



CITY OF MERCED

MERCED

TRAFFIC COMMITTEE AGENDA

Tuesday, September 14, 2021

Civic Center, 2nd Floor
City Council Chambers
678 West 18th Street
Merced CA 95340
(www.cityofmerced.org)

WELCOME TO YOUR TRAFFIC COMMITTEE Regular Session at 2:00 p.m.

Copies of the backup material relating to each item of business referred to on the agenda are on file in the office of the City Clerk. Any person who has questions concerning any agenda item may call the Engineering Department at 209-385-6846. Prior to each regular Traffic Committee meeting, a complete agenda packet is available for review in the Civic Center, 2nd floor Engineering Department, 678 West 18th Street, Merced, CA 95340 and on the City's website at www.cityofmerced.org. Any documents provided to a majority of the committee members after this agenda is posted will be available for public inspection in the City Clerk's office during normal business hours.

MODIFIED PUBLIC COMMENT: OBTAIN SPEAKER CARD FROM THE TRAFFIC COMMITTEE CLERK

Members of the audience who wish to address the Traffic Committee are requested to complete a speaker card available at the podium against the right-hand side of the Council Chamber. Please submit the completed card to the Traffic Committee Clerk before the item is called, preferably before the meeting begins. Members of the public who wish to speak on a Business Item may speak during that portion of the meeting and will be allotted 3 minutes.

For those not wanting to attend an in-person meeting, you may submit your public

comment to the Engineering Department electronically no later than 10 am on the day of the meeting. Material may be emailed to contactengineering@cityofmerced.org and should be limited to 300 words or less. Please specify which portion of the agenda you are commenting on, for example, oral communications, report item number, or business item number. Any correspondence received after 10 am will be distributed to the committee and retained for the official record.

You may provide telephonic comments via voicemail by calling [\(209\) 388-7590](tel:(209)388-7590) by no later than 10 am on the day of the meeting to be added to the public comment. Voicemails will be limited to a time limit of three (3) minutes. Please specify which portion of the agenda you are commenting on, for example, oral communications, report item number, or business item number. Your comments will be played during the meeting to the traffic committee at the appropriate time.

To view video (if available) or to listen to the traffic committee meeting live, go to the city's Facebook live page.

INFORMATION FOR INDIVIDUALS WITH DISABILITIES:

Accommodation for individuals with disabilities may be arranged by contacting the Engineering Department at 209-385-6846.

A. CALL TO ORDER

B. ROLL CALL

C. ORAL COMMUNICATIONS

At this time, audience members who wish to speak on any matter not listed on the agenda, please identify yourself and city of residence, and if you intend on using technology for your presentation please leave a copy for the record.

Committee will not take action on an item that is brought to their attention at this meeting. If it requires action, it will be referred to staff and/or listed on the next Traffic Committee agenda.

Members of the public who wish to speak will be allotted 3 minutes. Avoid repeating what previous speakers have said. If two or more individuals are present as a group and wish to speak on one side of an issue, please select a single spokesperson to present your views.

D. CONSENT CALENDAR

All matters listed under the consent calendar are considered routine by the Traffic Committee and will be adopted by one action of the Traffic Committee unless a member of the audience or Traffic Committee member has a question, statement or wishes to discuss an item. In that event, the clerk will remove that item from the consent calendar and place it for separate consideration.

1. Traffic Committee Minutes of July 13, 2021

RECOMMENDATION:

Approve and file.

E. REPORTS

1. Committee Member Reports

At this time, it is appropriate for any Committee Member to give an informational report of any work completed, training, or other item to

share with other members. Please be brief, and no action may be taken on these items.

F. BUSINESS

1. Request #21-012 – Requesting a Barrier Be Put in Place at The End of Cormorant Dr (Katelyn Mayo)

(Citizen states cars park in the area throughout the day, smoking pot, drinking, or engaging in other behavior, speeding, and doing doughnuts, not allowing walking access to the path.)

2. Request #21-017 – Requesting a Drop Off Zone (White Curb) in Front of the Merced Playhouse (Anthony Braxton)

(Citizen states he would like to make it accessible for people with accessibility issues or handicaps.)

3. Request #21-019 – Requesting Speed Bumps and Stop or Yield Signage on 6th Ave. & 26th St. (Jeff Bromfield, Jasmine Clark)

(Citizen states there have been several traffic accidents at this location because of excessive speed. There are no stop signs or yield signs, and there are many children in the area that need to be protected.)

4. Request #21-022 – Requesting Bike Lanes, Stop Signs, Crosswalks, Street Humps, Concrete Containers with Trees in the Middle of the Street, and Cameras (Dr. Eva Cadez)

(Citizen states she would like bike lanes on both sides of Pinnacle Drive, Twilight Avenue and Solstice Avenue. There is excessive speeding up and down Pinnacle Drive, and the pedestrian path is being used by vehicles at Solstice Avenue. Stops signs at every intersection would help with the speeding along Pinnacle Drive. Citizen states street humps along Pinnacle drive, Solstice Avenue and Twilight Avenue would help deter speeding vehicles. Cameras and any other measures that could help.)

5. Request #21-025 – Requesting a Crosswalk on E. Olive at Sycamore Ave. (Fovziyah Allahdad)

(Citizen states there are too many cars, and they are going fast, so kids are unable to cross the street to go to school.)

6. Request #21-026 – Requesting a double yellow line between Alfarata and the front of Pioneer school. (Craig McKeeman, MPD)

(Officer states a double yellow line would allow the Police department to increase the enforcement in this area in the mornings and afternoons when traffic is heavy.)

G. ADJOURNMENT

Agenda Item: D-1
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

SUBJECT: Traffic Committee Minutes of July 13, 2021

RECOMMENDATION:

Approve and File.

ATTACHMENTS:

1. Minutes of July 13, 2021

TRAFFIC COMMITTEE

MINUTES

July 13, 2021

A. CALL TO ORDER

The meeting was called to order at 2:01 p.m.

B. ROLL CALL

Present: Chairperson: Michael Beltran, City Engineer
Committee Members: Michael Hren, Planning Manager Designee
Juan Olmos, Public Works Designee
Leon Pintabona, Police Chief Designee
Derek Parker, Fire Chief

Absent:

C. ORAL COMMUNICATIONS

Frank Klick states vehicles are passing traffic around the right side of the street on Yosemite Ave., speeding vehicles in the area, loud vehicles speeding in the area, and racing are occurring. He would like something done with the traffic issues in the area.

D. CONSENT CALENDAR

1. Traffic Committee Minutes of May 11, 2021

RECOMMENDATION:
Amend, approve, and file.

Hren Moved, Olmos Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

Clerk's Note: Staff recommendation approved.

E. REPORTS

1. Committee Member Reports

F. BUSINESS

1. Request #21-008 – Requesting Speed Humps Along Gardner Ave. Between Destiny Dr. and Dunn Rd. (Lawrence & Alice Pressley, Clarence & Colleen Eisberg, Navtar & Ranjeet Singh, , Christi Workman, Vince & Sandra Clemons, Dulcency Zaragoza, Eric Perez, Paul & Robin Geyer)

(Citizens state there is excessive speeding in the area all hours of the day, racing, cars doing doughnuts, and several accidents have occurred.)

Committee Member Hren states speed humps are not something that the Planning Dept. is generally in support of based on the issues with emergency services,

Chairperson Beltran agrees with speed humps not going in. Gardner corridor is going to be a collector road and is intended to move traffic. Enforcement is about all we can do in this area.

MOTION: Reject request for speed humps and recommend the area to the Police Department for additional law enforcement.

COUNCIL ACTION REQUIRED: No

Hren Moved, Parker Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

2. Request #21-010 – Requesting A Speed Limit Sign to Be Posted in Both Directions on E. 20th St. Near Charles Wright Elementary School (Jennifer Fosgate)

(Citizen states there aren't any posted speed limit signs on E. 20th St. near the school.)

Committee Member Olmos states signs in the area were obstructed, trees were trimmed, and now the signs are visible. It is now up to code.

MOTION: Reject additional signage as it was requested.

COUNCIL ACTION REQUIRED: No

Pintabona Moved, Olmos Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

3. Request #21-012 – Requesting a Barrier Be Put in Place at The End of Cormorant Dr (Katelyn Mayo)

(Citizen states cars park in the area throughout the day, smoking pot, drinking, or engaging in other behavior, speeding and doing doughnuts, not allowing walking access to the path.)

