

**SAND CITY
PUBLIC SAFETY
COMMITTEE
AGENDA**



TUESDAY, NOVEMBER 10, 2015

10:30 A.M.

SAND CITY

COUNCIL CHAMBERS

AGENDA PUBLIC SAFETY COMMITTEE

**Tuesday, November 10, 2015
10:30 A.M.
Sand City Council Chambers
#1 Sylvan Park, Sand City, CA 93955**

1. CALL TO ORDER

2. ROLL CALL

3. COMMUNICATIONS

Members of the Public may address the Public Safety Committee on matters not appearing on the Public Safety Committee Agenda at this time for up to three minutes. In order that the Public Safety Committee Secretary may later identify the speaker in the minutes of the meeting, it is helpful if the speakers state their names. Public comments regarding items on the scheduled agenda will be heard at the time the item is being considered by the Public Safety Committee.

4. OLD BUSINESS

- A. Capital Projects on Hickory/Diaz
- B. Verbal Update and Discussion of On-going projects
 - 1. Dog Waste Ordinance
 - 2. Camping on Land East of Hwy 1
 - 3. Speed Survey
 - 4. Traffic Cameras
 - 5. Citywide Emergency Plan
 - 6. California Avenue Sidewalk

5. NEW BUSINESS

- A. Approval of October 16, 2015 Public Safety Committee Meeting Minutes
- B. Reserve Officer Program
- C. Police Firearms Update
- D. Hire Temp Employee Discussion
- E. Infrastructure and Economic Development Funding Discussion

6. ADJOURNMENT

Agenda Item

4A

**This agenda item
to be distributed
at the meeting**

Agenda Item

4B (3)



October 22, 2015

Brian Ferrante
City of Sand City Police Department
1 Sylvan Way
Sand City, CA 93955

**Re: Sand City Speed Survey Update,
Sand City, California**

Dear Brian:

Hatch Mott MacDonald (HMM) has prepared a vehicle speed survey update for the City of Sand City. This survey was conducted along 10 roadways within the City, as required by the California Vehicle Code (CVC) and California Manual on Uniform Traffic Control Devices (CA MUTCD) to allow radar speed enforcement by the Sand City Police Department.

A. Project Approach

Speed surveys were conducted at the following 10 locations:

- 1) Contra Costa Street, between Del Monte Boulevard and end of road;
- 2) Redwood Avenue, between end of road (east) and end of road (west)
- 3) California Avenue, between Contra Costa Street and Sylvan Avenue;
- 4) California Avenue, between Sylvan Avenue and East Avenue;
- 5) California Avenue, between East Avenue and Tioga Avenue;
- 6) Dunes Drive, between City Limits and Tioga Avenue;
- 7) Tioga Avenue, between Dunes Drive and Del Monte Boulevard;
- 8) Playa Avenue, between Metz Road and Del Monte Boulevard;
- 9) California Avenue, between Playa Avenue and Southbound State Route 1 On-Ramp; and
- 10) Catalina Street, between Ortiz Avenue and Olympia Avenue.

Exhibit 1 graphically depicts the locations of the surveyed roadways.

This speed survey was conducted in accordance with the requirements of the latest California Vehicle Code (CVC) and the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). A minimum of 100 radar gun speed-readings were obtained on each surveyed roadway (i.e. a minimum of 50 readings in each travel direction). The speed surveys were conducted in good weather conditions and under normal vehicle operating conditions, and in off-peak travel periods where possible.

B. Speed Survey Frequency

CVC Section 40802 contains rules regarding the frequency of updating speed surveys. Under normal circumstances, speed surveys of a jurisdiction's roadways must be updated every five years for a speed limit to remain valid. (The sole exceptions to this rule are local streets, streets in business districts, and school zones, which by law are to be signed at 25 miles per hour (MPH). The CVC specifically defines each of the street types.) However, there are two exceptions that allow for a longer frequency between survey updates:



Exception #1: If speed enforcement officers have at least 24 hours of radar training and their radar equipment has been calibrated within the past 3 years, speed surveys only need to be updated every seven years. (If an agency uses lidar, then an additional 2 hours of training is also required to meet this rule.)

Exception #2: If Exception #1 is met and there have been no significant changes to a roadway, then speed surveys only need to be repeated every ten years. (“Significant changes” are defined in the CVC as changes to adjoining properties, land use, roadway width, or traffic volume. The 2014 CA MUTCD further clarifies that “significant changes” can also include addition or removal of driveways, addition or removal of on-street parking restrictions, changes in roadway lane configurations, additions or removal of bicycle lanes, changes in traffic control, or addition or removal of signal coordination.) Note that the CVC requires that the determination of “no significant changes” must be made by a Registered Engineer.

Note that these rules apply on a street-by-street basis. Thus, if a particular roadway that has been previously surveyed has significant changes, it may need to be re-surveyed in seven years, but an adjacent roadway with no changes may only need to be re-surveyed every ten years.

Finally, note that these rules apply to updates to a speed survey. If a roadway is not a local street, business district or school zone, a speed survey must be performed and adopted by a local agency prior to enforcement of its speed limit.

C. Speed Limits by Statute

The CVC identifies three specific instances where a specific speed limit may be established without a speed survey if certain conditions are met. They are business districts, local streets, and narrow streets. Each of these instances is described below.

1. Business Districts – CVC Section 235 defines a business district as an area in which at least 50 percent of the fronting properties are used for business for a minimum distance of 600 feet on one side or 300 feet on both sides of a roadway. As previously noted in Section 2.1 of this document, speed limits within business districts are defined in the CVC as 25 MPH.
2. Local Streets – CVC Section 40802(a) defines local streets and roads as ones that are functionally classified as “local” on the California Road System Maps approved by the Federal Highway Administration and maintained by the California Department of Transportation (Caltrans). **Exhibit 2** depicts the current California Road System Maps covering the City of Sand City.

If a local street or roadway is not indicated on the California Road System Maps, CVC Section 40802(b) also allows local streets and roads to be defined as those roadways that meet the following four conditions:

- Primarily provides access to abutting residential property;
- Roadway width of not more than 40 feet;
- Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices; and
- Not more than one traffic lane in each direction.



As noted in CVC Section 40802(a), roadways meeting either of the above CVC definitions for local streets and roadways are categorically exempt from any of the speed trap provisions within Section 40802. This means that the City of Sand City may enforce speed limits on local streets and roads meeting either definition without first performing an engineering and traffic survey (i.e. speed survey). However, enforcement on local streets would still be based upon the Basic Speed Law (i.e. 85th percentile).

Note: A jurisdiction's functional classification of a local street or roadway has no bearing on whether the roadway actually meets either of the CVC definitions. For example, if there is a discrepancy in function classification between the city's General Plan and the California Road System Maps, the California Road System Maps is the controlling definition. It is therefore important that cities submit their roadway classifications to Caltrans after adoption of city General Plan revisions.

3. Narrow Streets – CVC Section 22358.3 states that roadways not exceeding 25 feet in width that are also located in business districts, residential districts, or in public parks can be signed at either 20 or 15 MPH if a speed survey identifies that such speed limits are reasonable and safe.

D. Procedures to Establish Speed Limits

The CA MUTCD summarizes the CVC procedures to select an appropriate speed limit for a roadway. Normally, the speed limit is established at the nearest 5 mile-per-hour (MPH) increment of the 85th-percentile speed, a.k.a. critical speed. (The 85th-percentile speed, also known as the critical speed, is defined as the speed at which 85% of all surveyed drivers are traveling at or below.) Note that this procedure could result in a speed limit either below or above the critical speed. Two examples follow:

Example 1: For a critical speed of 27 MPH, the nearest 5 MPH increment is 25 MPH, and thus the speed limit would be established at 25 MPH.

Example 2: For a critical speed of 28 MPH, the nearest 5 MPH increment is 30 MPH, and thus the speed limit would be established at 30 MPH.

The CA MUTCD and CVC provide for three speed reductions that can supplement these procedures. Each reduction method is summarized below.

Reduction #1 – Residential Density:

CVC Section 627 allows for the consideration of residential and commercial building densities when determining speed limits, as long as said densities meet or exceed specific thresholds. The CA MUTCD provides further guidance, allowing for a specific speed reduction of 5 MPH to be applied to the nearest 5 MPH increment of the critical speed if either of the following building densities currently exists along a roadway:

1. The density of separate dwelling houses or business structures contiguous along one side of a roadway is at least 13 houses or structures per 0.25 miles; or
2. The density of separate dwelling houses or business structures contiguous along both sides of a roadway is at least 16 houses or structures per 0.25 miles.



Note that the previously described speed reduction can only be applied after the critical speed has been initially adjusted. For example, for a critical speed of 28 MPH, the critical speed would normally be adjusted to 30 MPH. If the densities within Reduction #1 are applicable, then the initial 30 MPH speed recommendation could be reduced by 5 MPH to a final recommendation of 25 MPH.

Reduction #2 – Pedestrian and Bicycle Safety

The CA MUTCD and CVC Section 627 state that pedestrian and bicyclist safety can also be used as justification for keeping a speed limit low. No specific criteria is provided in either document for use in this justification; however, in the spirit of the other guidance and statutes in the CA MUTCD and CVC, it is recommended that reductions be limited to no more than 5 MPH and that they be limited to roadways with moderate to heavy pedestrian and bicycle activity, such as near schools, parks, and other public gathering areas, as well as along obvious and established routes to schools. The factors which can enter into this decision process can include roadway geometry (including changes in horizontal and vertical profile); collision histories; lack of sidewalks or bicycle lanes, and any highway, traffic, or roadway conditions not readily apparent to the driver.

Similar to Reduction #1, Reduction #2 can only be applied after the critical speed has been initially adjusted.

Reduction #3 – Exception for Adjustment of Critical Speed

The CVC contains an exception to the CA MUTCD procedure to establish a speed limit from the critical speed (i.e. 85th percentile speed). Section 21400(b) of the CVC allows for the speed limit of a roadway to be rounded down to the nearest 5 MPH increment below the critical speed, as long as the speed limit would have otherwise been rounded up to the 5 MPH increment above the critical speed. If this reduction is applied to the critical speed, no additional reductions can be made. This means that if Reduction #3 is applied, neither Reductions #1 or #2 could be applied afterwards, regardless of whether or not the criteria for those other reductions are met. Two examples of this reduction follow:

Example 1: For a critical speed of 28 MPH, instead of rounding up to 30 MPH (the nearest 5 MPH increment), the speed limit could be rounded down to 25 MPH using Reduction #3, but no further reductions could be taken.

Example 2: For a critical speed of 27 MPH, the nearest 5 MPH increment would be 25 MPH – a speed lower than the critical speed – and thus Reduction #3 would not apply. However, Reductions #1 or #2 could still be applied if their criteria are met.

Finally, the CA MUTCD also states that other factors can be used in establishing speed limits on city and county roadways, including the most recent 2-year collision record, roadway design speed, sight distance, intersection spacing and offsets, and commercial driveway characteristics.



E. Recommended Speed Limits

Exhibit 3 summarizes the recommended speed limits along the 11 study locations. Conditions and recommended speed limits are discussed below, including factors that explain the reasoning behind any speed reductions taken. The existing speed limits are indicated in parentheses next to each segment. (See **Appendix A** for individual field survey sheets.)

1. Contra Costa Street – Del Monte to End of Road (25 MPH)

The critical speed is 25 MPH, which would require a speed limit of 25 MPH – this matches the existing signed speed limit. Therefore, it is recommended that the existing 25 MPH speed limit be retained.

2. Redwood Avenue – End of Road (east) to End of Road (west) (25 MPH by statute)

(Note: This roadway does not have any speed limit signs. However, as it is a local street, the speed limit is 25 MPH, per the CVC.)

The critical speed is 24 MPH, which would require a speed limit of 25 MPH – this matches the existing signed speed limit. Therefore, it is recommended that the existing 25 MPH speed limit be retained.

3. California Avenue – Contra Costa Street to Sylvan Avenue (25 MPH)

The critical speed is 25 MPH, which would require a speed limit of 25 MPH – this matches the existing signed speed limit. Therefore, it is recommended that the existing 25 MPH speed limit be retained.

4. California Avenue – Sylvan Avenue to East Avenue (25 MPH)

The critical speed is between 28 and 29 MPH, 3 to 4 MPH above the current speed limit; this would normally require a speed limit of 30 MPH. However, the rounding exception in Section 21400(b) of the CVC is being applied to this segment. For this reason, it is recommended that the existing speed limit of 25 MPH be retained.

5. California Avenue – East Avenue to Tioga Avenue (25 MPH)

The critical speed is between 30 and 31 MPH, 5 to 6 MPH above the current speed limit; this would normally require a speed limit of 30 MPH. However, this roadway does not have any sidewalks, requiring pedestrian traffic to travel in the roadway. For this reason, it is recommended that the existing speed limit be retained at 25 MPH.

6. Sand Dunes Drive – City Limits to Tioga Avenue (35 MPH)

The critical speed is between 44 and 47 MPH, 9 to 12 MPH above the current speed limit; this would normally require a speed limit of 45 MPH. However, the rounding exception in Section 21400(b) of the CVC is being applied to this segment. For this reason, it is recommended that the existing speed limit be raised to 40 MPH.



7. Tioga Avenue – Sand Dunes Drive to Del Monte Boulevard (25 MPH)

The critical speed is between 33 and 35 MPH, 8 to 10 MPH above the current speed limit; this would normally require a speed limit of 35 MPH. However, this roadway is an important connection between existing regional bicycle paths within Sand City, a connection lacking in dedicated bicycle lanes. For this reason, it is recommended that the existing speed limit be retained at 25 MPH.

8. Playa Avenue – Metz Road to Del Monte Boulevard (25 MPH)

The critical speed is between 25 and 26 MPH, which would require a speed limit of 25 MPH – this matches the existing signed speed limit. Therefore, it is recommended that the existing 25 MPH speed limit be retained.

9. California Avenue – Playa Avenue to Southbound State Route 1 On-Ramp (35 MPH)

The critical speed is between 40 and 41 MPH, 5 to 6 MPH above the current speed limit; therefore, it is recommended that the existing speed limit be raised to 40 MPH.

10. Catalina Street – Ortiz Avenue to Olympia Avenue (25 MPH)

The critical speed is between 25 and 26 MPH, which would require a speed limit of 25 MPH – this matches the existing signed speed limit. Therefore, it is recommended that the existing 25 MPH speed limit be retained.

F. Speed Reduction Techniques

The most extreme levels of violation of the current speed limits (i.e. largest difference between the measures 85th percentile speed and the current speed limit) were found on the following two roadways:

6. Sand Dunes Drive – City Limits to Tioga Avenue (9 to 12 MPH above speed limit); and
7. Tioga Avenue – Sand Dunes Drive to Del Monte Boulevard (8 to 10 MPH above speed limit).

Two additional roadways had 85% percentile speeds that were 5 or 6 MPH above the current speed limit:

5. California Avenue – East Avenue to Tioga Avenue;
9. California Avenue – Playa Avenue to Southbound State Route 1 On-Ramp.

While continued speed enforcement is an important method to reduce travel speeds on these roadways, it cannot be implemented on all roadways at all times and is labor intensive. Other physical improvements to the se roadways could be considered to reduce travel speeds, such as:

- Additional (and more frequent) speed limit signs;
- Speed feedback signs (i.e. “Your Speed XX”);
- Roadway narrowings;
- Speed humps and lumps; and
- Roundabouts.



While signs can be implemented relatively simply and inexpensively, a more comprehensive traffic calming study is recommended prior to implementation of other, more extensive physical improvements, like speed humps/lumps and roundabouts. Such a study will help to identify the most appropriate types of traffic calming for a corridor and the most effective placement of these traffic calming improvements to reduce vehicle speeds, as well as implement traffic calming improvements that minimize effects on emergency response times. It is also recommended that the City of Sand City continue to implement simpler traffic calming improvements that, as shown by the results of this speed survey, have been effective at reducing travel speeds on other city roadways, such as the roadway narrowings on Contra Costa Street and California Avenue.

G. Conclusion

In summary, it is recommended that the speed limits on two of the ten surveyed segments be modified, while the speed limits on the other eight segments would remain at their current levels.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact Jeff Waller. Thank you for the opportunity to assist you with this project.

