

City of Pacific Grove  
Traffic Safety Commission  
**Minutes of – SPECIAL Meeting**  
**September 16, 2008**

Present: Shayne, Roehl, Terry, Garcia & Leinen  
Staff: Chief Engles, Commander John Nyunt, Celia P. Martinez, Public Works, Sarah Hardgrave, Community Development & Malcolm Knisely Traffic Engineer.  
Others: Consultants: John Ciccarelli & Meghan Mitman, Residents: Winston Elstob, Nan Johnson  
Absent: 2 – Vacant positions

**1. The meeting began at 1:30 pm.**

The special meeting of the Traffic & Safety Commission was scheduled to discuss the walkthrough of locations (Monday Sept 15<sup>th</sup>) of locations in the City of Pacific Grove as they relate to issues of pedestrian safety.

The Consultants have prepared a listing of the locations and improvements that have been proposed and presented to staff and others at this meeting. A brief summary follows:

√ Forest Avenue @ PG Floral, Midblock crosswalk – It was recommended that the yellow loading zone (east side) be moved to north of the crosswalk and a red curb be painted in the prior location of the loading zone. Pedestrian signs should be considered along with pavement markings. Sight distance is the concern.

√ Forest Avenue @ Lighthouse Avenue – It was recommended that the prior recommendations in the Lighthouse design study be followed with the installation of bulb outs on all four corners and other improvements such as thumbnail islands in the street. It was recommended that all intersections with Lighthouse Avenue in the Downtown area have these same features installed. Vehicles making right hand turns in the crosswalk area is the concern. A new approved regulation calls for each direction of crossing a street to have its own handicap ramp, two ramps at each corner.

√ Fountain Avenue @ Central Avenue – It was recommended that consideration be given to prior recommendations in the Lighthouse design study in regards to a roundabout. A simpler solution could be considered which would be to narrow the intersection with islands and striping in order to make the crossings for pedestrians shorter. The length of the crossing areas and pedestrian landing areas were the concern. It was decided that making the intersection a 4 way stop is not appropriate with the volume of traffic on Central Avenue.

√ Central Avenue @ Grand Avenue – Reconfigure the intersection with revised striping, bulb outs and the possible restriction of right turns from eastbound Central Avenue onto southbound Grand Avenue. Relocate the drop off book box northerly on Grand Avenue away from the intersection.

√ Fountain Avenue @ Ocean View Boulevard – Consider elimination of the crosswalk across Ocean View Boulevard because access to the recreation trail is not provided.

Another option would be to provide a bulbout at the southwest corner of the intersection.

√ Oceanview Boulevard @ Grand Avenue – Revise diagonal parking on the north side of Ocean View. It restricts pedestrian access to the trail, etc. Construct bulbouts at this intersection. Eliminate some parking on the south side of Ocean View Blvd to improve sight distance.

√ Recreation Trail – Install “pass on the left” signs for bicyclists on the trail.

√ Oceanview Boulevard @ Forest Avenue - Consider bulbouts and red curbing on the south side of Oceanview Boulevard.

√ Jewell Avenue at Briggs Avenue – Reconfigure intersection with curbs revisions and install 4 way stop.

√ Jewell Avenue & Caledonia (East) intersection – Realign Caledonia (east) to connect with Pacific Avenue.

√ Central Avenue Corridor – Repaint crosswalks and install 2 handicap ramps per corner.

√ Pine Avenue @ Robert Down School – Do a 4 to 3 conversion on Pine Avenue from Alder Street to Eardley Avenue. Remove the 4 existing lanes, 2 lanes each direction, and restripe Pine Avenue with one lane each direction with a 2 way left turn lane in the middle. Install Class II bicycle lanes, one on each side. Mark Crosswalks across Pine Avenue. Align back of crosswalk with back of sidewalk. Provide advance stop bars or markings at least 20’ feet behind crosswalk.

At uncontrolled crosswalk (no crossing guard) provide advance yield lines (line of triangles) and signs, 30’ to 50’ in advance of crosswalk.

Make stop sign at Fountain Avenue and Pine Avenue visible, trim tree and/or bushes.

√ PG Middle School – The following steps were recommended:

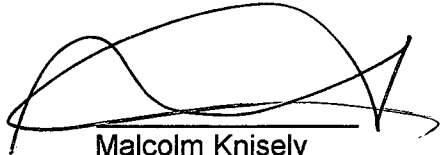
Remove parking on the school side of Forest Avenue from Hillcrest Avenue to Sinex Avenue. Shift student drop off & pickup to Fountain Avenue at rear of School. Construct 2’ foot island topped with a short fence in the middle of Fountain from Sinex Avenue to Hillcrest Avenue. Provide two openings in the fence at the two crossing areas between the School and the athletic field. Install speed humps in advance of each crossing and install school crossing signs. Recommend that the school provide adult supervision during student crossing times and during pick up and drop off times

The above is a brief review of the major sites visited, not all of the comments and ideas discussed at the walk through are noted at this time. The Consultants will review their work along with comments made by staff and others at this meeting. A final report will be forwarded to the City in approximately 6 to 8 weeks.

When the document is received, the report will be agendaized on a future Traffic and Safety Commission meeting agenda for the Commission’s discussion, approval and then forwarded to the City Council for their approval.

2. Meeting ended at 3:30 pm.

The next meeting of the Traffic Safety Commission will be on Tuesday, October 14, 2008, 4:00 PM at the Pacific Grove Police Conference Room, 580 Pine Avenue, Pacific Grove.



Malcolm Knisely  
Staff Person



Darius Engles  
Chief of Police