Committee Members state that the blocking of the area is not suitable for emergency vehicles, from a public services standpoint. There is no real solution for the traffic in the area, except for Police enforcement. The Committee feels it is a City Council issue, possibly an ATP area for a bike boulevard.

MOTION: To continue this item to next Traffic Committee meeting.

COUNCIL ACTION REQUIRED: No

Hren Moved, Parker Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

4. Request #21-013 – Requesting Additional Traffic Enforcement, Narrowing of The Street With Chicanes, Putting Up a Sign To Slow Car Traffic-- “Bike Path Crossing” w/Picture And “Slow” At The Entrance To The Bike Path, Flashing Lights On Sign, 4 Way Stop Signs, Striping of The Street Along El Portal Dr., And Placing A Crosswalk By Chenoweth Elementary School (Jose & Mayra Lopez, Joe Brucia, Robin Donovan, Jolene Schadler, LuAnn Parson, Eduardo Zamora Sr., Ben French, Ronald Ringstrom)

(Citizens state there is no enforcement of the new speed limit, speeding/racing is still happening making it difficult to back out of driveways and cross the street to the community mailboxes. Regular flooding of the Rahilly Park bike path bridge causes pedestrians/cyclist to cross on the street.)

Chairperson Beltran states Public Works has done a round of striping, he would like to have this item added to the next round of striping that Public Works will do. Public Works will add a double line to the street so the Police will be able to site traffic issues.

Committee Member Olmos states there was a new pump installed at by the bike path so the flooding issues should be resolved in that area.

MOTION: Public Works to place center line striping on El Portal Drive from McKee to Joerg

COUNCIL ACTION REQUIRED: No

Olmos Moved, Hren Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

5. Request #21-015 – Requesting Red Curb around entrance and Exit of Driveways at 2651 Cooper Ave. (Conrad Noriega))

(Citizen states parking on the street overnight near the driveways is too close for incoming and outgoing semi traffic.)

Chairperson Beltran states they are request is for 30’ of red curbing around the driveways for better access to the driveways for the semi-trucks.

MOTION: To approve installing 30’ of red curb around entrance and exit of driveways at 2651 Cooper Ave.

COUNCIL ACTION REQUIRED: Yes

Hren Moved, Pintabona Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

6. Request #21-016 – Requesting Handicap Accessible Curbs on the Corner of Parsons Ave. and Teak Ave. (Lisa Dalrymple)

(Citizen states it is a busy school intersection, needs handicap accessible curbs.)

Chairperson Beltran states we have a lot of areas in the City that do not have ADA ramps. We are looking at installing them around the city with some grant funding. The Engineering department will be working with the school district to decide what areas need to be addressed at some point in the future.

MOTION: To reject request and refer location to the Engineering Department for the up-comping plans with the school district.

COUNCIL ACTION REQUIRED: No

Hren Moved, Pintabona Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

7. Request #21-017 – Requesting a Drop Off Zone (White Curb) in Front of the Merced Playhouse (Anthony Braxton)

(Citizen states he would like to make it accessible for people with accessibility issues or handicaps.)

Anthony Braxton would like to have a temporary white zone in place for a period of time during their show times for easier access for those with accessibility issues.

Chairperson Beltran states they have a Pilot program going on right now for the downtown area. It is something we can accommodate; we have an agenda item going to council to approve a contract with a consultant on August 2. We need to investigate how we could implement this in the area. We may need to have a conversation with the Economic Development Department to discuss what can be done.

MOTION: To move this item to the next Traffic Committee meeting. Engineering to bring this item to the Economic Development Department for discussion.

COUNCIL ACTION REQUIRED: No

Hren Moved, Pintabona Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

8. Request #21-018 – Requesting Speed Bumps and Speed Limit Signs on Bodie St. (Kimberly Vecina Farias)

(Citizen states people are driving through Brodie Street at unsafe speeds are distracted, making it unsafe for the residents to back out of their driveways and children walking to/from school.)

Committee Members discuss who are the vehicles causing the speeding in the area whether it the residence or traffic coming through the area. There is a lot of parking on the roadway which obstructs the area for backing out of the driveway. No amount of speed control devices or other traffic control devices will divert traffic issues from this area.

Chairperson Beltran states seems to be a neighborhood issue as it is not a street the flows through to somewhere.

MOTION: To deny this request.

COUNCIL ACTION REQUIRED: No

Hren Moved, Parker Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

9. Request #21-019 – Requesting Speed Bumps and Stop or Yield Signage on 6th Ave. & 26th St. (Jeff Bromfield, Jasmine Clark)

(Citizen states there have been several traffic accidents at this location because of excessive speed. There are no stop signs or yield signs, and there are many children in the area that need to be protected.)

Committee Members discuss that speed bumps do not stop the behavior of speeders. The only thing that changes that behavior is Police enforcement.

Chairperson Beltran states we need to look at the crash data for this intersection, to see if the data warrants implementing a stop sign or a yield sign. He is requesting the Police department to pull warrants for this area.

MOTION: To move this item to the next Traffic Committee meeting. Police Department to check the crash data for this area.

COUNCIL ACTION REQUIRED: No

Olmos Moved, Pintabona Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

10. Request #21-020 – Requesting “Keep Clear” Road Markings Around the 3100 Block of M St. (Sarah Boyle)

(Citizen states this area gets backed up with traffic blocking the intersection when people are trying to get into the left-hand turn lane.)

Committee Member Hren states Resolution #3063 of the Planning Commission was for the Starbucks in the area. Condition #27 of the resolution states the developer will work with the Engineering department to design a striping plan. The striping not go in prior to the completion of this project, at this point we are not able to have this implemented by the vendor.

Chairperson Beltran states he will approach the landowner on their resolution and try to have them put the striping. This gives the Engineering department the authority to put in a work order for Public Works to put in if necessary.

MOTION: Engineering Department to approach the developer to install the striping that they need to, if not the Engineering department will submit a work order to Public Works to place the striping.

COUNCIL ACTION REQUIRED: No

Pintabona Moved, Hren Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

11. Request #21-021 – Requesting Short-Term Parking Curb in front of Mailbox Units (Sarah Boyle)

(Citizen states overflow from the parking lot ends up parking on Buena Vista causing residents to park down the street to collect their mail.)

Chairperson Beltran states we do have a 10-minute parking zone in the Muni Code between the hours of 9 am and 5 pm any day except Saturday, Sunday, or holidays available.

Committee Member Hren states he believes would be alright to have the sign put in unless the problem is after 5 pm. Thinks it could help and doesn't see it hurting the situation.

MOTION: To approve the request for a 10 Minute Short Term parking zone.

COUNCIL ACTION REQUIRED: Yes

Hren Moved, Parker Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

12. Request #21-022 – Requesting Bike Lanes, Stop Signs, Crosswalks, Street Humps, Concrete Containers with Trees in the Middle of the Street, and Cameras (Dr. Eva Cadez)

(Citizen states she would like bike lanes on both sides of Pinnacle Drive, Twilight Avenue and Solstice Avenue. There is excessive speeding up and down Pinnacle Drive, and the pedestrian path is being used by vehicles at Solstice Avenue. Stops signs at every intersection would help with the speeding along Pinnacle Drive. Citizen states street humps along Pinnacle drive, Solstice Avenue and Twilight Avenue would help deter speeding vehicles. Cameras and any other measures that could help.)

Chairperson Beltran state the plan is that Lehigh will connect to R. Street at some point when that development is decided.

Committee Member Hren states speed humps are generally not acceptable, cameras are beyond where our scope is, he is not opposed to the idea of a traffic circle, which is the most reasonable request. Bike lanes are not a precedent on local roads.

Chairperson Beltran states we need to look at crash data. We need to look at proper control methods.

Committee Member Olmos states he would be ok with placing a couple of speed limit signs to help with the speed.

MOTION: To move this item to the next Traffic Committee meeting. Police Department will pull crash data for the intersections of Twilight & Pinnacle and Solstice & Pinnacle.

COUNCIL ACTION REQUIRED: No

Hren Moved, Olmos Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

13. Request #21-023 – Requesting a Handicap Parking Space in Front of His Residence

(John Vierra)

(Citizen states vehicles are parking so close to the bus stop, it makes it difficult for the bus drivers to pull in, and the extra curb/sidewalk is needed for the passengers boarding through the rear doors.)