Very truly yours,

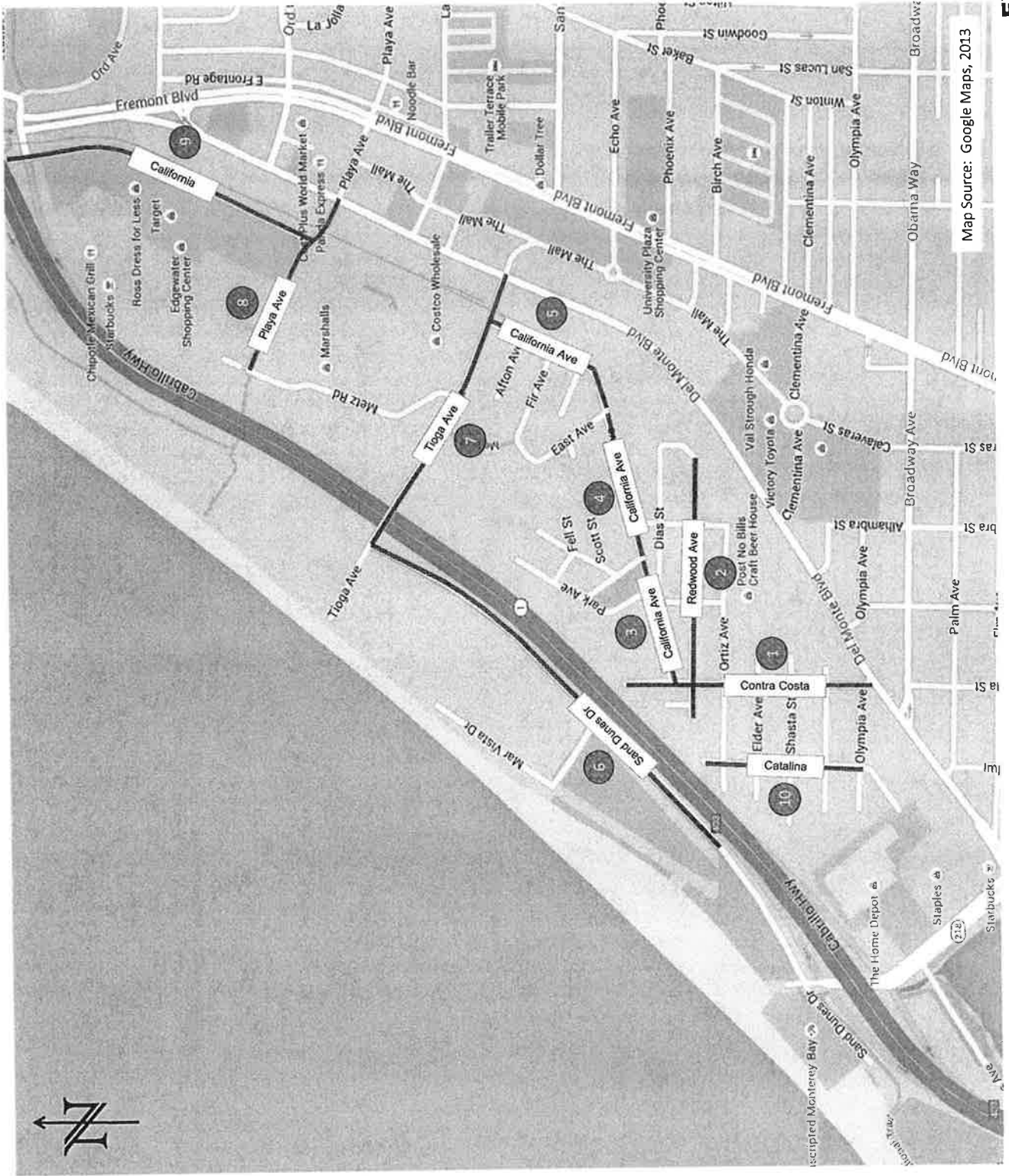
Hatch Mott MacDonald

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kbh: jmw

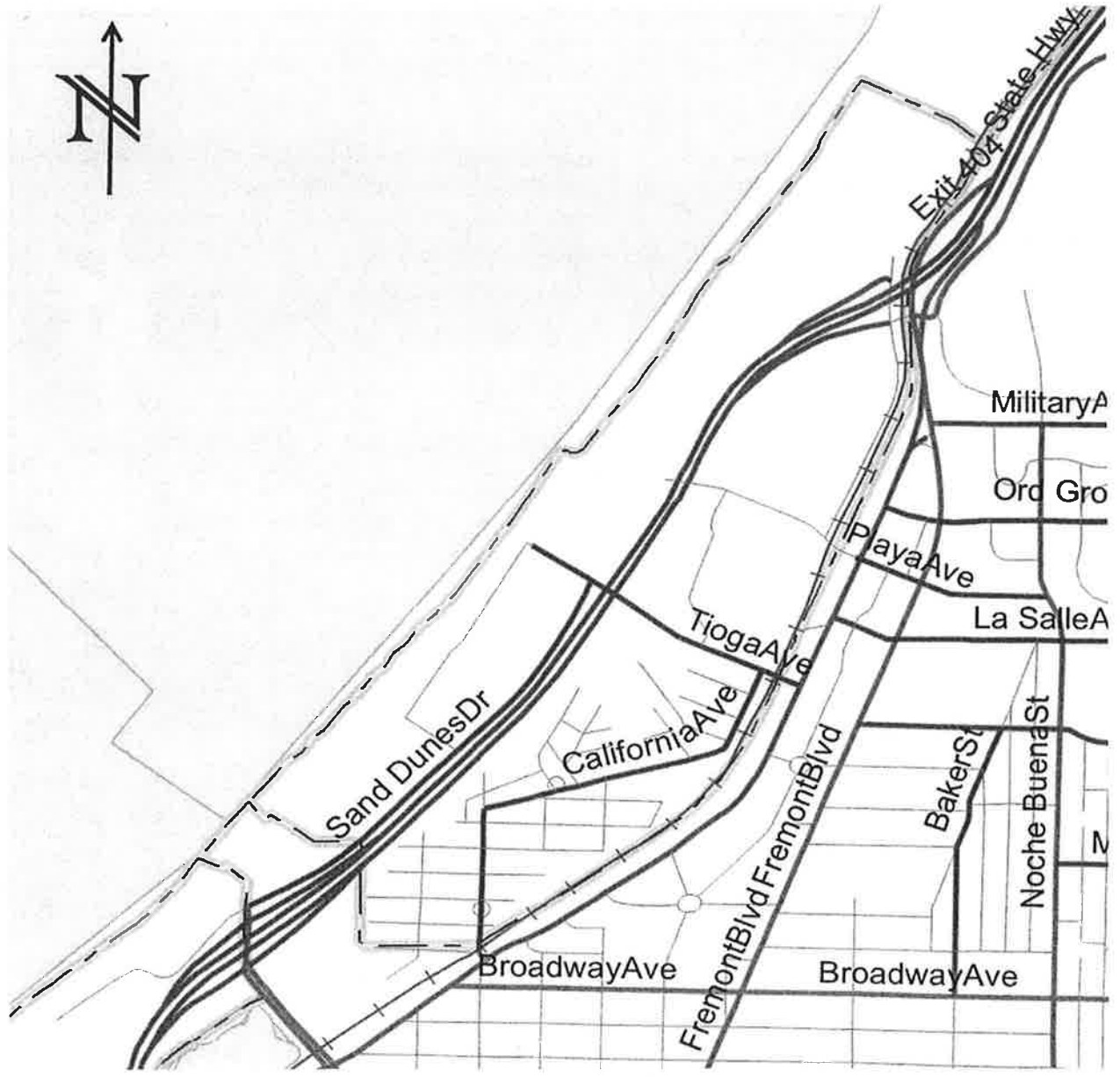
Enclosed



Map Source: Google Maps, 2013

EXHIBIT 1
Locations of
Study Roadways

361596 Exhibits1.xlsx
 Vicinity Map



Source: California Department of Transportation, 201
http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/

FUNCTIONAL CLASSIFICATION SYSTEM

INTERSTATE	1	
OTHER FWY OR EXPWY	2	
OTHER PRINCIPAL ARTERIAL	3	
MINOR ARTERIAL	4	
MAJOR COLLECTOR	5	
MINOR COLLECTOR	6	
LOCAL	7	

No.	Street	Segment	Direction	Existing Speed Limit (mph)	Median Speed (mph)	Critical Speed (mph)	10 mph Pace Speed	% within Pace	Recommended Speed (mph)
1	Contra Costa Street	Del Monte - End of Road	NB	25	22	25	19-28	87%	25
			SB	25	22	25	17-26	80%	25
2	Redwood Avenue	End of Road (east) - End of Road (west)	EB	25*	19	24	15-24	73%	25
			WB	25*	19	24	13-22	71%	25
3	California Avenue	Contra Costa Street - Sylvan Avenue	EB	25	23	25	18-27	87%	25
			WB	25	23	25	17-26	88%	25
4	California Avenue	Sylvan Avenue - East Avenue	EB	25	25	28	19-28	67%	25
			WB	25	25	29	18-27	79%	25
5	California Avenue	East Avenue - Tioga Avenue	NB	25	26	31	22-31	69%	25
			SB	25	27	30	21-30	77%	25
6	Sand Dunes Drive	City Limits - Tioga Avenue	NB	35	41	47	35-44	71%	40
			SB	35	39	44	35-44	73%	40
7	Tioga Avenue	Sand Dunes Drive - Del Monte Boulevard	EB	25	27	33	25-34	69%	25
			WB	25	29	35	24-33	69%	25
8	Playa Avenue	Metz Road - Del Monte Boulevard	EB	25	22	25	16-25	88%	25
			WB	25	22	26	17-26	83%	25
9	California Avenue	Playa Avenue - SB State Route 1 On-Ramp	NB	35	36	40	31-40	81%	40
			SB	35	36	41	32-41	75%	40
10	Catalina Street	Ortiz Avenue - Olympia Avenue	NB	25	22	26	17-26	79%	25
			SB	25	19	25	15-24	75%	25

Notes:

1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
2. * = No signed speed limit. Listed speed limit is by statute (i.e. "local" streets are 25 mph per California Vehicle Code).

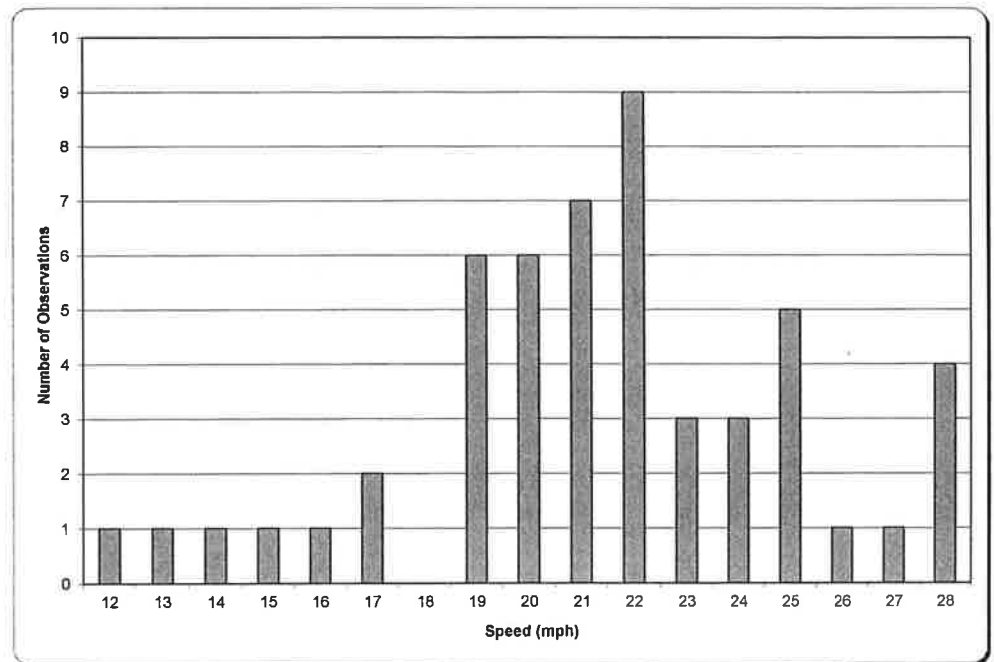
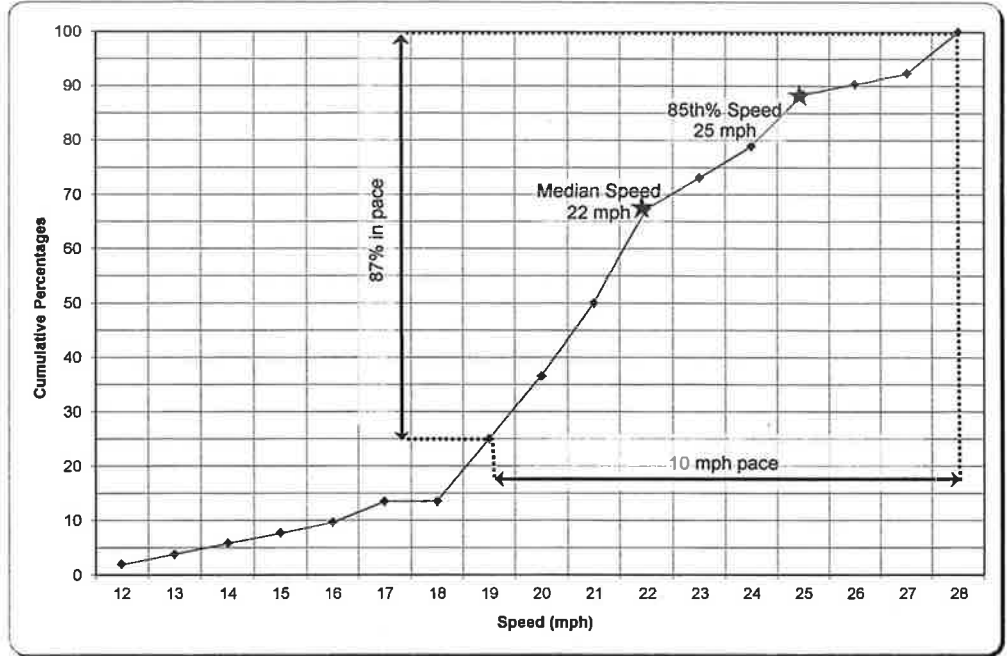
Appendix A
Speed Survey
Data

City of Sand City Speed Study Analysis

Location: #1 Contra Costa Street, Del Monte Blvd - end of road					
Direction:	NB	50th percentile speed (median):	22 mph	Average Speed:	21 mph
Day of the Week:	Thursday	85th percentile speed (critical):	25 mph	Standard Deviation:	4 mph
Date:	September 3, 2015	10 mph pace speed ² :	19 to 28	Mode ¹ :	22 mph
Time of Day:	10:30 AM - 11:55 AM	Percent in pace speed:	87 %	% Exceeding Speed Limit:	12 %
Posted Speed Limit³:	25 mph	Range of speeds:	12 to 28		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
12	1	2	2
13	1	2	4
14	1	2	6
15	1	2	8
16	1	2	10
17	2	4	13
18	0	0	13
19	6	12	25
20	6	12	37
21	7	13	50
22	9	17	67
23	3	6	73
24	3	6	79
25	5	10	88
26	1	2	90
27	1	2	92
28	4	8	100

