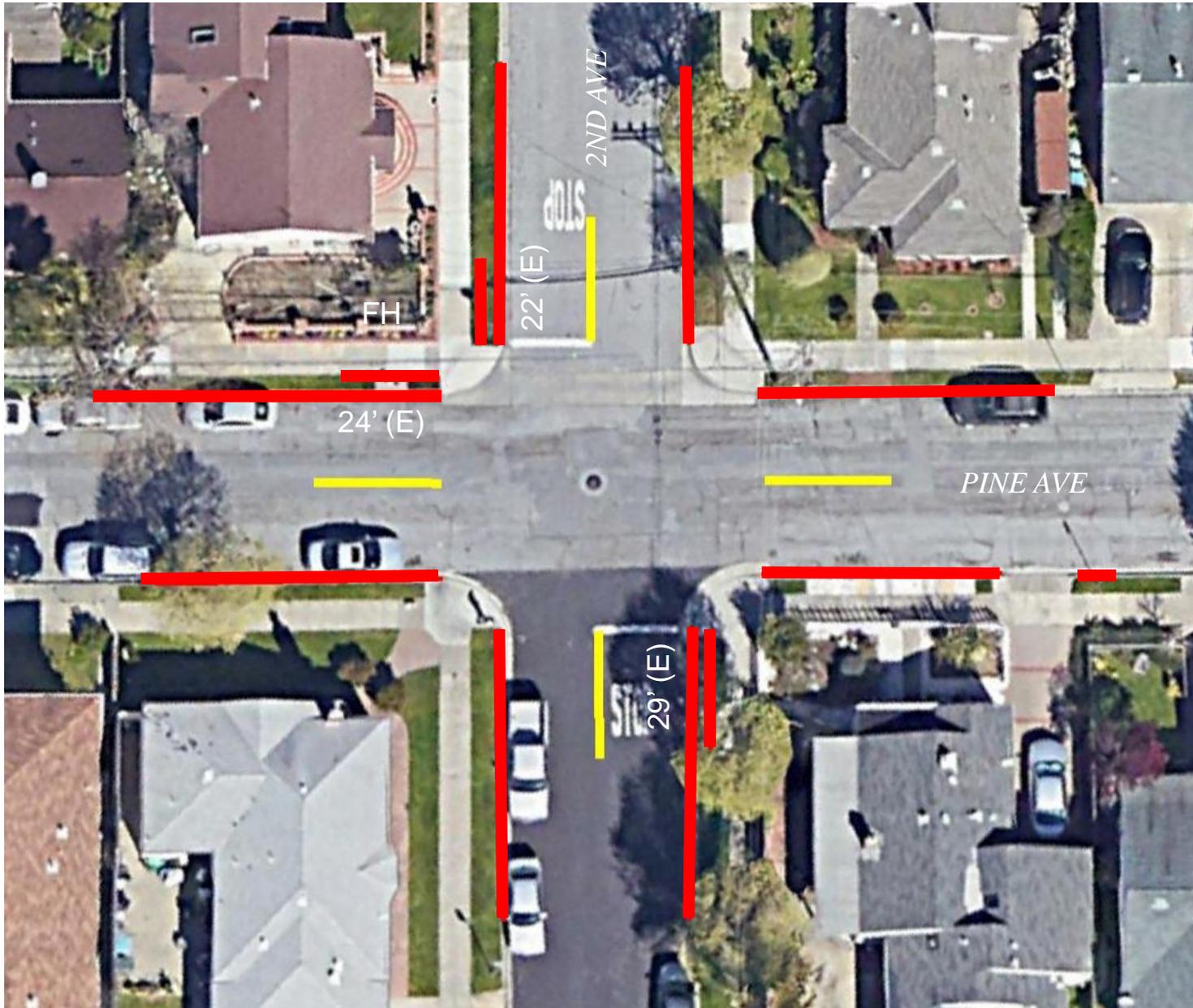
** Amount of parking restriction needed to provide Stopping Sight Distance.

Note: Values in bold red font are parking restrictions to be used when implementing.