Chairperson Beltran states ADA requirements for a Handicap stall from an Engineering standpoint on a roadway, has many requirements. It is something we generally don't put in on roadways. We have quite a few in the city that are not in ADA compliance, and we are working on having them removed. We cannot paint a curb blue for a Handicap parking spot, there is a lot more that goes into being ADA compliant.

MOTION: To deny the request.

COUNCIL ACTION REQUIRED: No

Hren Moved, Olmos Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

14. Request #21-024 – Requesting “Motel Drive” Name Change to “Hotel Drive” (Edwin Kainth)

(Citizens would like to change the name of “Motel Drive” to “Hotel Drive” to upgrade the area to promote more tourism.)

Chairperson Beltran states he has checked the name registry, there is no other street with that name in the system. It is being brought to the Traffic Committee for review and evaluation request before sending this item to City Council, as this will need to be approved by council for the name change.

Committee members state there are residents in the area that will need to be notified of these changes and will need to sign off on this beforehand. We may need to do research on what the process is for updating the addresses, emergency systems, who is going to pay for this, and who else needs to be notified. This isn't really a Traffic Committee issue; it seems to be a Planning issue.

MOTION: To refer this item to the Planning Department.

COUNCIL ACTION REQUIRED: No

Parker Moved, Pintabona Seconded

Vote: 5-0

Voting Aye: Michael Beltran, Michael Hren, Juan Olmos, Leon Pintabona, Derek Parker

G. ADJOURNMENT

The meeting was adjourned at 5:15 p.m.

By:

Approved:

Nicole Tabares
Administrative Assistant/
Recording Secretary

Michael Beltran
City Engineer/ Chairperson

Agenda Item: E-1
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

SUBJECT: Committee Member Reports

RECOMMENDATION:

Approve and File.

Agenda Item: F-1
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

1. SUBJECT: Request #21-012 – Requesting a Barrier Be Put in Place at The End of Cormorant Dr (Katelyn Mayo)

REPORT IN BRIEF

Citizen states cars park in the area throughout the day, smoking pot, drinking, or engaging in other behavior, speeding, and doing doughnuts, not allowing walking access to the path.

ATTACHMENTS:

1. Request #21-012
2. Location Map

City of Merced

RQ#: ~~20XXXX~~

Citizen Action Request Form: Traffic Committee

21-012

Contact Person: Katelyn Mayo Day Phone: ██████████

Email Address: ████████████████████

Address: ████████████████████ Today's Date: 4/26/2021

Location of Concern (map attachments and photographs are encouraged):

Cormorant Dr. in Merced; the dead end once Paulson Rd. has been crossed and where the Kiwi Ct and Black Hawk Ct cul-de-sacs dead end.

Describe Concerns At This Location:

As a resident whose yard/fence runs parallel to Cormorant, we often see the traffic occurring (when we're not at work, and can only imagine how much is occurring when we're at work) on this street. Cars often park for short periods of time at odd hours (really all hours) of the day waiting for other cars before meeting and both driving away. Cars often park to smoke marijuana (per observation and smell), drink, or engage in brief meetings with others who drive up (purposes unknown, but can be assumed). We've found condoms, empty alcohol bottles and trash from food items, and can see tire tracks a handful of times where "donuts" were driven at the very end. People who likely don't live in the area (as they're in their cars) park along this road (next to our home and yard) and the majority of the time not for walking access to the paths. Cars often speed out of the area down this street as well. A non-permanent, but non-movable (by a person) barrier that would prevent car traffic and allow for only walking traffic would be ideal. Walking access to the park and paths are important for residents, but all emergency personal (fire, PD, EMT) have access from other entry points to these houses. Neighbors have complained to city council representatives about these concerns many times as well with no response (to my knowledge).

For Official Use Only:

Project #: _____ Date Received: _____ Date Field Inspected: _____

Field Inspection Results: _____

RECEIVED
APR 26 2021
ENGINEERING DEPT

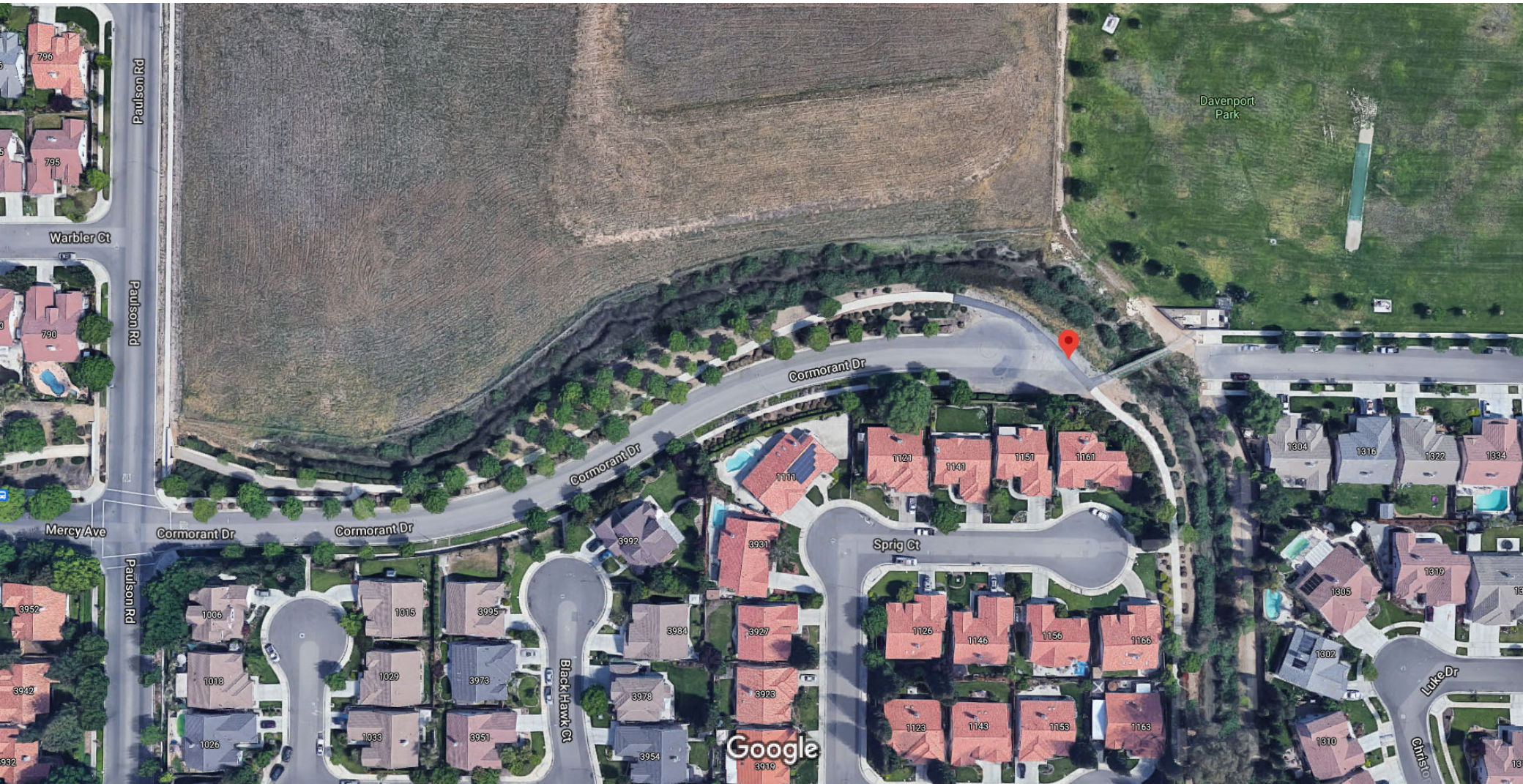
Date Response To Contact Person: _____

Resolution of Concern: _____

Date Completed: _____

Traffic Engineer's Signature or Designee

Date





ADMINISTRATIVE REPORT

DATE: September 14, 2021

2. SUBJECT: Request #21-017 – Requesting a Drop Off Zone (White Curb) in Front of the Merced Playhouse (Anthony Braxton)

REPORT IN BRIEF

Citizen states he would like to make it accessible for people with accessibility issues or handicaps.

ATTACHMENTS:

1. Request #21-017
2. Location Map

City of Merced

RQ#: 21-017

Citizen Action Request Form: Traffic Committee

Contact Person: Anthony Braxton Day Phone: [REDACTED]

Email Address: [REDACTED]

Address: [REDACTED] Today's Date: 05/09/21

Location of Concern (map attachments and photographs are encouraged):

Street front at 452 West Main Street

Describe Concerns At This Location:

Would like this to be a drop off zone during show hours to accomodate our patrons with handicaps and with accessibility issues.