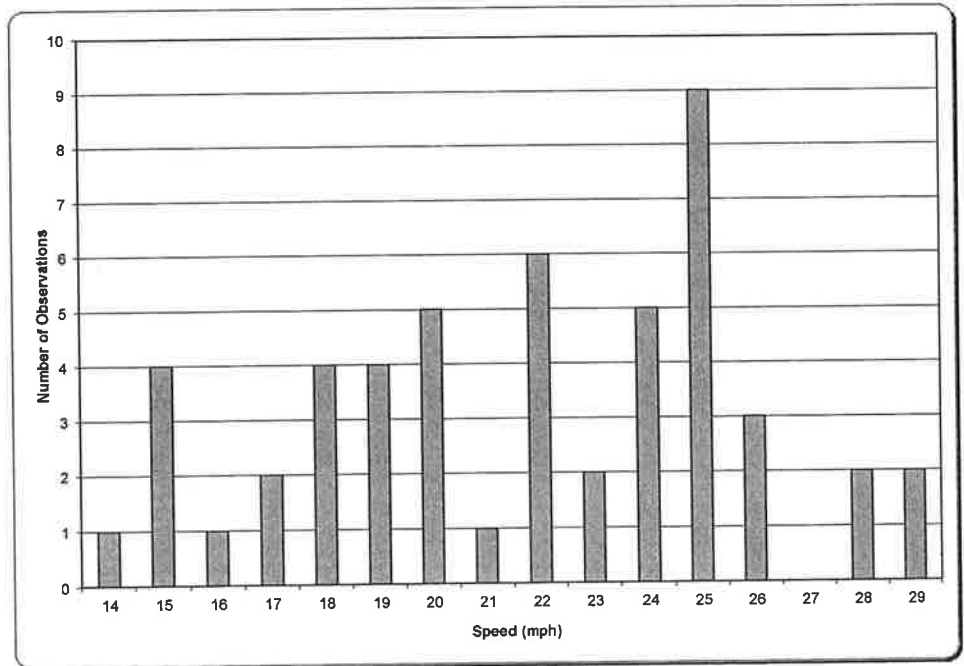
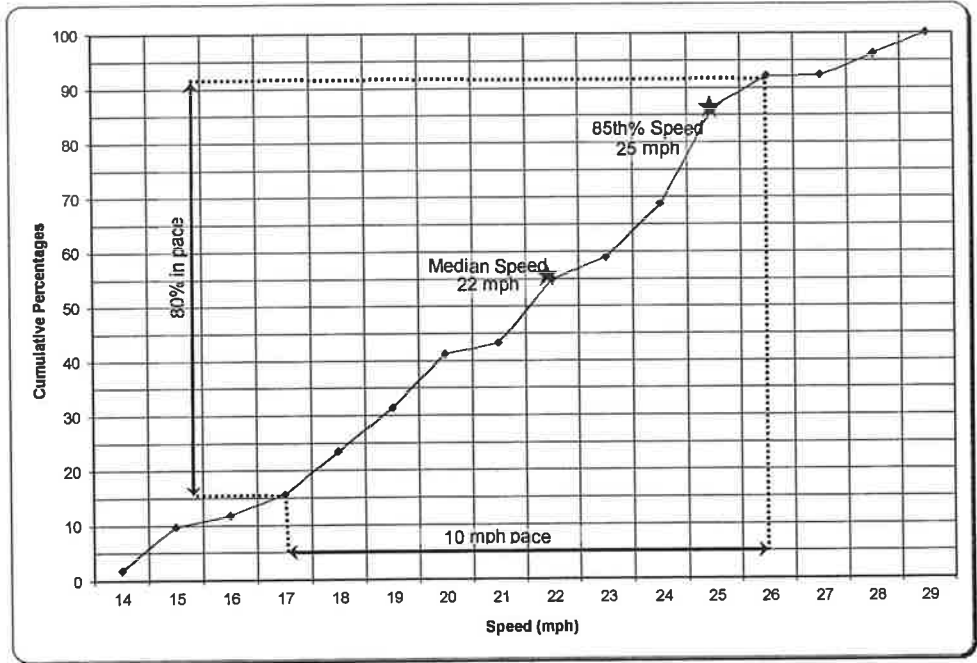


City of Sand City Speed Study Analysis

Location: #1 Contra Costa Street, Del Monte Blvd - end of road			
Direction: SB	50th percentile speed (median):	22 mph	Average Speed: 22 mph
Day of the Week: Thursday	85th percentile speed (critical):	25 mph	Standard Deviation: 4 mph
Date: September 3, 2015	10 mph pace speed ² :	17 to 26	Mode ¹ : 25 mph
Time of Day: 10:30 AM - 11:55 AM	Percent in pace speed:	80 %	% Exceeding Speed Limit: 14 %
Posted Speed Limit³: 25 mph	Range of speeds:	14 to 29	
Vehicles Observed: 51			

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
14	1	2	2
15	4	8	10
16	1	2	12
17	2	4	16
18	4	8	24
19	4	8	31
20	5	10	41
21	1	2	43
22	6	12	55
23	2	4	59
24	5	10	69
25	9	18	86
26	3	6	92
27	0	0	92
28	2	4	96
29	2	4	100

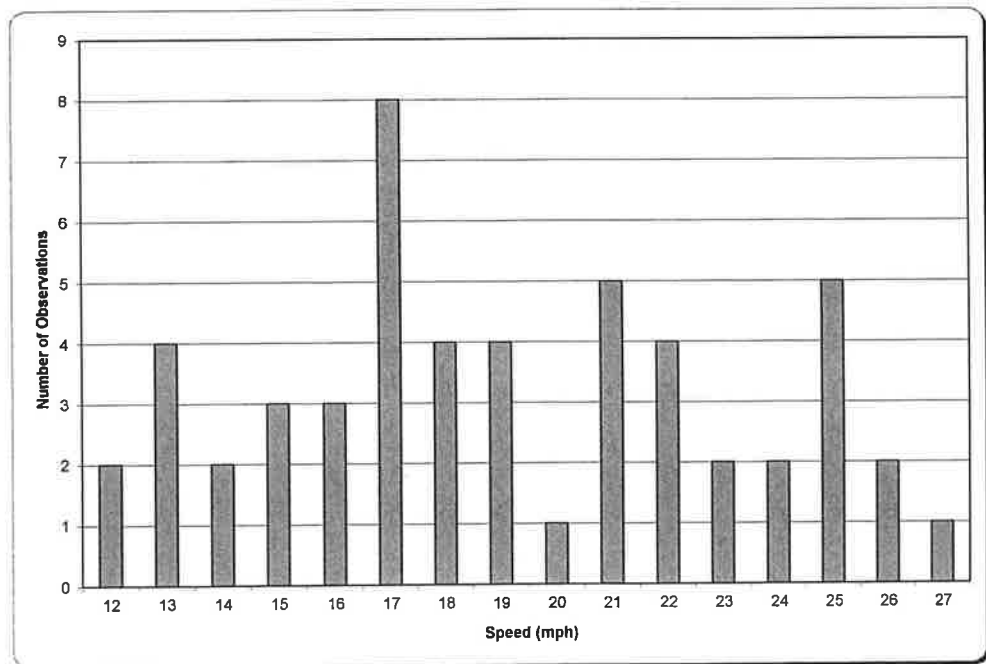
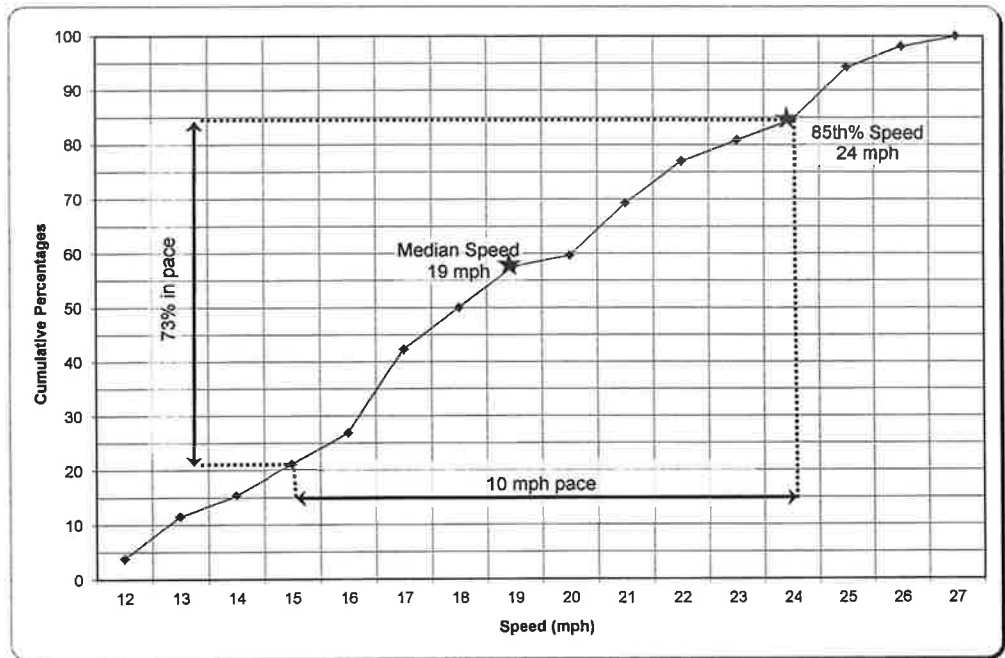


City of Sand City Speed Study Analysis

Location: #2 Redwood Avenue, end of road (east) - end of road (west)					
Direction:	EB	50th percentile speed (median):	19 mph	Average Speed:	19 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	24 mph	Standard Deviation:	4 mph
Date:	September 9, 2015	10 mph pace speed ² :	15 to 24	Mode ¹ :	17 mph
Time of Day:	9:15 AM - 11:00 AM	Percent in pace speed:	73 %	% Exceeding Speed Limit:	6 %
Posted Speed Limit³:	25 mph	Range of speeds:	12 to 27		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
12	2	4	4
13	4	8	12
14	2	4	15
15	3	6	21
16	3	6	27
17	8	15	42
18	4	8	50
19	4	8	58
20	1	2	60
21	5	10	69
22	4	8	77
23	2	4	81
24	2	4	85
25	5	10	94
26	2	4	98
27	1	2	100

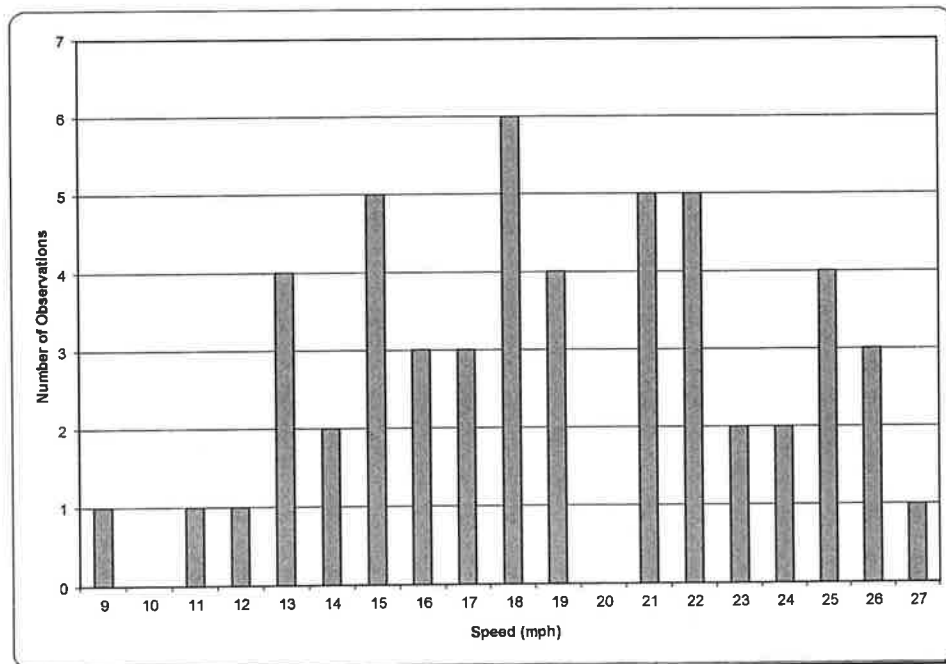
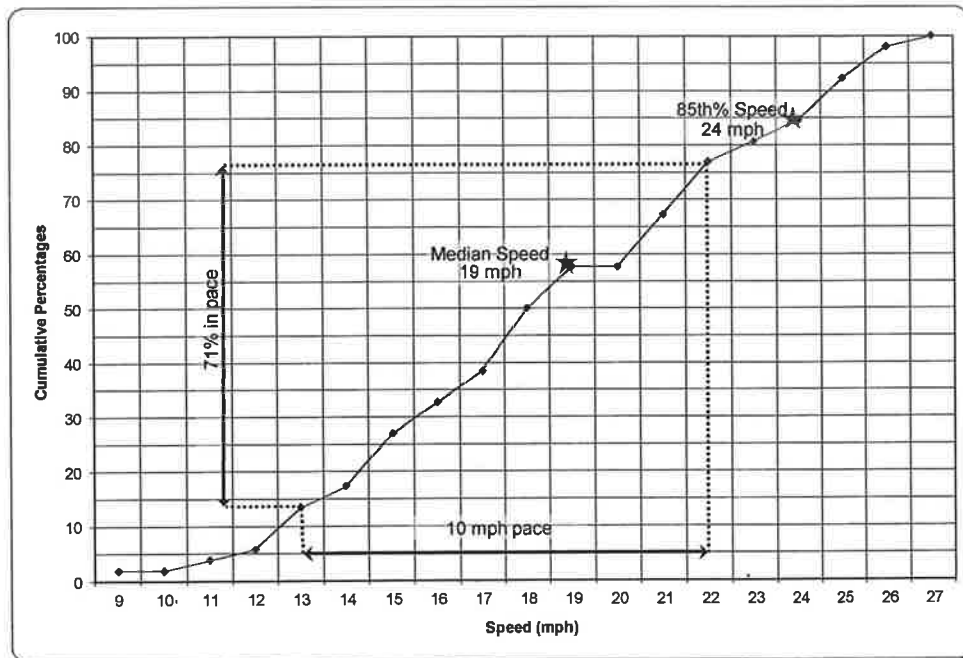


City of Sand City Speed Study Analysis

Location: #2 Redwood Avenue, end of road (east) - end of road (west)					
Direction:	WB	50th percentile speed (median):	19 mph	Average Speed:	19 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	24 mph	Standard Deviation:	5 mph
Date:	September 9, 2015	10 mph pace speed ² :	13 to 22	Mode ¹ :	18 mph
Time of Day:	9:15 AM - 11:00 AM	Percent in pace speed:	71 %	% Exceeding Speed Limit:	8 %
Posted Speed Limit³:	25 mph	Range of speeds:	9 to 27		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
9	1	2	2
10	0	0	2
11	1	2	4
12	1	2	6
13	4	8	13
14	2	4	17
15	5	10	27
16	3	6	33
17	3	6	38
18	6	12	50
19	4	8	58
20	0	0	58
21	5	10	67
22	5	10	77
23	2	4	81
24	2	4	85
25	4	8	92
26	3	6	98
27	1	2	100

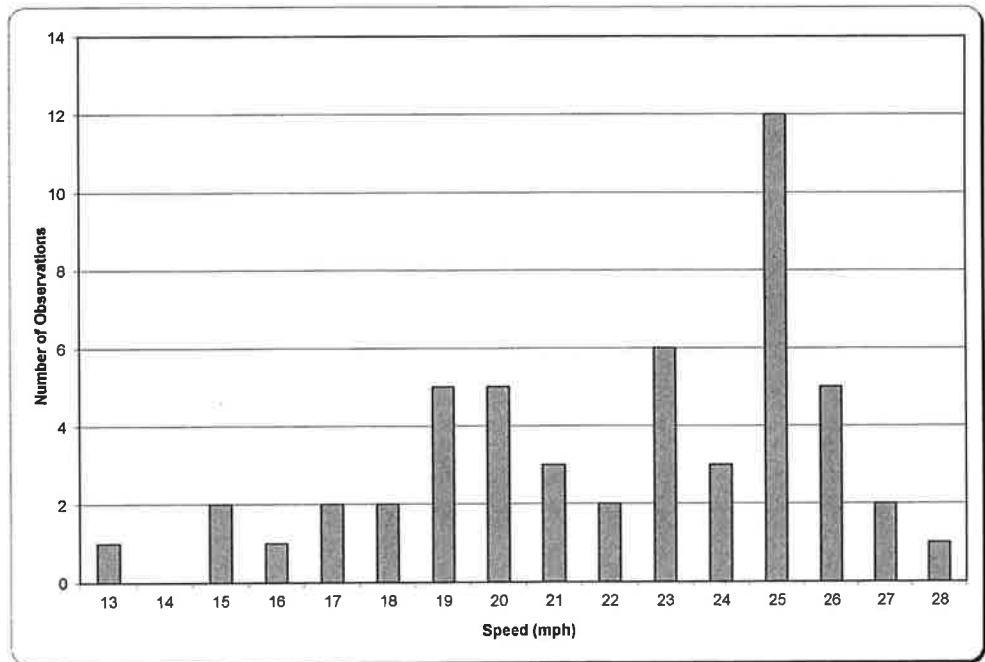
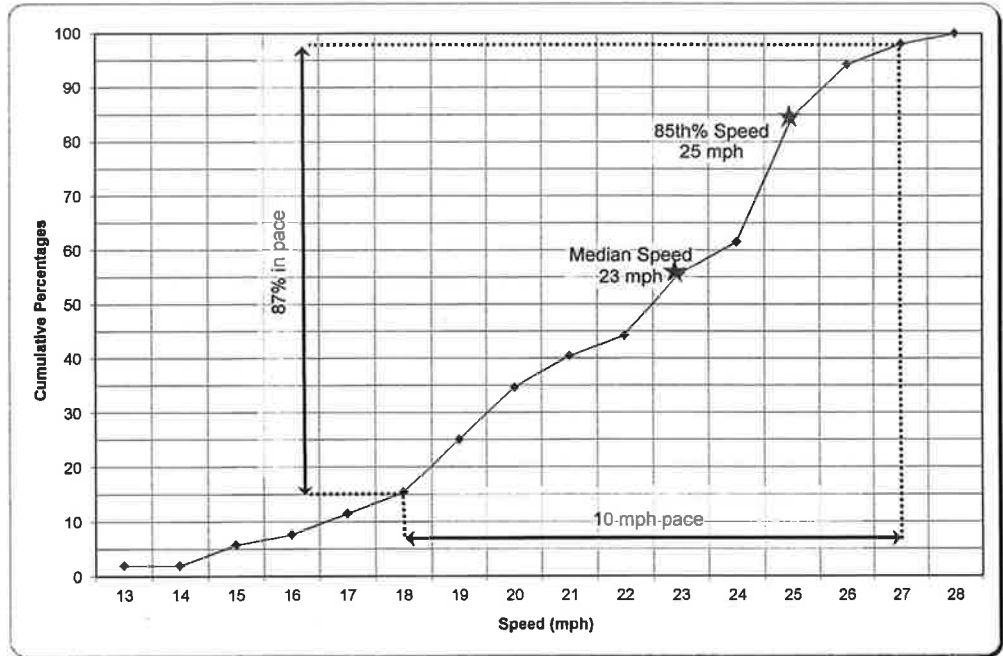