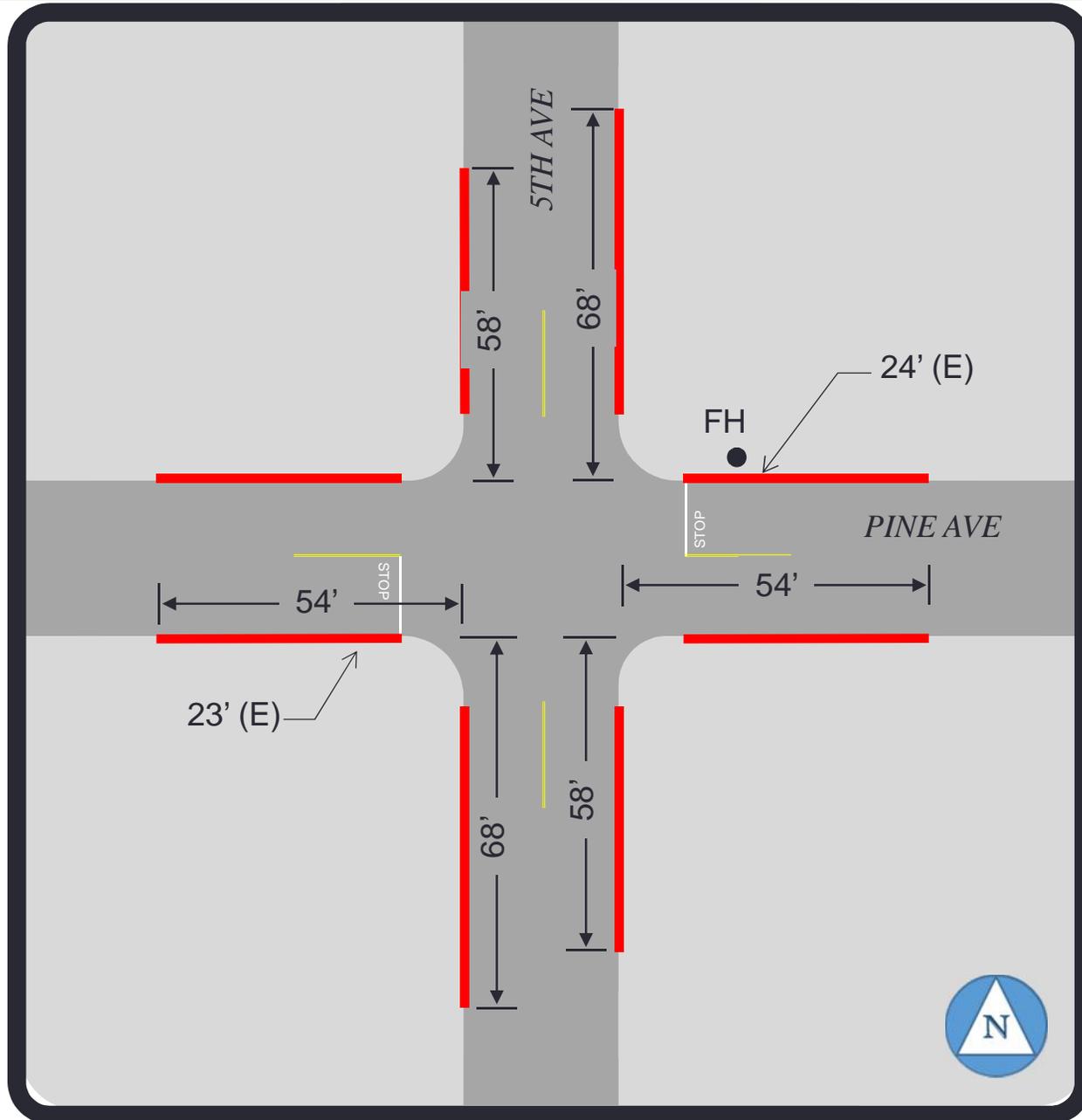
Parking Restriction Requirements



Pine Ave & 2nd Ave – Staff Recommendation



Pine Ave & 2nd Ave – Staff Recommendation



Pine Ave & 5th Ave – Staff Recommendation



Pine Ave & 5th Ave – Staff Recommendation