*We typically have shows 3 weeks a month
Sept - June, Friday/Saturday Nights & Sunday Afternoons. This
would be a white zone by time?*

For Official Use Only:

RECEIVED

Project #: _____ Date Received: MAY 18 2021 Date Field Inspected: _____

Field Inspection Results: ENGINEERING DEPT

Date Response To Contact Person: _____

Resolution of Concern: _____

Date Completed: _____

Traffic Engineer's Signature or Designee

Date

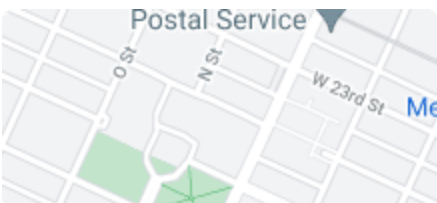


Image capture: May 2019 © 2021 Google

Merced, California



Street View



CITY of Merced

Contact Person: Jeff Bromfield

[REDACTED]

Merced, CA 95340

[REDACTED]

bromfield@cityofmerced.net



5/26/2021

Location of Concern: 26th St and 6th Ave

Concern at this location: There have been several traffic accidents at this location all because of excessive speed. See attached photo.

Hoover Middle School is adjacent to this intersection. The solution is a series of speed bumps on 6th Ave as well as on 26th. Proper signage should accompany the speed bumps.

This is a matter of great concern as there are many children in the area and we need to protect them.

Picture Notes on back of Pictures

#1

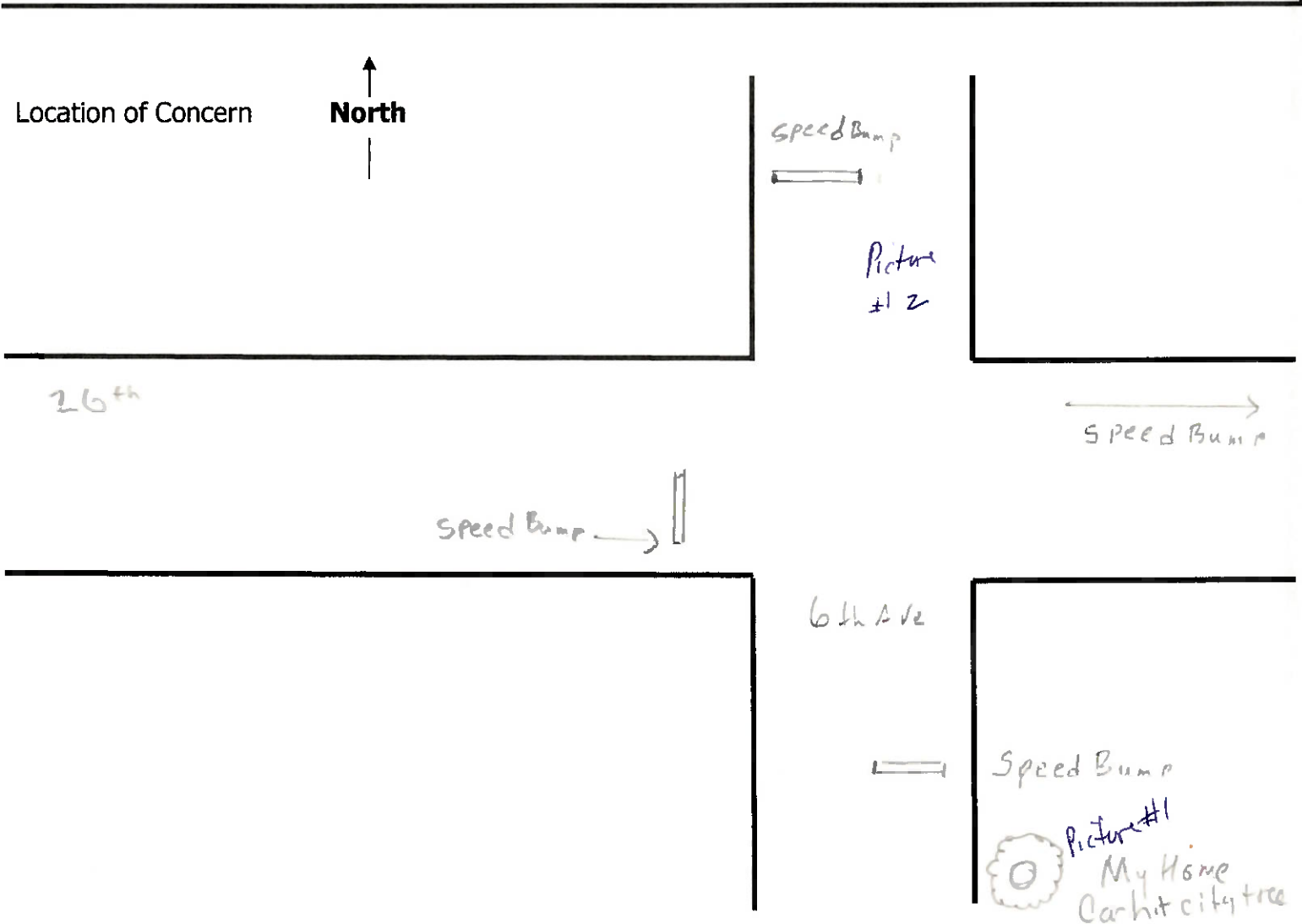


#2



DIAGRAMS

General Diagram



Agenda Item: F-3
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

3. SUBJECT: Request #21-019 – Requesting Speed Bumps and Stop or Yield Signage on 6th Ave. & 26th St. (Jeff Bromfield, Jasmine Clark)

REPORT IN BRIEF

Citizen states there have been several traffic accidents at this location because of excessive speed. There are no stop signs or yield signs, and there are many children in the area that need to be protected.

ATTACHMENTS:

1. Request #21-019
2. Location Map

City of Merced

RQ#: 21-019

Citizen Action Request Form: Traffic Committee

Contact Person: Jasmine Clark Day Phone: [REDACTED]

Email Address: [REDACTED]

Address: [REDACTED] Today's Date: 6/22/2021

Location of Concern (map attachments and photographs are encouraged):

The 4-way intersection of 6th and 26th ave (photographs attached)

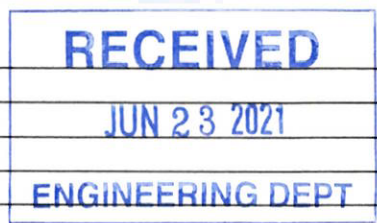
Describe Concerns At This Location:

I have lived at 2629 6th Ave for 3 years, I have seen 2 accidents in this intersection in the past 6 months. The problem is that there is not any direction for the drivers and they do not follow the Right-of-Way rule. The traffic on 26th continues to grow and crossing that intersection is becoming more of a problem. I also mention the bush that blocks the visual of coming into the intersection from 6th Ave. We need a right, stop preferably.

For Official Use Only:

Project #: _____ Date Received: _____ Date Field Inspected: _____

Field Inspection Results: _____



Date Response To Contact Person: _____

Resolution of Concern: _____

Date Completed: _____

Traffic Engineer's Signature or Designee

Date

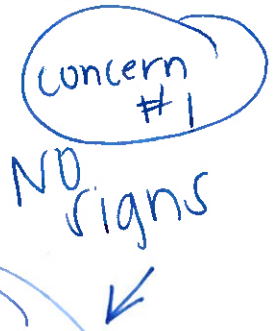
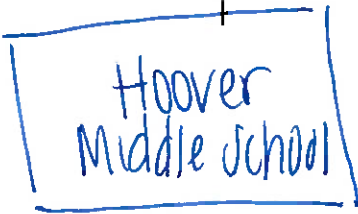
DIAGRAMS

General Diagram

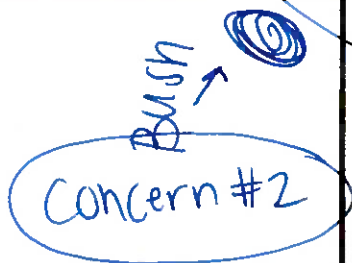


Location of Concern

North



26th Ave



6th Ave

Hoover
Middle School

6th ave



26th ave

26th ave

6th ave

NO signs

↑ 26th Ave

6th Ave →



6th Ave →

↑ 26th Ave

- NO signs
- 26th Ave is used a lot, especially due to Hoover Middle school.

example of oncoming car being barely visible as you pull into the intersection. Again, no signs.

large bush blocks site when crossing 26th →





Request yield or stop
sign plus removal
of bush.