City of Sand City Speed Study Analysis

Location: #3 California Avenue, Contra Costa Street - Sylvan Avenue					
Direction:	EB	50th percentile speed (median):	23 mph	Average Speed:	22 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	25 mph	Standard Deviation:	4 mph
Date:	September 9, 2015	10 mph pace speed ² :	18 to 27	Mode ¹ :	25 mph
Time of Day:	11:05 AM - 12:50 PM	Percent in pace speed:	87 %	% Exceeding Speed Limit:	15 %
Posted Speed Limit³:	25 mph	Range of speeds:	13 to 28		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
13	1	2	2
14	0	0	2
15	2	4	6
16	1	2	8
17	2	4	12
18	2	4	15
19	5	10	25
20	5	10	35
21	3	6	40
22	2	4	44
23	6	12	56
24	3	6	62
25	12	23	85
26	5	10	94
27	2	4	98
28	1	2	100

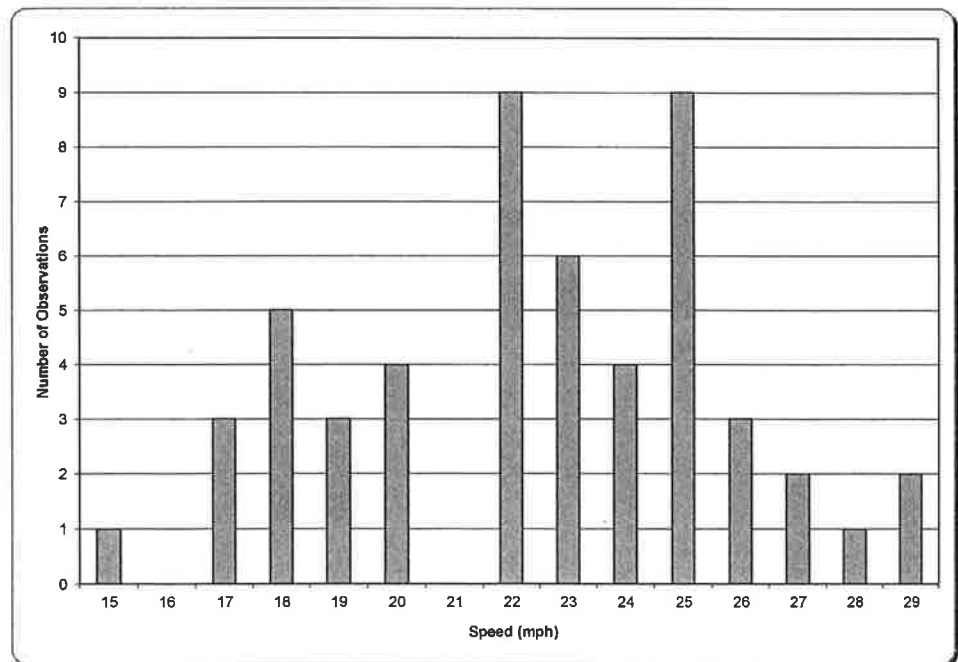
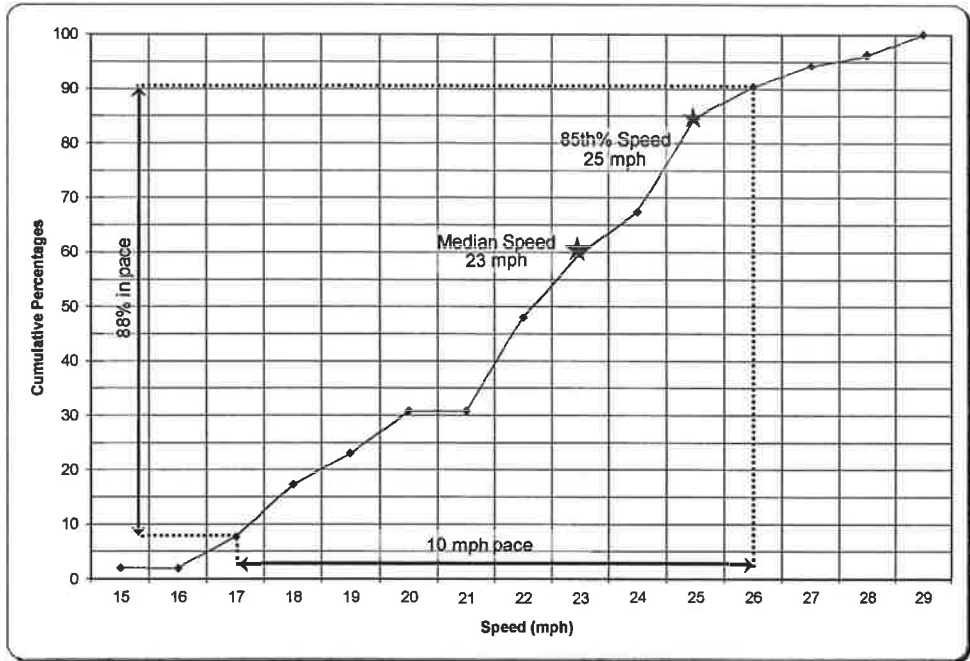


City of Sand City Speed Study Analysis

Location: #3 California Avenue, Contra Costa Street - Sylvan Avenue					
Direction:	WB	50th percentile speed (median):	23 mph	Average Speed:	22 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	25 mph	Standard Deviation:	3 mph
Date:	September 9, 2015	10 mph pace speed ² :	17 to 26	Mode ¹ :	22 mph
Time of Day:	11:05 AM - 12:50 PM	Percent in pace speed:	88 %	% Exceeding Speed Limit:	15 %
Posted Speed Limit³:	25 mph	Range of speeds:	15 to 29		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
15	1	2	2
16	0	0	2
17	3	6	8
18	5	10	17
19	3	6	23
20	4	8	31
21	0	0	31
22	9	17	48
23	6	12	60
24	4	8	67
25	9	17	85
26	3	6	90
27	2	4	94
28	1	2	96
29	2	4	100

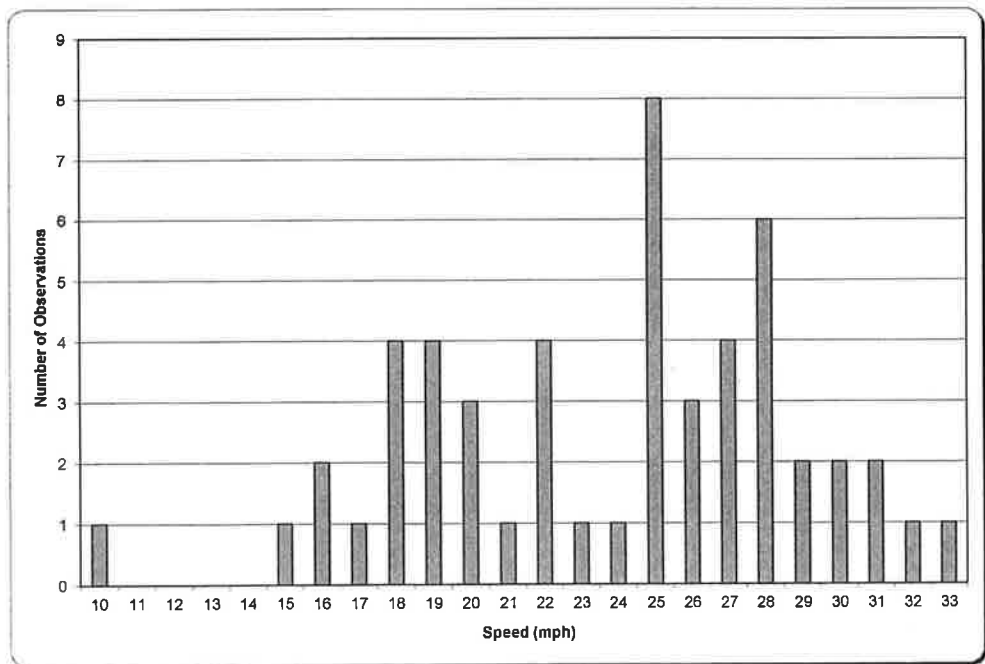
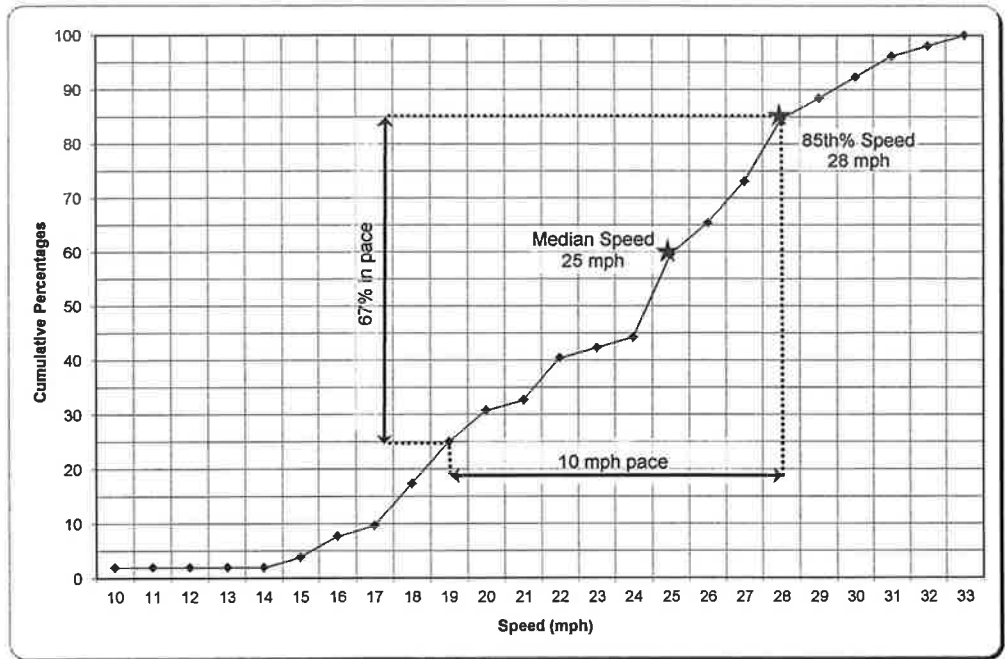


City of Sand City Speed Study Analysis

Location: #4 California Avenue, Sylvan Avenue - East Avenue					
Direction:	EB	50th percentile speed (median):	25 mph	Average Speed:	24 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	28 mph	Standard Deviation:	5 mph
Date:	September 9, 2015	10 mph pace speed ² :	19 to 28	Mode ¹ :	25 mph
Time of Day:	12:55 PM - 1:59 PM	Percent in pace speed:	67 %	% Exceeding Speed Limit:	40 %
Posted Speed Limit³:	25 mph	Range of speeds:	10 to 33		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
10	1	2	2
11	0	0	2
12	0	0	2
13	0	0	2
14	0	0	2
15	1	2	4
16	2	4	8
17	1	2	10
18	4	8	17
19	4	8	25
20	3	6	31
21	1	2	33
22	4	8	40
23	1	2	42
24	1	2	44
25	8	15	60
26	3	6	65
27	4	8	73
28	6	12	85
29	2	4	88
30	2	4	92
31	2	4	96
32	1	2	98
33	1	2	100

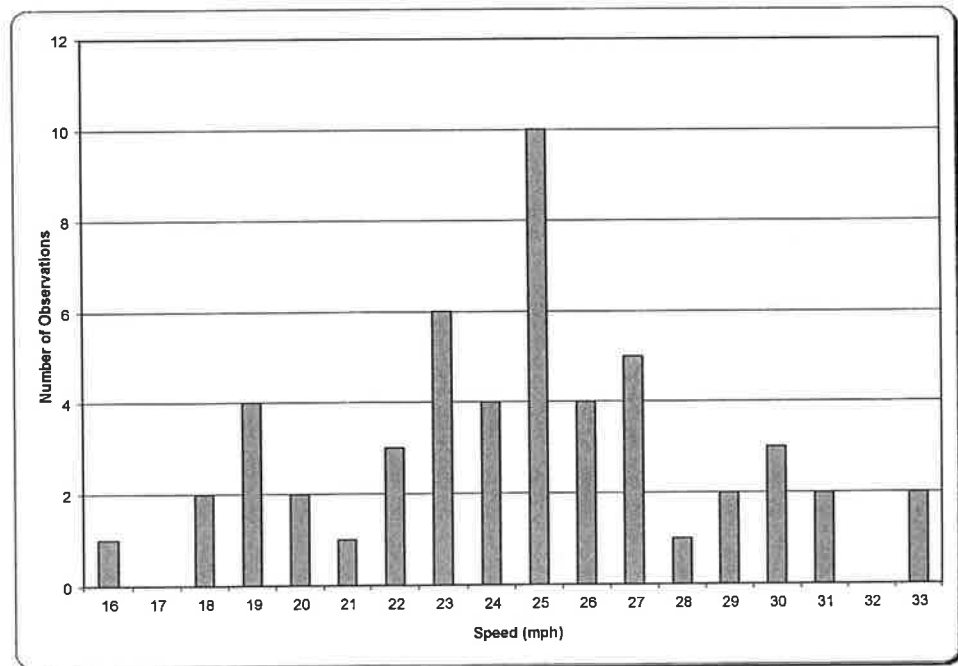
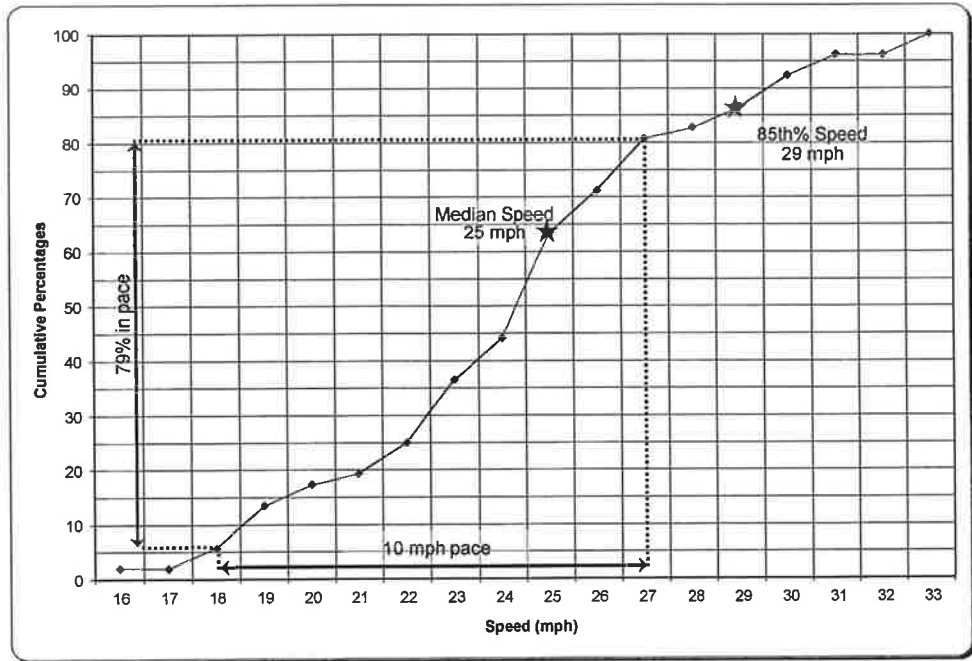


City of Sand City Speed Study Analysis

Location: #4 California Avenue, Sylvan Avenue - East Avenue					
Direction:	WB	50th percentile speed (median):	25 mph	Average Speed:	25 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	29 mph	Standard Deviation:	4 mph
Date:	September 9, 2015	10 mph pace speed ² :	18 to 27	Mode ¹ :	25 mph
Time of Day:	12:55 PM - 1:59 PM	Percent in pace speed:	79 %	% Exceeding Speed Limit:	37 %
Posted Speed Limit³:	25 mph	Range of speeds:	16 to 33		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
16	1	2	2
17	0	0	2
18	2	4	6
19	4	8	13
20	2	4	17
21	1	2	19
22	3	6	25
23	6	12	37
24	4	8	44
25	10	19	63
26	4	8	71
27	5	10	81
28	1	2	83
29	2	4	87
30	3	6	92
31	2	4	96
32	0	0	96
33	2	4	100

