



## AGENDA

Tuesday, September 6, 2022

2:00 P.M - 3:30 P.M

### TRAFFIC COMMITTEE

Join Zoom Meeting

<https://us02web.zoom.us/j/4188198060>

Meeting ID: 418 819 8060

One tap mobile

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### VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. (**Resolution No. 2006-112 - May 2, 2006**)



1. CALL TO ORDER

2. ROLL CALL: (Police Dept, Community Development Dept), Carlos Vega, Brian McMinn, Edrie Delos Santos, Saber Messhenas, Daniel Meachum, Michaelle Mowery

Lizbeth Visscher (Public)

3. ACTION ITEMS: *Action listed for each Agenda item is that which is brought forth for Traffic Committee consideration and possible action. The Traffic Committee may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

***Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).***

- a. Parking in the bike lane Marina Heights Dr between Bluffs Dr and Bonte Dr Sea Haven Development, South side, there will be a trail but some residents park in bike lane and go into where the trail will be. Parking in bike lane is enforceable if cars are parking in bike lane, Saber asked if it could be referred to PD first and see if enforcement can deal with it step one. Parking enforcement issue at this point, will follow up with PD to see if we need signage and or if we can go from there. Per Lizbeth “no parking at all for them at Oak Grove or overflow parking, will we have bike lane, can we install some of the bike lanes to parking spaces once trail is in?” Per Edrie Marina Heights Dr is not designed for overflow parking. Inside of the Sea Haven there are parking for residents, but not much for overflow. Sea Haven didn’t establish a lot of overflow parking. MST has some bus lanes for bus travel and if we eliminate bike lanes and but in parking that will be difficult for bus travel. No garages fronting Marina Heights Drive per Edrie,

they are alley loaded in back. Per Saber no access to trail access, but this is consistent with what Sea Haven established when submitted. Sea Haven has pinch point to eliminate on street parking. The plan when they built was to eliminate street parking, they can bike or walk to the oak grove park. In 5A where trail entrance starts there is parking, and in phase 2 where trail ends there is overflow parking within residential. Per Lizbeth, should we add a parking sign so the people trying to park there no it's a bike lane and cant park there, per Brian we can check with PD and see if we can put a bike lane sign and not a no parking sign might help. Lizbeth states that construction workers park in front of the homes they are working on, and might need to tell PD that they are doing so, in order to prevent being ticketed or as a traffic concern. We can check with PD and see if its not right of way yet, maybe they can get a warning first and not ticketed at first.

b. Adding Red Curb-Cardoza Avenue

Striping plan 215 feet of red curb in the northwest side of intersection with some space for parking, then 255 feet of red curb to Abdy way and then more up 45 feet section, 12 feet and 80 feet up. Has already been restriped and several more red curbs to the North, numerous requests for this intersection and safety concerns. Realigning striping and add bulb outs for safety. Also need some bicycle and pedestrian plans. Problematic intersection due to other streets engaging with Cardoza, not enough room for parking and bike lane to the south of the intersection and the one curb to the north adjacent to the residents. Bike lane is forced out into roadway further up. In front of residential homes this is a public right of way first come first serve. 3 residents were affected due to red curbs, so if they have garage parking and driveways available, they will have to utilize those spaces and might have additional if multi family homes on street, but then it would be first come first serve. But the red curbs in this case are for safety concerns and issues. There may be minimal bicycle traffic, but the hope is that bicycle traffic will increase, and safety was a concern for the realignment of the striping in the intersection.

c. 187 Palm Ave. – Speeding

Will start with PD for speeding and assess, can't install traffic calming items and we will have to gather data and see if its justified and then it would be a budget request to get approved for an expenditure.

d. Cardoza and Dolphin Circle – Obstruction due to park cars

Intersections need more turn radius so more red curb will need to be installed for turn lanes onto Cardoza at stop line on Dolphin Cir. Per Brian seems conservative, because there is a bike lane, stop far enough back not in bike lane but enough to view. Same sort of issue at Pet Hospital on Reservation Road. Bike lane was the stop point for vehicles. Maybe we can pick up a parking space or 2 on each side. We can push it out to the bike lane, might not need as much red curb as we think. Should be a point between edge line from street and edge line from bike lane, Brian and Saber can meet about what would be safe. But we are working on adding permanent delineators at intersection of Reservation and we are having issues with people turning into parking lane thinking it's a travel lane. Per Brian might need to put some red curb in at Dolphin to keep it safe for the time being. They will meet for more research on those issues.

4. DISCUSSION ITEMS:

- a. None

**NEXT TAC MEETING:**

October 4, 2022