Standard:

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

Option:

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

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

Standard:

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

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

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

Guidance:

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

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

Support:

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

Guidance:

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

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;

(D) Sight distance available on each approach; and

(E) Reported crash experience. **2 accidents in less than 6 months**

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

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

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

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
 - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
 - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*
- ⁰⁵ *YIELD or STOP signs should not be used for speed control.*

Support:

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

Guidance:

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

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

Support:

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

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

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

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

Standard:

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

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

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

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

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

Option:

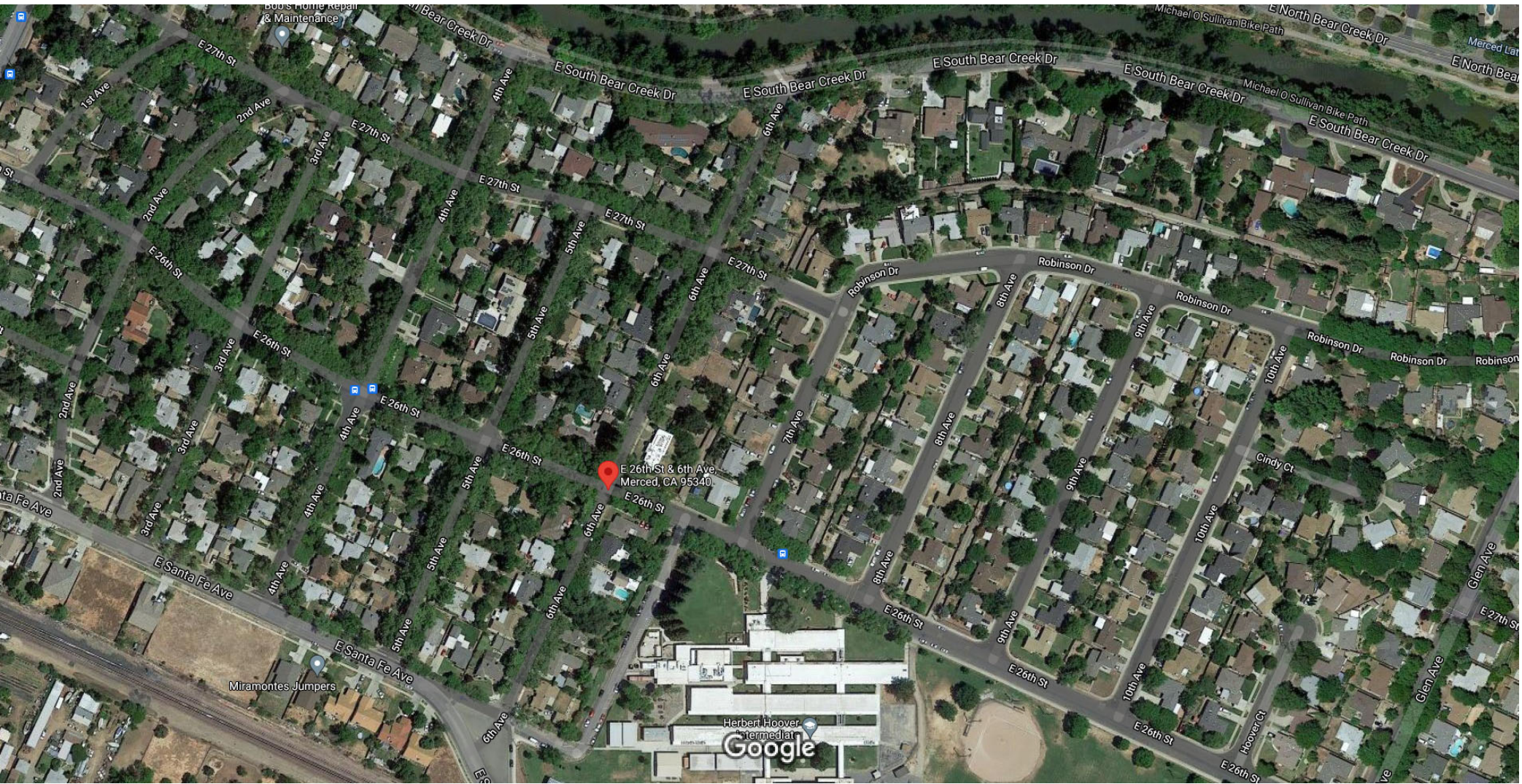
^{10b} **YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.**

Standard:

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

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

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





ADMINISTRATIVE REPORT

DATE: September 14, 2021

4. SUBJECT: Request #21-022 – Requesting Bike Lanes, Stop Signs, Crosswalks, Street Humps, Concrete Containers with Trees in the Middle of the Street, and Cameras (Dr. Eva Cadez)

REPORT IN BRIEF

Citizen states she would like bike lanes on both sides of Pinnacle Drive, Twilight Avenue and Solstice Avenue. There is excessive speeding up and down Pinnacle Drive, and the pedestrian path is being used by vehicles at Solstice Avenue. Stop signs at every intersection would help with the speeding along Pinnacle Drive. Citizen states street humps along Pinnacle drive, Solstice Avenue and Twilight Avenue would help deter speeding vehicles. Cameras and any other measures that could help.

ATTACHMENTS:

1. Request #21-022
2. Location Map

City of Merced

RQ#: ~~21-022~~

21-022

Citizen Action Request Form: Traffic Committee

Contact Person: Dr. Eva Cadez Day Phone: [REDACTED]

Email Address: [REDACTED]

Address: [REDACTED] Today's Date: 6/15/2021

Location of Concern (map attachments and photographs are encouraged):

Pinnacle Dr and area around it.

Describe Concerns At This Location:

Please see attached documents.

For Official Use Only:

Project #: _____ Date Received: _____ Date Field Inspected: _____

Field Inspection Results: _____

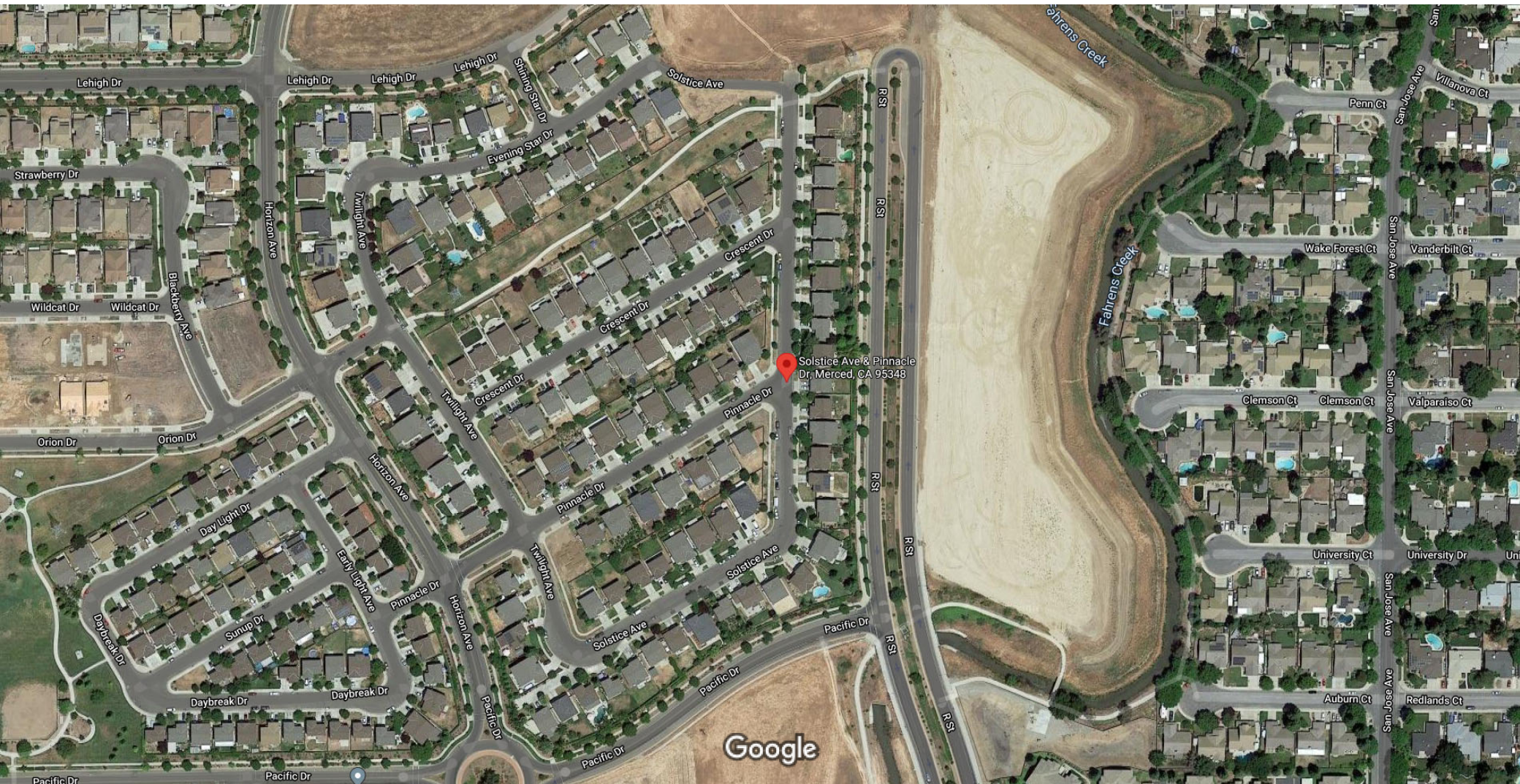
Date Response To Contact Person: _____

Resolution of Concern: _____

Date Completed: _____

Traffic Engineer's Signature or Designee

Date



Marked with #1: Part of the Solstice Ave oriented W-E is the road used by many cars and motorcycles that end up speeding up and down Pinnacle Dr. Until relatively recently, this part was just a dirt road and now it has an asphalt on it but it does not seem to be professionally turned into a regular street.

Residents from the Evening Star Dr. do not have to use the Solstice Avenue to get to the intersection of the Pacific and Horizons, which is the place one needs to use to get to and from the R street into this neighborhood.

Marked with #2. This part of the Solstice Ave. is, in addition, often used by motorcycles and even cars to get to the R street by using pedestrian path or green areas- there is no road for cars there. This path should be closed more appropriately. An additional reason for that is that cars speeding on the northbound part of the R street usually this path to continue speeding throughout the neighborhood, especially using the south-bound part of the Solstice Ave which is long.

The Pinnacle Dr is, in addition, the only driveway that connects directly the N-S part of the Solstice and the Horizons Ave and leads to the above-mentioned Pacific and Horizons exit from the neighborhood. It is obvious that the traffic flow in the direction opposite to the one I am describing has the same problems and essentially doubles the dangers to life and property on the Pinnacle Dr.

In order to protect lives and property on Pinnacle Dr, it would seem appropriate to pay a special attention to it, as it has special connections to streets that bring law-breaking cars. This is not to say that the rest of the neighborhood should be excluded from an effort to reduce number of speeding cars and motorcycles, etc. On the contrary, the entire system of the streets should be included in this effort.

I have taken a bit of time to examine some expert literature on issues we face here and “traffic calming” concept seems to describe what we need. It is broader than just issue mentioned. A Canadian National Collaborating Centre for Healthy Public Policy (<http://www.nccchpp.ca/>) shows some excellent research on effects of the traffic calming on number and severity of collisions, air quality, environmental noise, and other means of transportation. All of these are extremely relevant to the City of Merced as well. Our air is very polluted, partially because of the cars, noise levels that speeding cars bring into otherwise quiet areas of the city are extremely high, and Merced has a lot of children, pets, and wildlife all of which are impacted by all of the mentioned factors. In addition, the UC Merced brought in young people and people who need peace to study or do research. The Merced Community College is close as well. All of this is also stated as desirable goal for the US cities by the U. S. Department of Transportation (www.transportation.gov).

I will add here two figures copied from the Canadian source above, to make a point about speeding cars and deaths of pedestrians who are adult humans. For children and pets, disabled people, etc, the situation is even worse.

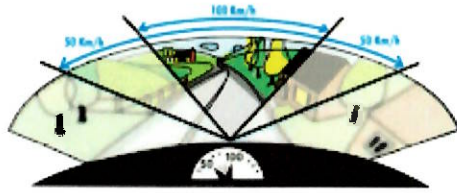


Figure 5 Narrowing of field of vision as speed increases

Source: Société de l'assurance automobile du Québec, 2011

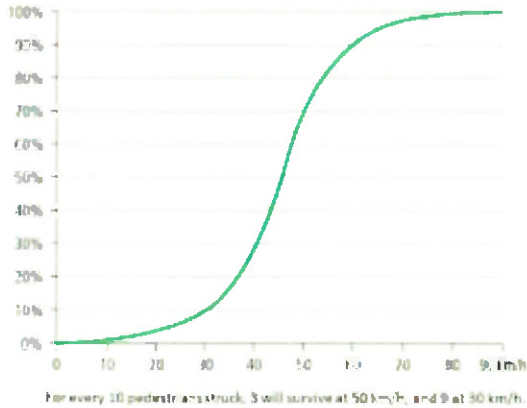


Figure 6 Probability that a pedestrian will die as a result of a collision with a car in relation to the speed at impact

Source: Adapted from Bureau de prévention des accidents, 2009b

The Figure 6 shows the reality (regardless of the law) of relationship between car speed and deaths of pedestrians. The speeds are in kilometers per hour but here is the translation into mph: 10km/h= 6.2 mph; 20km/h=12.4 mph; 30 is 18.6; 40 is 25 mph; 50 is 31 mph; 60 is 37 mph; 70 is 43.5mph; 80 is 50 mph; 90 is 56 mph.

In the areas with a lot of children, elderly, pets, teenagers on skateboards, or those learning to ride a bike or to drive a car, cars need to go very slowly to avoid injuries. The point here is **not to take into consideration just the worse case scenarios**. We want to feel safe to learn and play, and work not just to stay alive!!! We also want our neighborhood to look good and lived in. There are, unfortunately, a lot of houses rented out BY people who do not care about any of our local issues. Many of them bought houses when those were overpriced and are now desperate for money to keep them and this brings additional vulnerabilities to the area.

Everything mentioned above constitutes the request outlined below, for the Pinnacle Dr, as well as for the surrounding streets. I spoke with many neighbors and they feel the same way and may confirm the speeding cars problems, including gruesome accidents and nearly-accidents caused by speeding cars and related issues described.

It seem obvious that some measures from the traffic calming suggestions are in place, but we would like to see more:

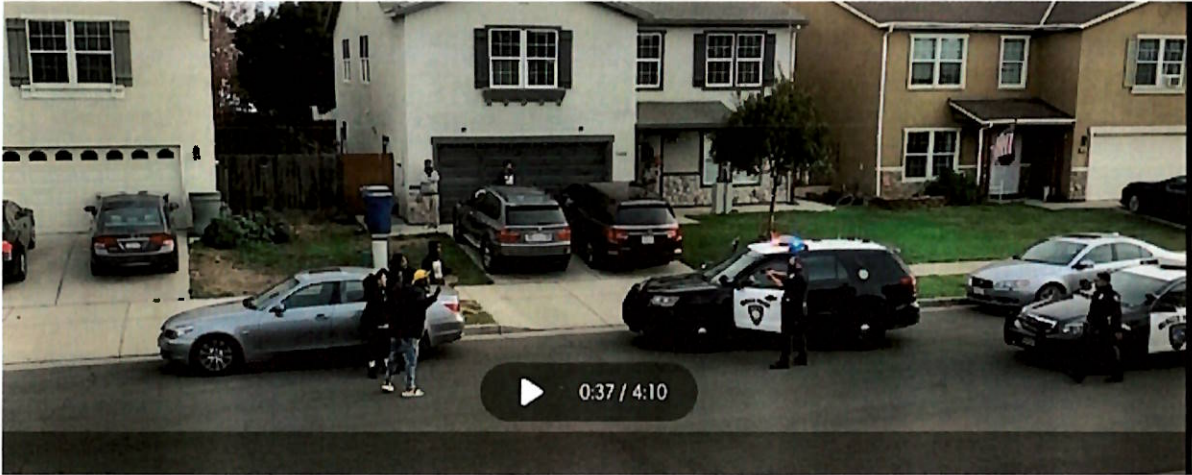
1. Bike lanes on both sides of the Pinnacle Dr. and both Twilight and Solstice Avenue as those are adjacent to the Pinnacle Dr.