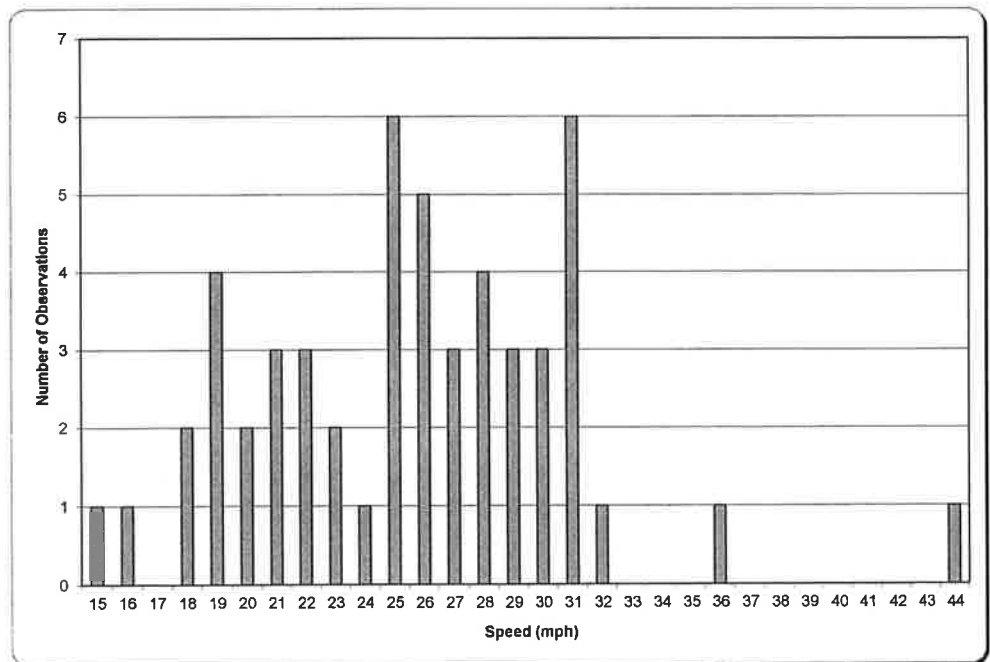
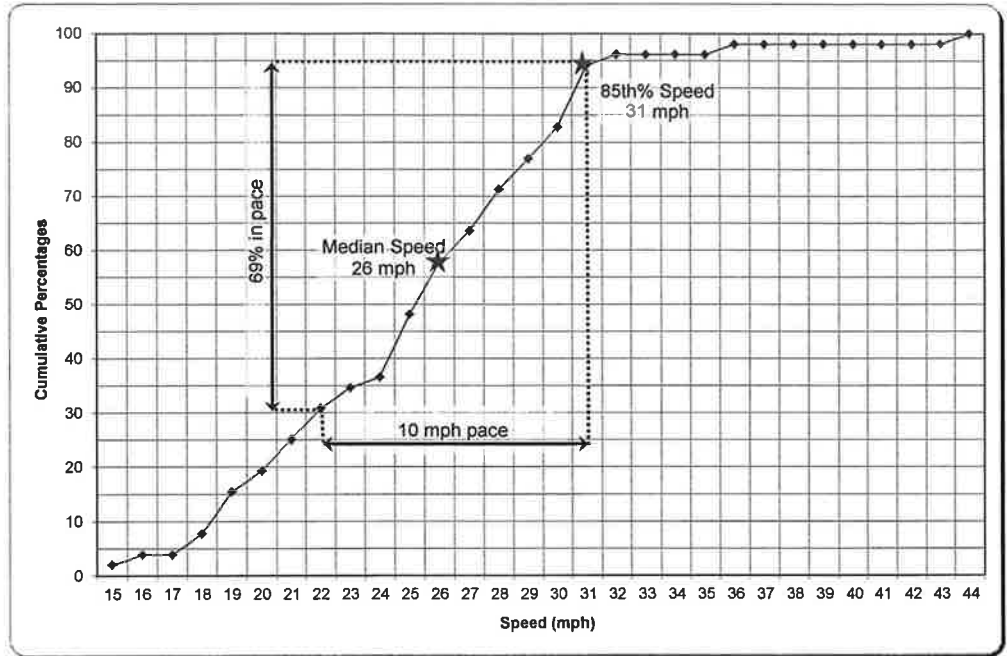


City of Sand City Speed Study Analysis

Location: #5 California Avenue, East Avenue - Tioga Avenue					
Direction:	NB	50th percentile speed (median):	26 mph	Average Speed:	26 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	31 mph	Standard Deviation:	5 mph
Date:	September 9, 2015	10 mph pace speed ² :	22 to 31	Mode ¹ :	31 mph
Time of Day:	2:05 PM - 3:15 PM	Percent in pace speed:	69 %	% Exceeding Speed Limit:	52 %
Posted Speed Limit³:	25 mph	Range of speeds:	15 to 44		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
15	1	2	2
16	1	2	4
17	0	0	4
18	2	4	8
19	4	8	15
20	2	4	19
21	3	6	25
22	3	6	31
23	2	4	35
24	1	2	37
25	6	12	48
26	5	10	58
27	3	6	63
28	4	8	71
29	3	6	77
30	3	6	83
31	6	12	94
32	1	2	96
33	0	0	96
34	0	0	96
35	0	0	96
36	1	2	98
37	0	0	98
38	0	0	98
39	0	0	98
40	0	0	98
41	0	0	98
42	0	0	98
43	0	0	98
44	1	2	100

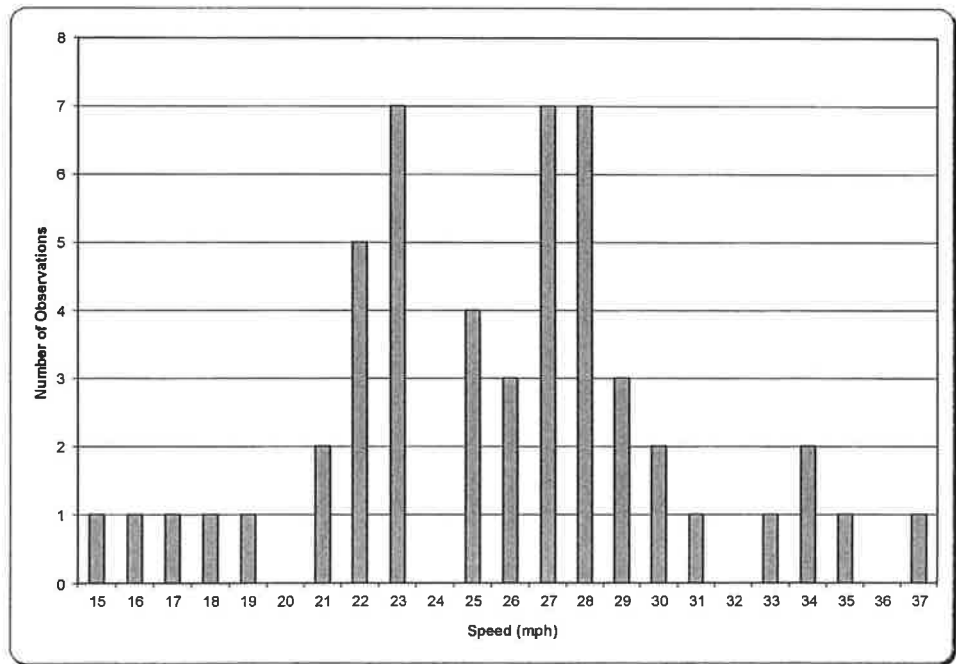
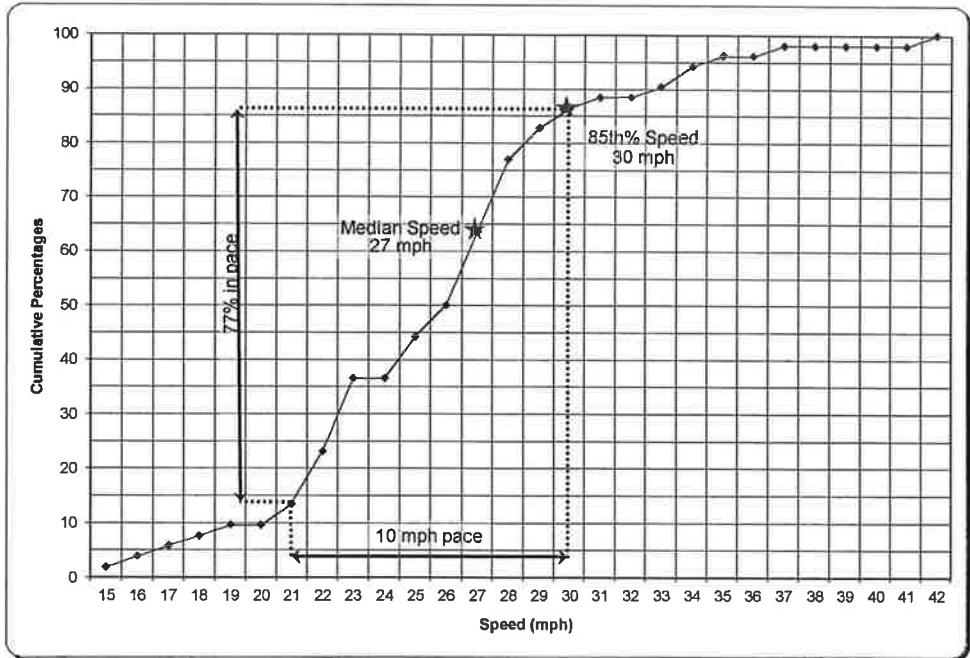


City of Morgan Hill Speed Study Analysis

Location: #5 California Avenue, East Avenue - Tioga Avenue					
Direction:	SB	50th percentile speed (median):	27 mph	Average Speed:	26 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	30 mph	Standard Deviation:	5 mph
Date:	September 9, 2015	10 mph pace speed ² :	21 to 30	Mode ¹ :	23 mph
Time of Day:	2:05 PM - 3:15 PM	Percent in pace speed:	77 %	% Exceeding Speed Limit:	56 %
Posted Speed Limit³:	25 mph	Range of speeds:	15 to 42		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
15	1	2	2
16	1	2	4
17	1	2	6
18	1	2	8
19	1	2	10
20	0	0	10
21	2	4	13
22	5	10	23
23	7	13	37
24	0	0	37
25	4	8	44
26	3	6	50
27	7	13	63
28	7	13	77
29	3	6	83
30	2	4	87
31	1	2	88
32	0	0	88
33	1	2	90
34	2	4	94
35	1	2	96
36	0	0	96
37	1	2	98
38	0	0	98
39	0	0	98
40	0	0	98
41	0	0	98
42	1	2	100

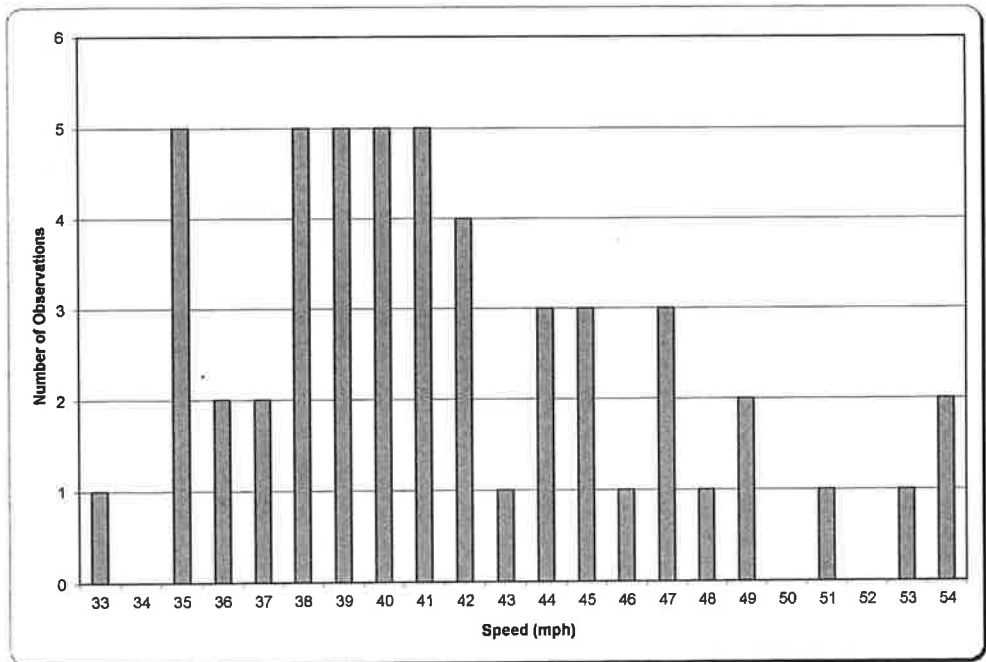
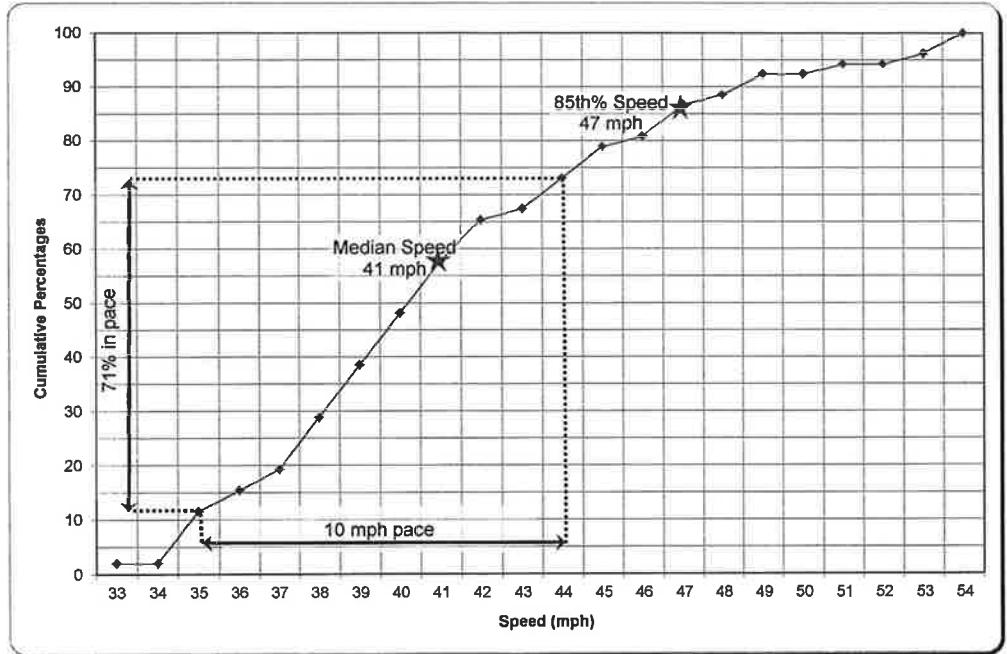


City of Sand City Speed Study Analysis

Location: #6 Sand Dunes Drive, City Limits - Tioga Avenue					
Direction:	NB	50th percentile speed (median):	41 mph	Average Speed:	42 mph
Day of the Week:	Thursday	85th percentile speed (critical):	47 mph	Standard Deviation:	5 mph
Date:	September 3, 2015	10 mph pace speed ² :	35 to 44	Mode ¹ :	35 mph
Time of Day:	9:30 AM - 10:20 AM	Percent in pace speed:	71 %	% Exceeding Speed Limit:	88 %
Posted Speed Limit³:	35 mph	Range of speeds:	33 to 54		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
33	1	2	2
34	0	0	2
35	5	10	12
36	2	4	15
37	2	4	19
38	5	10	29
39	5	10	38
40	5	10	48
41	5	10	58
42	4	8	65
43	1	2	67
44	3	6	73
45	3	6	79
46	1	2	81
47	3	6	87
48	1	2	88
49	2	4	92
50	0	0	92
51	1	2	94
52	0	0	94
53	1	2	96
54	2	4	100