2. A maximum number of Stop signs and visible crosswalks on every intersection along the Pinnacle Dr. (everybody needs to stop at those intersections. The Pinnacle Dr is the first street available to turn into when driving north from the Pacific via the Horizons. (tagged with #3 on the map). Recently, likely because of the position of our street (along with other people factors) we had a situation where the MPD pulled over a car that stopped on our street. (see attached photos below) The driver was very angry and asking "why did you pull me over?" while the response was "relax, I just have some documents for you". It is not clear that the Police had a legitimate reason to stop these guys and the whole thing escalated, within a minute, into the police officer holding a gun pointed to 4 very young people and the entire street was filled with about ten police cars and tens of officers. Several years ago, we also have had a situation where Sheriff's deputies were waiting for someone at the Solstice Ave. This person, sped from the Horizons, along the Pinnacle and turned to Solstice. I was working in my front yard and saw him. Seconds after I entered my house to drink some water, tens to hundreds of gunshots were fired from basically in front of my house. The said deputies were chasing the same car I saw before and shooting at it. The car went (as per reports) towards the passage (marked #2) and drove directly to the R street (eventually, speeding down the R it hit a house along the road and the driver was arrested). About several houses and cars on our street were hit by the bullets from the deputies. We have photos of the damage and several people were barely missed by bullets in their own houses. We and the MPD and the Sheriff's department are aware of these problems. Those scenes are deeply distressing even for adults, let alone children, and a major problem for residents here that pay their dues to live decent lives here. People are now avoiding involving these agencies in anything going on here. This brings more problems and the vicious spiral towards becoming an old and eventually ghetto - type area and city. Merced needs to consider these issues if it wants to keep its young and productive people that can prevent this from happening.

3. Street humps - along Pinnacle Dr, Solstice and Twilight. These streets are long and secluded - ideal for reckless speeders in cars or motorcycles.

4. Concrete containers with trees in the middle of Pinnacle Dr to serve as means to reducing "ideas" in drivers that the street is a race track. One such thing would be especially useful at the intersection Pinnacle and Solstice (marked #4).

5. Cameras and any other possible measures that non-expert citizen like me may not be aware of but may help with the situation.





Another result of speeding: a cat (possibly someone's property) killed by a high speed impact at a place where a kid could have been standing. I moved the dead cat (in rigor, with its eye popped out by the brain due to the force of impact) from the street and called the police. As it was a weekend, the animal control was not available and the MPD would not come-they told me to toss the cat in a trash myself, if it bothered me.

Would you like your toddler kids and grandkids see these scenes and hear all the noise, gunshots, and breathe all the dirt from excessive traffic and speeding cars on Pinnacle Dr. and similar areas?

Thank you for your time,
Dr. Eva Čadež



Agenda Item: F-5
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

5. SUBJECT: Request #21-025 – Requesting a Crosswalk on E. Olive at Sycamore Ave. (Fovziyah Allahdad)

REPORT IN BRIEF

Citizen states there are too many cars, and they are going fast, so kids are unable to cross the street to go to school.

ATTACHMENTS:

1. Request #21-025
2. Location Map

City of Merced

RQ#: 21-025

Citizen Action Request Form: Traffic Committee

Contact Person: Favziyah Allahdad Day Phone: [REDACTED]

Email Address: [REDACTED]

Address: [REDACTED] Today's Date: 8-24-2021

CA, 95340

Location of Concern (map attachments and photographs are encouraged):

E Olive Ave and Sycamore Ave

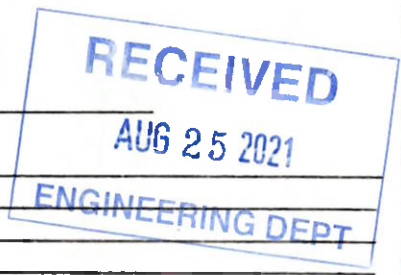
Describe Concerns At This Location:

Kids coming from school have to cross to other side of E Olive Ave. Due to many cars kids are unable to cross the street. Cars going too fast.

For Official Use Only:

Project #: _____ Date Received: _____ Date Field Inspected: _____

Field Inspection Results: _____



Date Response To Contact Person: _____

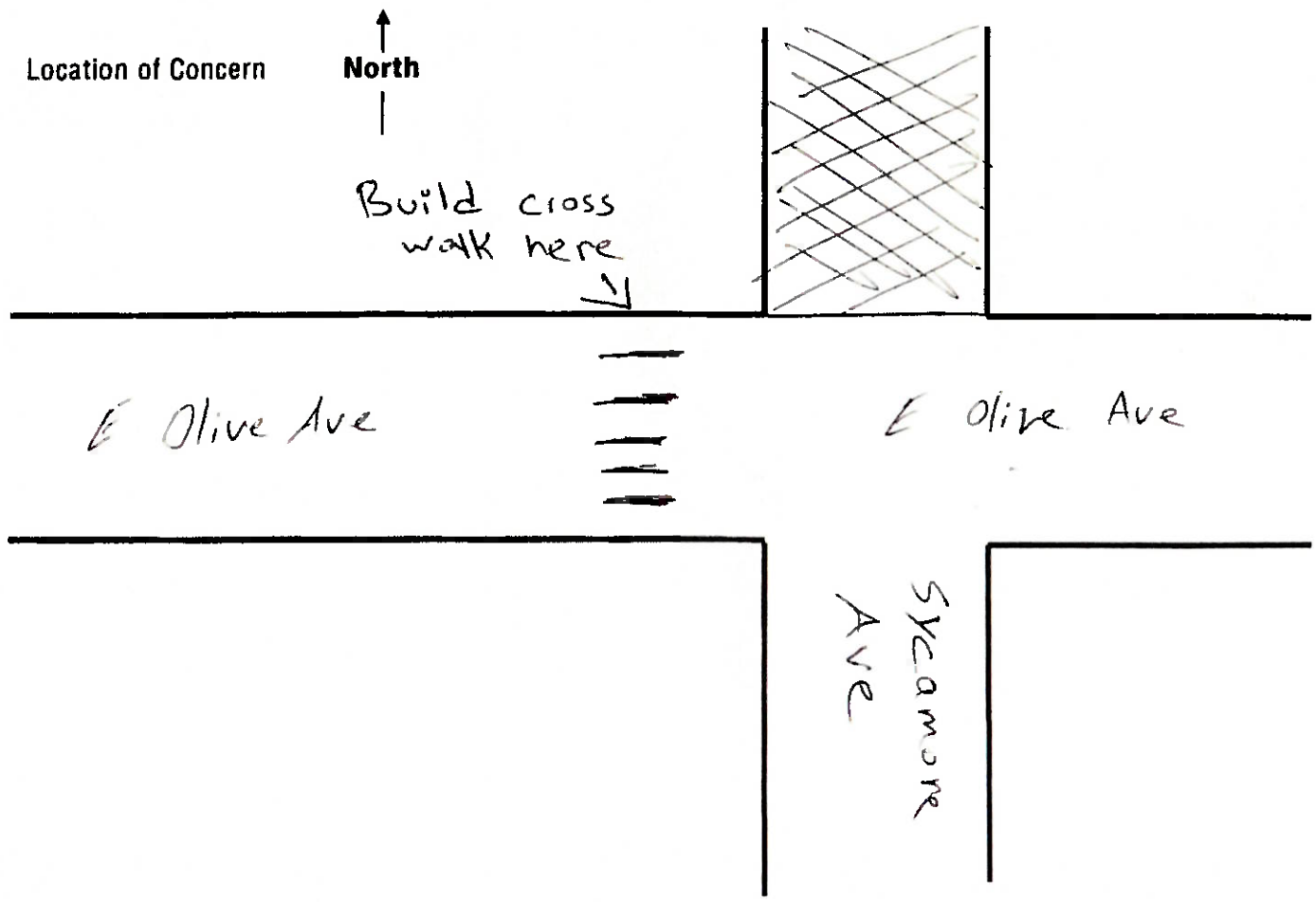
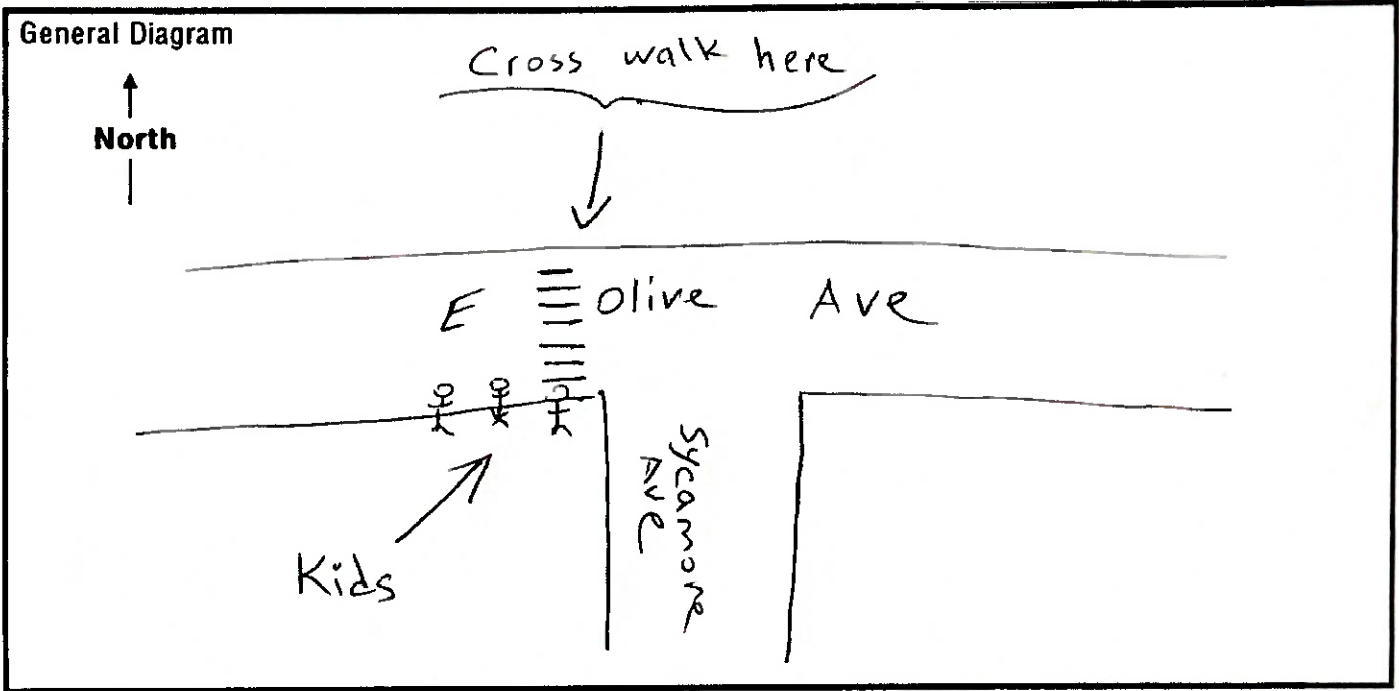
Resolution of Concern: _____