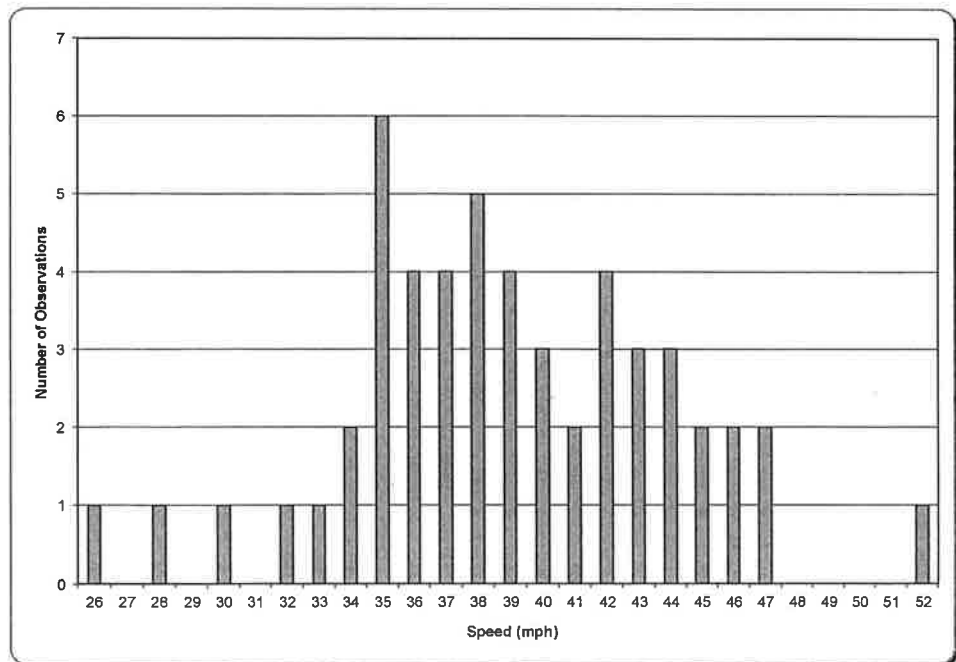
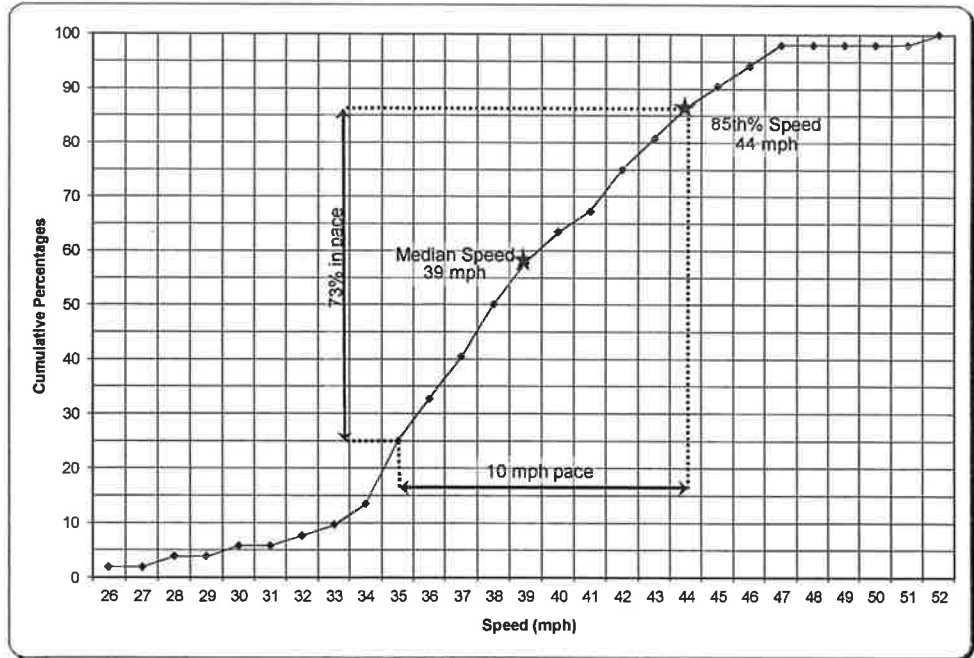


City of Sand City Speed Study Analysis

Location: #6 Sand Dunes Drive, City Limits - Tioga Avenue					
Direction:	SB	50th percentile speed (median):	39 mph	Average Speed:	39 mph
Day of the Week:	Thursday	85th percentile speed (critical):	44 mph	Standard Deviation:	5 mph
Date:	September 3, 2015	10 mph pace speed ² :	35 to 44	Mode ¹ :	35 mph
Time of Day:	9:30 AM - 10:20 AM	Percent in pace speed:	73 %	% Exceeding Speed Limit:	75 %
Posted Speed Limit³:	35 mph	Range of speeds:	26 to 52		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
26	1	2	2
27	0	0	2
28	1	2	4
29	0	0	4
30	1	2	6
31	0	0	6
32	1	2	8
33	1	2	10
34	2	4	13
35	6	12	25
36	4	8	33
37	4	8	40
38	5	10	50
39	4	8	58
40	3	6	63
41	2	4	67
42	4	8	75
43	3	6	81
44	3	6	87
45	2	4	90
46	2	4	94
47	2	4	98
48	0	0	98
49	0	0	98
50	0	0	98
51	0	0	98
52	1	2	100

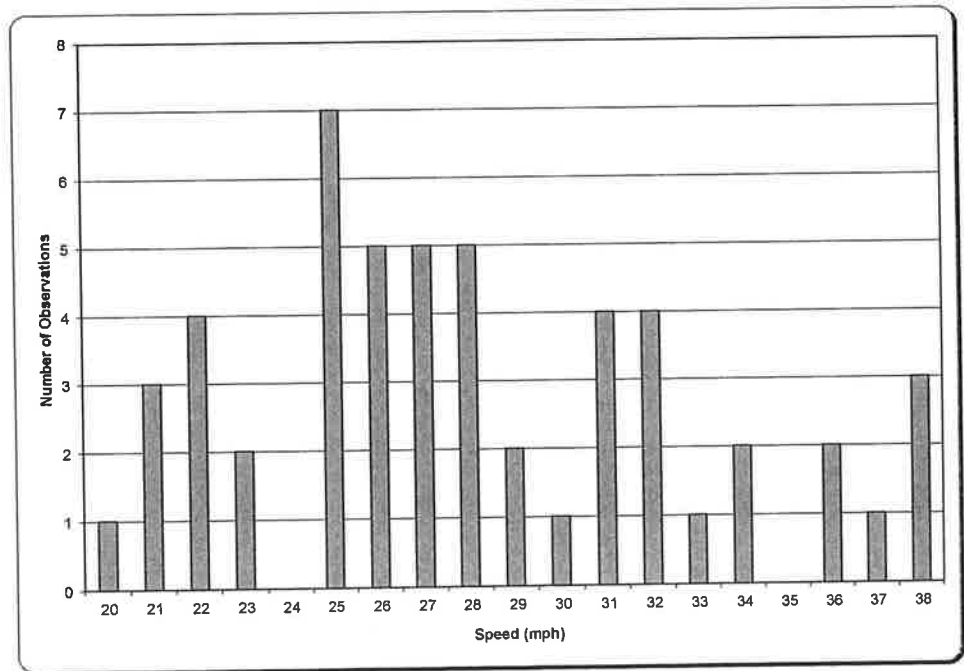
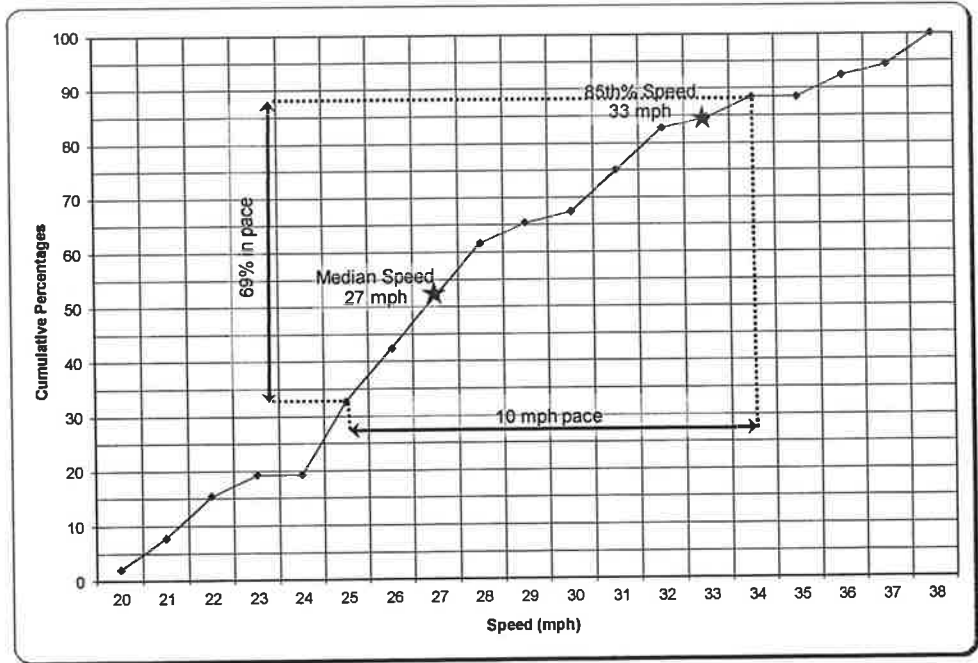


City of Sand City Speed Study Analysis

Location: #7 Tioga Avenue, Dunes Drive - Del Monte Boulevard					
Direction:	EB	50th percentile speed (median):	27 mph	Average Speed:	28 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	33 mph	Standard Deviation:	5 mph
Date:	September 2, 2015	10 mph pace speed ² :	25 to 34	Mode ¹ :	25 mph
Time of Day:	12:35 PM - 1:15 PM	Percent in pace speed:	69 %	% Exceeding Speed Limit:	67 %
Posted Speed Limit³:	25 mph	Range of speeds:	20 to 38		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
20	1	2	2
21	3	6	8
22	4	8	15
23	2	4	19
24	0	0	19
25	7	13	33
26	5	10	42
27	5	10	52
28	5	10	62
29	2	4	65
30	1	2	67
31	4	8	75
32	4	8	83
33	1	2	85
34	2	4	88
35	0	0	88
36	2	4	92
37	1	2	94
38	3	6	100

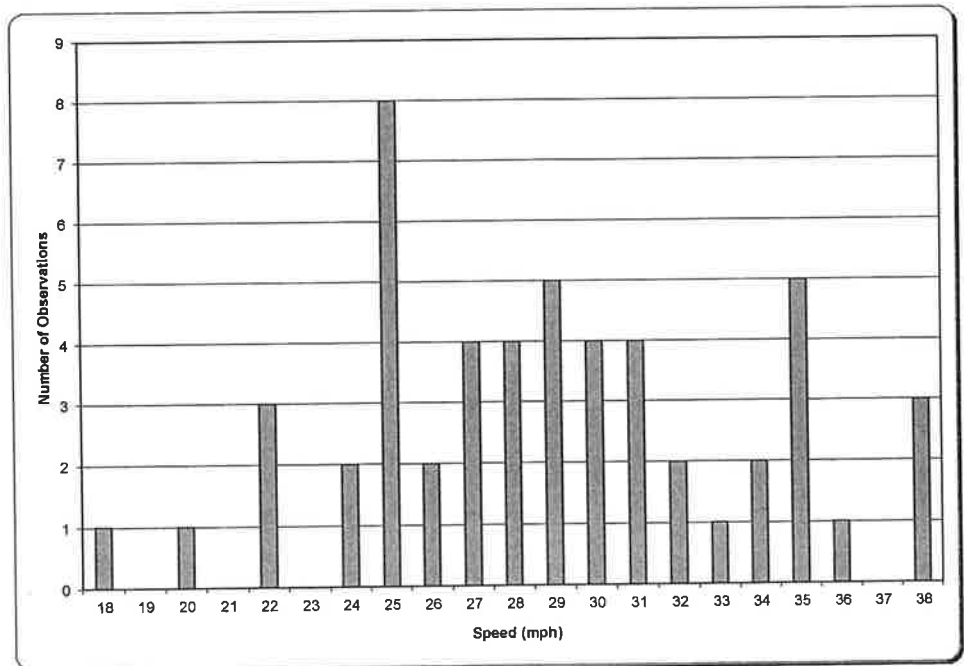
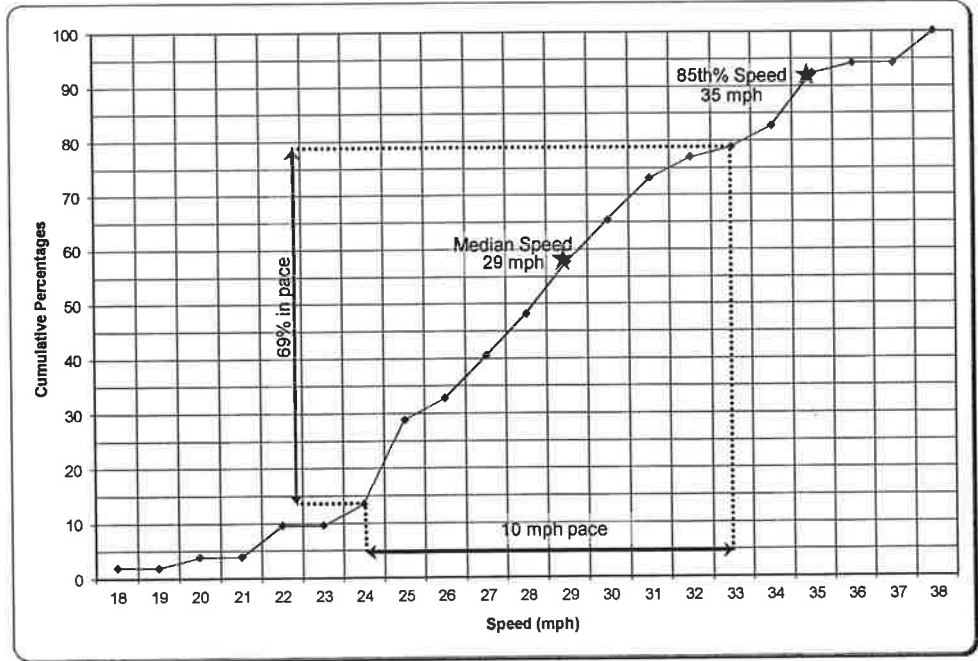


City of Sand City Speed Study Analysis

Location: #7 Tioga Avenue, Dunes Drive - Del Monte Boulevard					
Direction:	WB	50th percentile speed (median):	29 mph	Average Speed:	29 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	35 mph	Standard Deviation:	5 mph
Date:	September 2, 2015	10 mph pace speed ² :	24 to 33	Mode ¹ :	25 mph
Time of Day:	12:35 PM - 1:15 PM	Percent in pace speed:	69 %	% Exceeding Speed Limit:	71 %
Posted Speed Limit³:	25 mph	Range of speeds:	18 to 38		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent
18	1	2	2
19	0	0	2
20	1	2	4
21	0	0	4
22	3	6	10
23	0	0	10
24	2	4	13
25	8	15	29
26	2	4	33
27	4	8	40
28	4	8	48
29	5	10	58
30	4	8	65
31	4	8	73
32	2	4	77
33	1	2	79
34	2	4	83
35	5	10	92
36	1	2	94
37	0	0	94
38	3	6	100

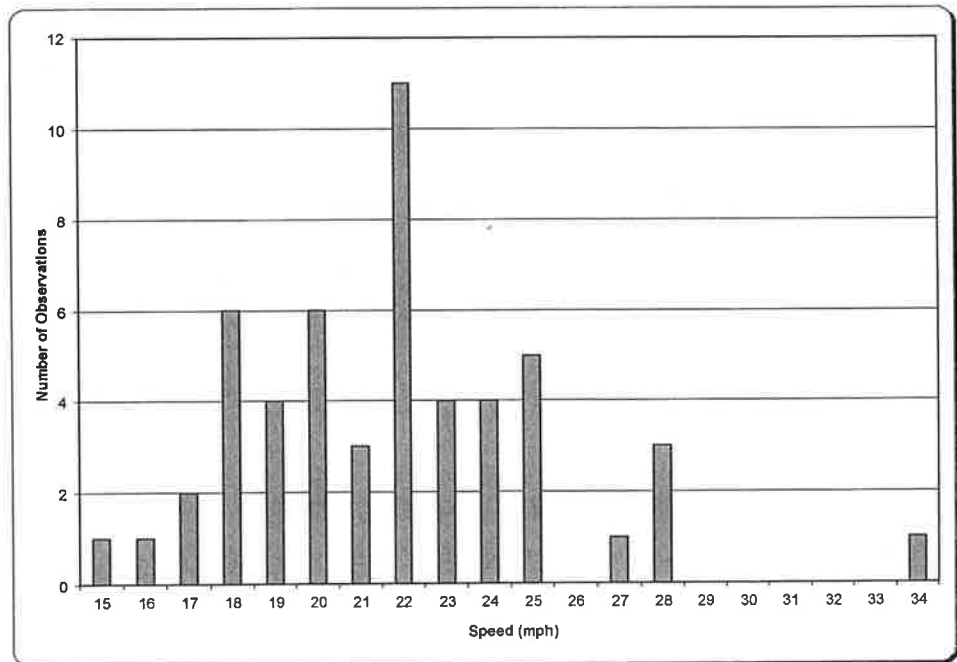
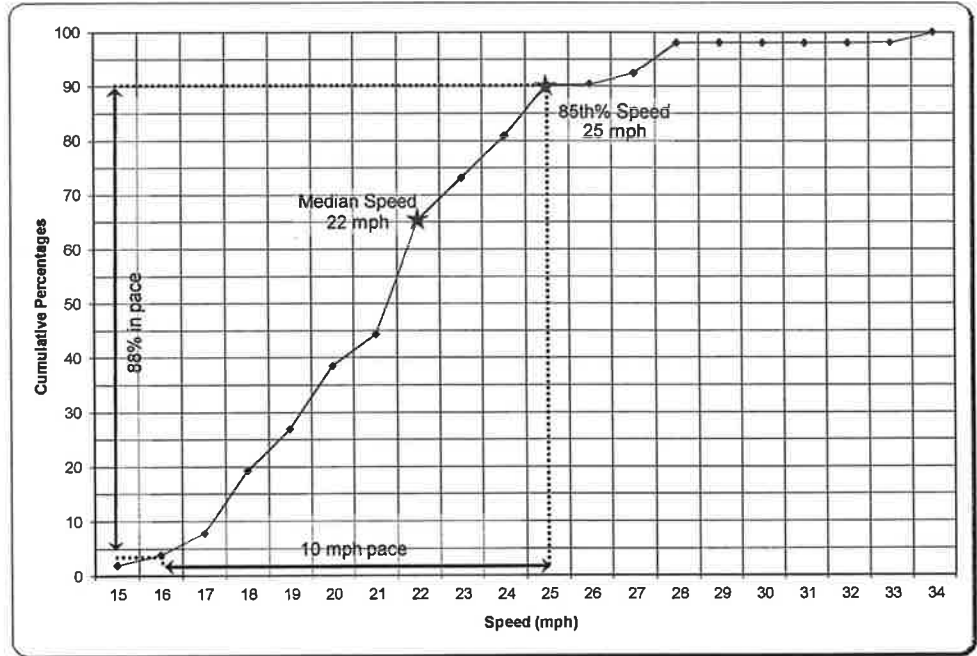


City of Sand City Speed Study Analysis

Location: #8 Playa Avenue, Metz Road - Del Monte Boulevard					
Direction:	EB	50th percentile speed (median):	22 mph	Average Speed:	22 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	25 mph	Standard Deviation:	4 mph
Date:	September 2, 2015	10 mph pace speed ² :	16 to 25	Mode ¹ :	22 mph
Time of Day:	10:10 AM - 11:15 AM	Percent in pace speed:	88 %	% Exceeding Speed Limit:	10 %
Posted Speed Limit³:	25 mph	Range of speeds:	15 to 34		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
15	1	2	2
16	1	2	4
17	2	4	8
18	6	12	19
19	4	8	27
20	6	12	38
21	3	6	44
22	11	21	65
23	4	8	73
24	4	8	81
25	5	10	90
26	0	0	90
27	1	2	92
28	3	6	98
29	0	0	98
30	0	0	98
31	0	0	98
32	0	0	98
33	0	0	98
34	1	2	100

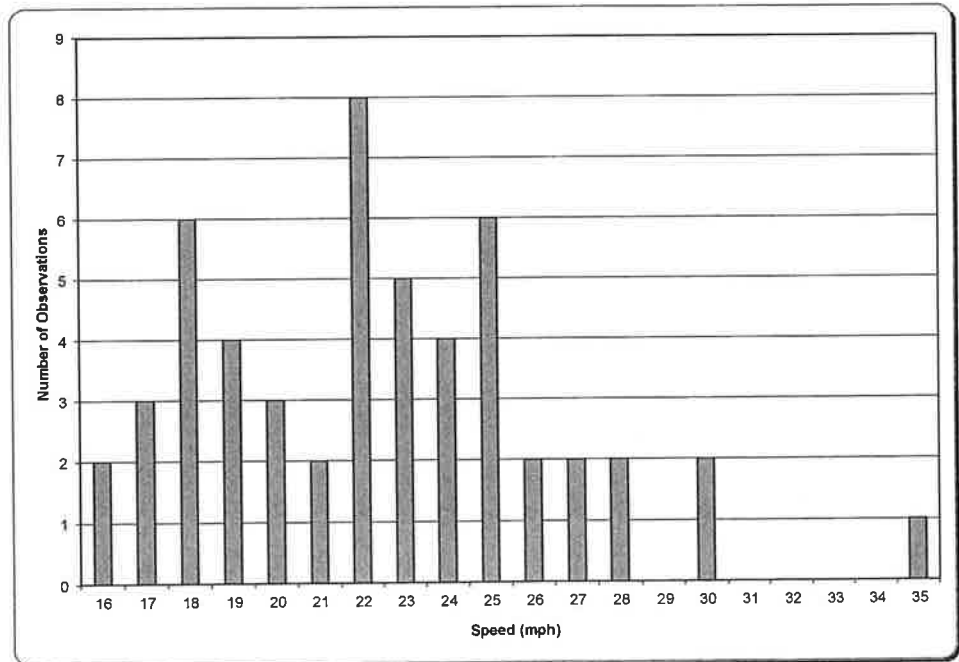
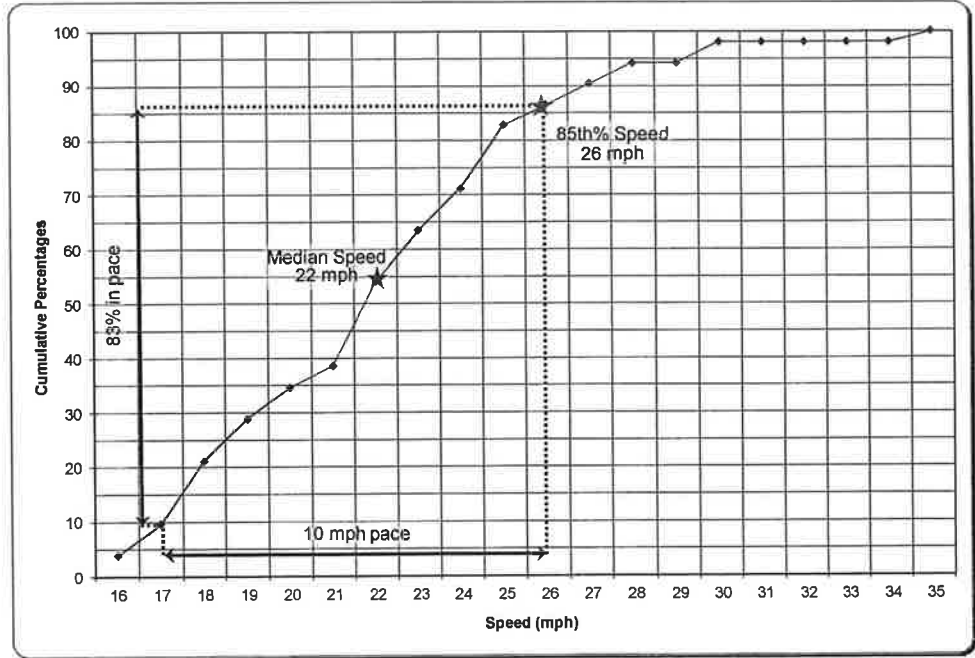


City of Sand City Speed Study Analysis

Location: #8 Playa Avenue, Metz Road - Del Monte Boulevard					
Direction:	WB	50th percentile speed (median):	22 mph	Average Speed:	22 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	26 mph	Standard Deviation:	4 mph
Date:	September 2, 2015	10 mph pace speed ² :	17 to 26	Mode ¹ :	22 mph
Time of Day:	10:10 AM - 11:15 AM	Percent in pace speed:	83 %	% Exceeding Speed Limit:	17 %
Posted Speed Limit³:	25 mph	Range of speeds:	16 to 35		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
16	2	4	4
17	3	6	10
18	6	12	21
19	4	8	29
20	3	6	35
21	2	4	38
22	8	15	54
23	5	10	63
24	4	8	71
25	6	12	83
26	2	4	87
27	2	4	90
28	2	4	94
29	0	0	94
30	2	4	98
31	0	0	98
32	0	0	98
33	0	0	98
34	0	0	98
35	1	2	100

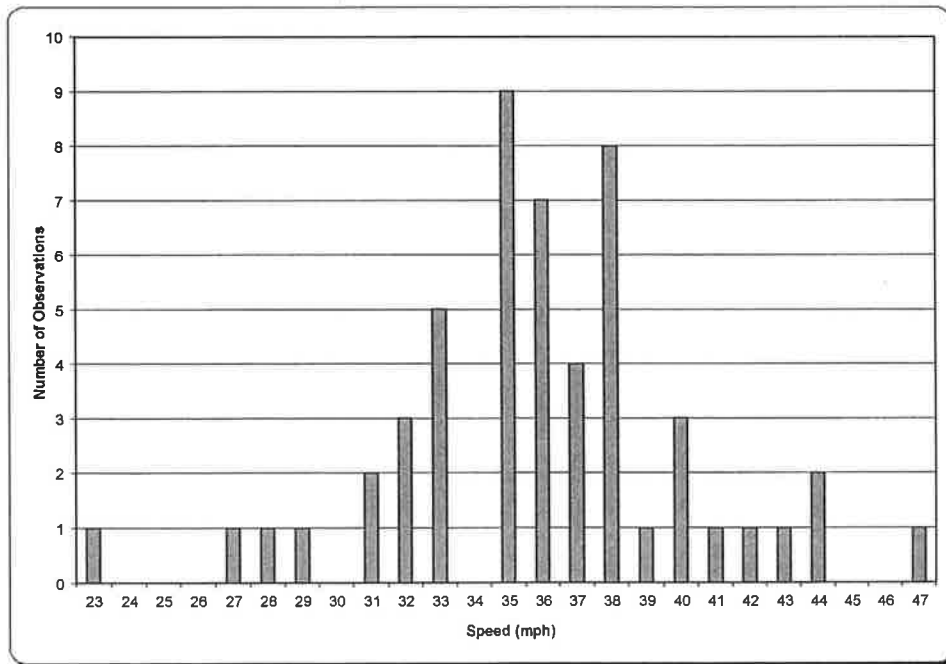
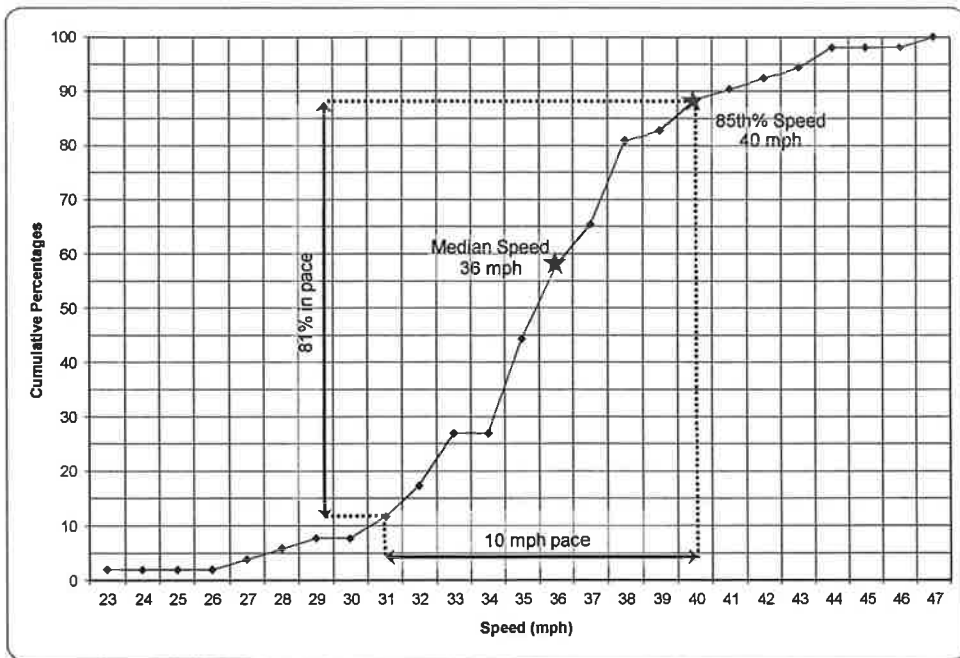


City of Sand City Speed Study Analysis

Location: #9 California Avenue, Playa Avenue - Southbound State Route 1 On-Ramp					
Direction:	NB	50th percentile speed (median):	36 mph	Average Speed:	36 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	40 mph	Standard Deviation:	4 mph
Date:	September 2, 2015	10 mph pace speed ² :	31 to 40	Mode ¹ :	35 mph
Time of Day:	8:30 AM - 10:05 AM	Percent in pace speed:	81 %	% Exceeding Speed Limit:	56 %
Posted Speed Limit³:	35 mph	Range of speeds:	23 to 47		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
23	1	2	2
24	0	0	2
25	0	0	2
26	0	0	2
27	1	2	4
28	1	2	6
29	1	2	8
30	0	0	8
31	2	4	12
32	3	6	17
33	5	10	27
34	0	0	27
35	9	17	44
36	7	13	58
37	4	8	65
38	8	15	81
39	1	2	83
40	3	6	88
41	1	2	90
42	1	2	92
43	1	2	94
44	2	4	98
45	0	0	98
46	0	0	98
47	1	2	100

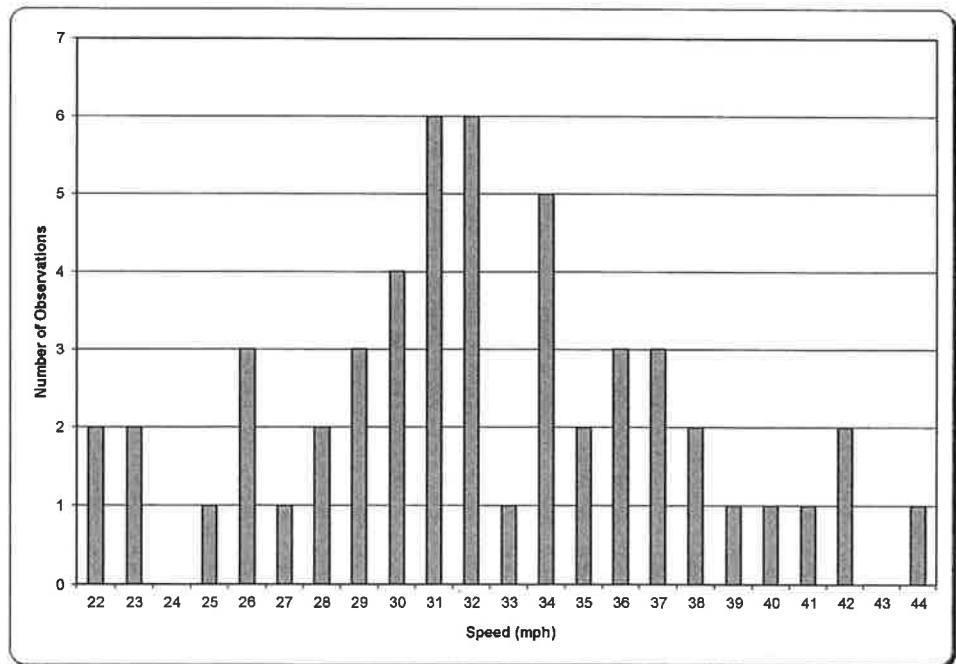
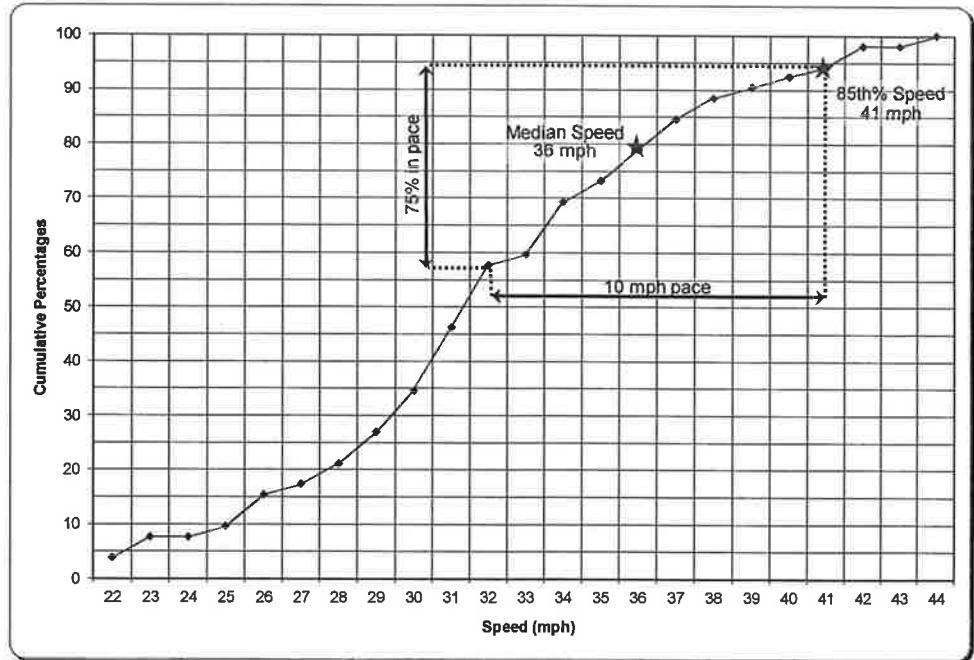