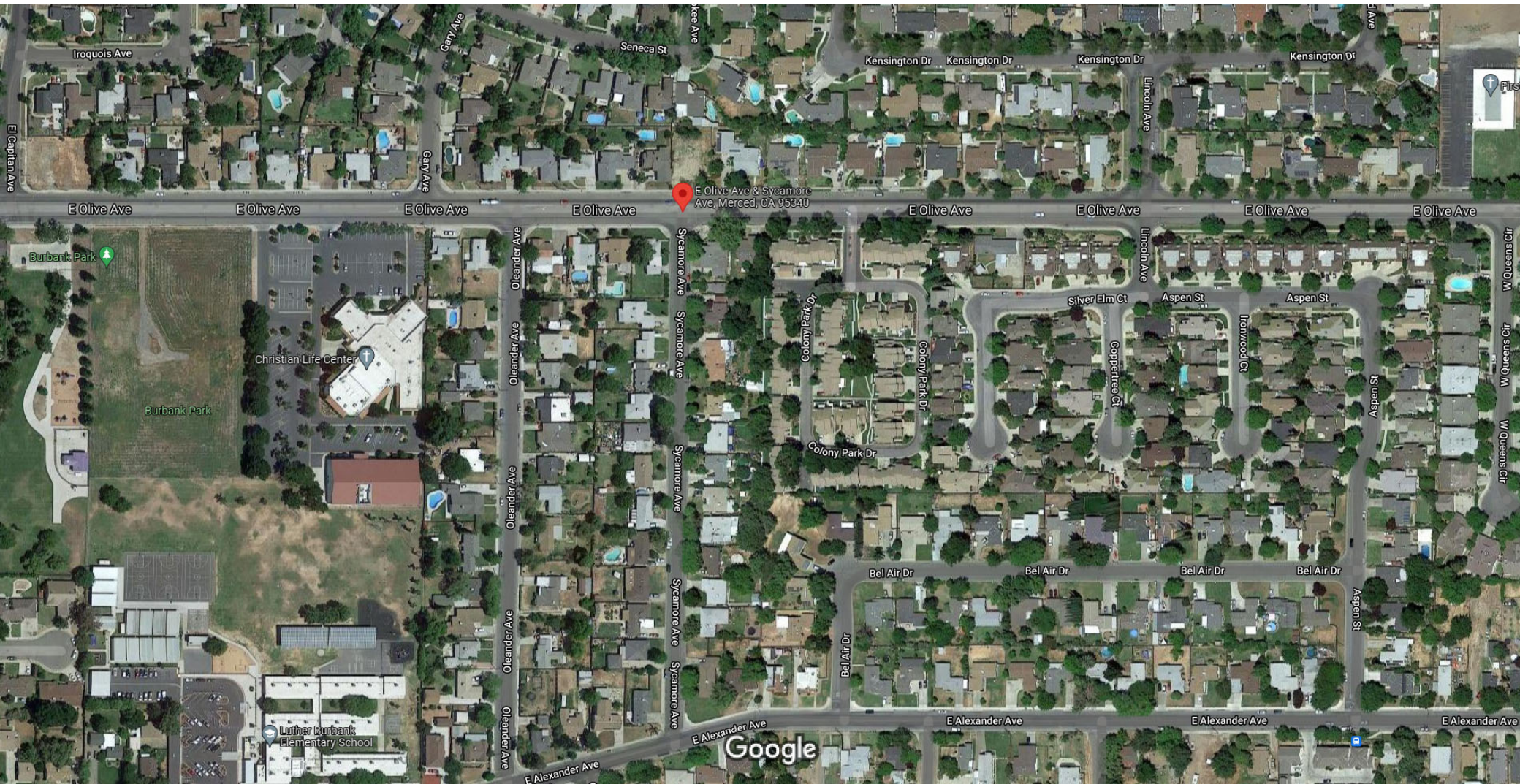
Date Completed: _____

Traffic Engineer's Signature or Designee

Date

DIAGRAMS





Agenda Item: F-6
Meeting Date: 9/14/21



ADMINISTRATIVE REPORT

DATE: September 14, 2021

6. SUBJECT: Request #21-026 – Requesting a double yellow line between Alfarata and the front of Pioneer school. (Craig McKeeman, MPD)

REPORT IN BRIEF

Officer McKeeman states a double yellow line would allow the Police department to increase the enforcement in this area in the mornings and afternoons when traffic is heavy.

ATTACHMENTS:

1. Request #21-026
2. Location Map

City of Merced

RQ#: 21-026

Citizen Action Request Form: Traffic Committee

Contact Person: Craig McKeeman MPD Day Phone: [REDACTED]

Email Address: [REDACTED]

Address: 470 W. 11th Street Today's Date: 8/26/21

Location of Concern (map attachments and photographs are encouraged):

E. Gerard at Alfarata.

Describe Concerns At This Location:

This area is just East of Pioneer Elementary. The existing street is painted double yellow on E Gerard e/b to Alfarata. The line is then dashed for the distance of the empty field, then switches back to double yellow. I'm requesting to have a double yellow between Alfarata and the front of Pioneer school. During the heavy traffic of the morning drop off, vehicles are passing over the dashed yellow lines and going head-on with w/b traffic, before slipping back over to the correct side of the road. I couldn't think of a reason why this small portion was dashed to allow passing. A double yellow in this stretch would allow me to increase the enforcement in this area in the mornings and afternoons, when traffic is heavy.

For Official Use Only:

RECEIVED

Project #: _____ Date Received: _____ Date Field Inspected: _____

AUG 27 2021

Field Inspection Results: _____

ENGINEERING DEPT

Date Response To Contact Person: _____

Resolution of Concern: _____

Date Completed: _____

Traffic Engineer's Signature or Designee

Date