City of Sand City Speed Study Analysis

Location: #9 California Avenue, Playa Avenue - Southbound State Route 1 On-Ramp					
Direction:	SB	50th percentile speed (median):	36 mph	Average Speed:	36 mph
Day of the Week:	Wednesday	85th percentile speed (critical):	41 mph	Standard Deviation:	5 mph
Date:	September 2, 2015	10 mph pace speed ² :	32 to 41	Mode ¹ :	35 mph
Time of Day:	8:30 AM - 10:05 AM	Percent in pace speed:	75 %	% Exceeding Speed Limit:	52 %
Posted Speed Limit³:	35 mph	Range of speeds:	22 to 44		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent.
22	2	4	4
23	2	4	8
24	0	0	8
25	1	2	10
26	3	6	15
27	1	2	17
28	2	4	21
29	3	6	27
30	4	8	35
31	6	12	46
32	6	12	58
33	1	2	60
34	5	10	69
35	2	4	73
36	3	6	79
37	3	6	85
38	2	4	88
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40	1	2	92
41	1	2	94
42	2	4	98
43	0	0	98
44	1	2	100

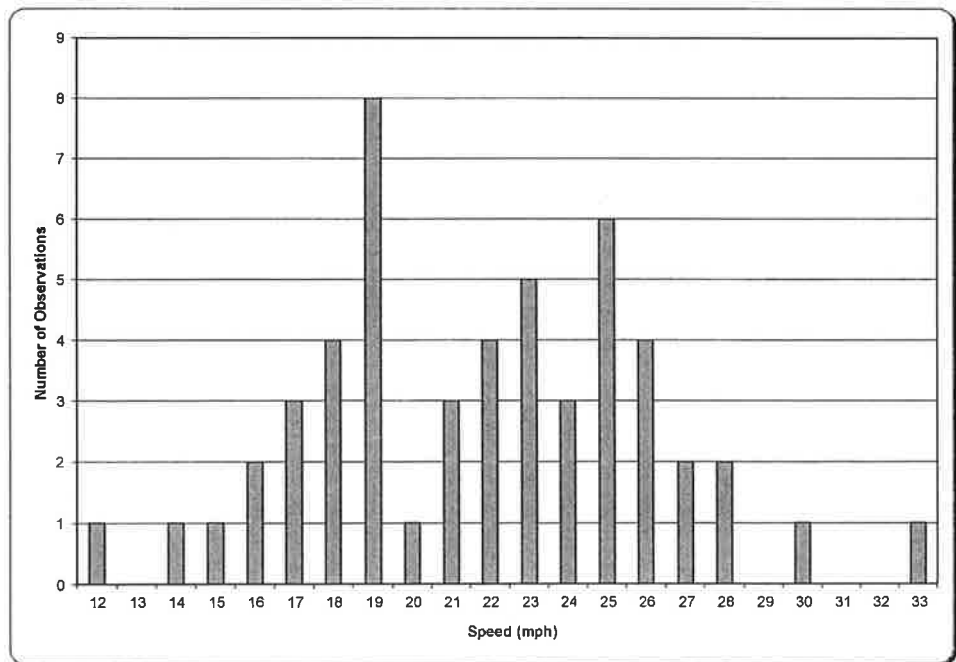
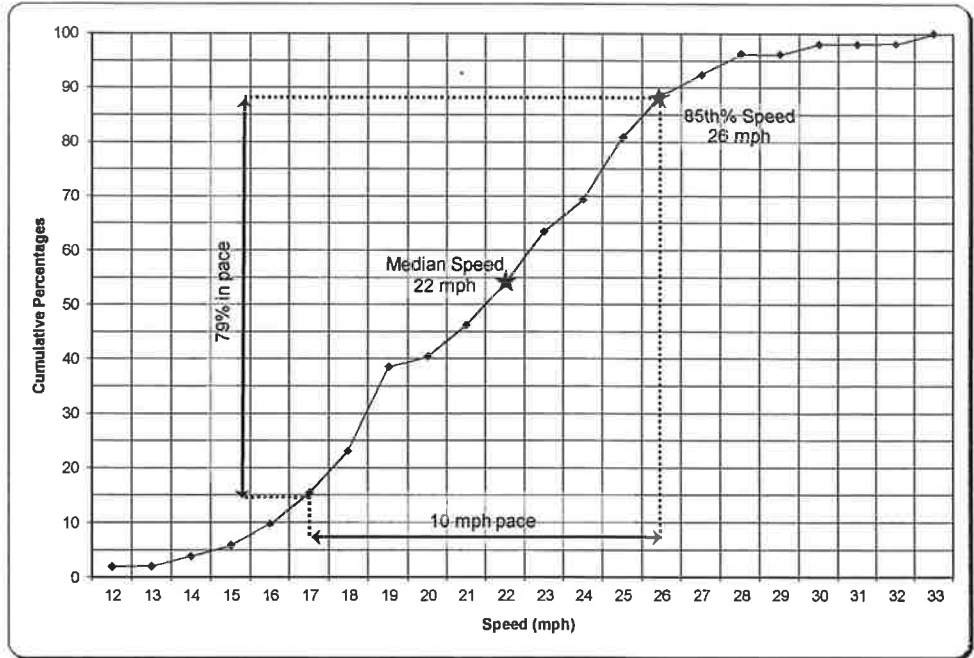


City of Sand City Speed Study Analysis

Location: #10 Catalina Street, Ortiz Avenue - Olympia Avenue					
Direction:	NB	50th percentile speed (median):	22 mph	Average Speed:	22 mph
Day of the Week:	Thursday	85th percentile speed (critical):	26 mph	Standard Deviation:	4 mph
Date:	September 3, 2015	10 mph pace speed ² :	17 to 26	Mode ¹ :	19 mph
Time of Day:	12:10 PM - 3:30 PM	Percent in pace speed:	79 %	% Exceeding Speed Limit:	19 %
Posted Speed Limit³:	25 mph	Range of speeds:	12 to 33		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent
12	1	2	2
13	0	0	2
14	1	2	4
15	1	2	6
16	2	4	10
17	3	6	15
18	4	8	23
19	8	15	38
20	1	2	40
21	3	6	46
22	4	8	54
23	5	10	63
24	3	6	69
25	6	12	81
26	4	8	88
27	2	4	92
28	2	4	96
29	0	0	96
30	1	2	98
31	0	0	98
32	0	0	98
33	1	2	100

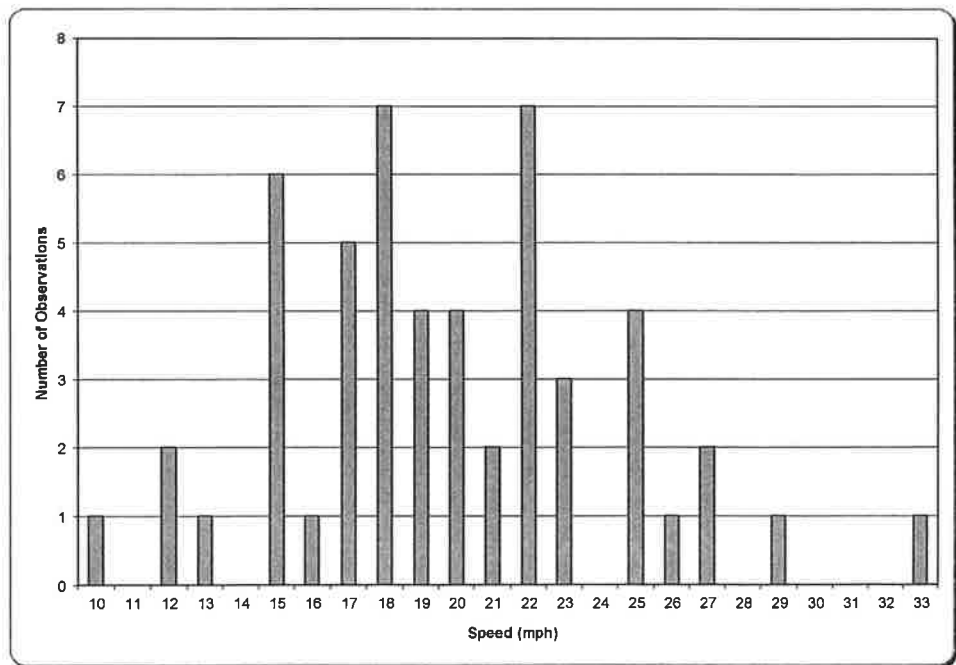
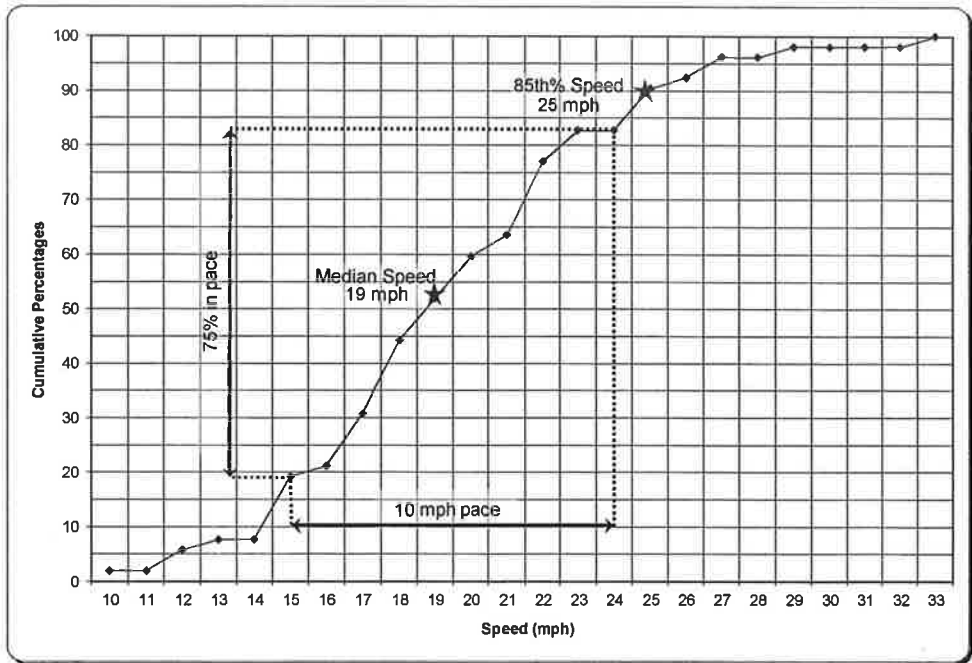


City of Sand City Speed Study Analysis

Location:	#10 Catalina Street, Ortiz Avenue - Olympia Avenue				
Direction:	SB	50th percentile speed (median):	19 mph	Average Speed:	20 mph
Day of the Week:	Thursday	85th percentile speed (critical):	25 mph	Standard Deviation:	5 mph
Date:	September 3, 2015	10 mph pace speed ² :	15 to 24	Mode ¹ :	22 mph
Time of Day:	12:10 PM - 3:30 PM	Percent in pace speed:	75 %	% Exceeding Speed Limit:	10 %
Posted Speed Limit³:	25 mph	Range of speeds:	10 to 33		
Vehicles Observed:	52				

Survey Data

Speed (mph)	Number of Obs.	Percent of Total	Cumul. Percent
10	1	2	2
11	0	0	2
12	2	4	6
13	1	2	8
14	0	0	8
15	6	12	19
16	1	2	21
17	5	10	31
18	7	13	44
19	4	8	52
20	4	8	60
21	2	4	63
22	7	13	77
23	3	6	83
24	0	0	83
25	4	8	90
26	1	2	92
27	2	4	96
28	0	0	96
29	1	2	98
30	0	0	98
31	0	0	98
32	0	0	98
33	1	2	100



Agenda Item

4B (6)

MEMORANDUM

TO: PUBLIC SAFETY COMMITTEE
FROM: CHIEF BRIAN FERRANTE
SUBJECT: CALIFORNIA AVENUE PATHWAY
DATE: NOVEMBER 5, 2015

Background

Recently there has been discussion regarding the lack of a continuous sidewalk/pathway on California Avenue leading to the Sand Dollar Shopping Center. Specifically, there is no dedicated sidewalk between Orland St. and Afton Ave. This creates a hazard as pedestrians are forced to walk into the street as they approach Tioga Ave. on California Ave. This is an area used heavily by cement trucks, tractor trailers, and vehicles entering and leaving the commercial/light industrial area of the City. A sidewalk/pathway could create a safer environment for pedestrians and vehicles in the area.

There is currently a dirt pathway between Orland St and Fir Ave. It was recently weeded and is usable as a pedestrian walkway. There is also a sidewalk that runs approximately halfway between Fir Ave and Afton Ave. However, the sidewalk ends as it reaches the residential property approaching Afton Ave. This property is elevated and has a driveway that has a relatively steep angle of approach leading from the California Ave. If the City were to create a sidewalk/pathway at this location, there are several potential obstacles that would have to be taken into consideration.

- Due to the elevation of the lot, a small retaining wall would likely need to be erected to accommodate a level pathway cut 4-5 feet into the property
- As the pathway met the existing driveway it would need to integrate with the existing angle or otherwise modify the driveway while still allowing for vehicles to enter the property
- The City would have to explore the lot line of the property to determine ownership and right of way for the sidewalk area

Another area of consideration is whether this area of the City will be developed in the near future. The property and roadways adjacent to California Ave would likely change significantly during development of the area. The costs of installing sidewalks with necessary ADA ramps and access should be weighed against the level of use the area will experience prior to development. One alternative might be to finish the pathways in decomposed granite, asphalt, or another surface that would allow for convenient transit without the need for the expense of engineered concrete sidewalks.

Recommendation

Staff seeks direction from the Public Safety Committee on what type of pathway should be pursued for this project, how much funding should be explored for the project, and a level of priority for completion of the project.

Agenda Item

5A

**MEETING OF THE
SAND CITY PUBLIC SAFETY COMMITTEE**

Friday October 16, 2015
MINUTES

LOCATION: Sand City City Hall
1 Sylvan Park
Sand City, CA

COMMENCEMENT: 2:00 P. M.

MEMBERS PRESENT: Todd Bodem
Todd Kruper
Jerry Blackwelder
Chief Ferrante
Linda Scholink

MEMBERS ABSENT: None

ALSO PRESENT: Leon Gomez, and Charles Pooler

AGENDA ITEM 1, CALL TO ORDER

The meeting was called to order by Chair Todd K. at 10:30 AM.

AGENDA ITEM 2, ROLL CALL

All members present.

AGENDA ITEM 3, COMMUNICATIONS

Todd K. opened the floor to public comments. None were taken.

AGENDA ITEM 4, OLD BUSINESS

A. Capital Projects on Hickory / Diaz

Leon Gomez gave a presentation on the different possible designs for the curb/gutter and repair of Hickory and Diaz. By consensus the Committee agreed to merge two of the designs and have the city engineer create a cost proposal and working drawings to be presented to Council for review at the Nov 17th City Council meeting.

B. Camping on land East of Highway 1

Following discussion by the committee and a review of information provided by the Chief, the Committee by consensus, agreed to table this item and refer it back to the City Attorney.

C. Verbal Updates and Discussion of Previous tasks/priorities

1) Speed Survey

Chief Ferrante gave a presentation on the report by Hatch Mott MacDonald, the Consultants who created the survey. Brian agreed to the conclusions and

suggested the PSC advise the City Council to accept this survey and implement the changes. By consensus the Committee agreed and will forward to the City Council.

2) Traffic Cameras

No update.

3) City-wide emergency plan

No update.

4) Winter water flood plan

Chief stated that the PW Department has created 50 sand bags and will be creating a bagging station on Shasta for the public to fill their own sand bags as needed.

5) Municipal Lighting –LED's

Chief Ferrante explained that there are some electrical problems on the bike path and that it would be looked into next week; then the LED's would be put in place and the cost savings from the installation of the LED's would pay for the lights. The Committee requested that the PW crew research programs to replace all city lights in this manner. The PW crew was also directed to replace the light poles that are in bad shape and in need of repair.

6) Bulb outs planters and tree removal

The tree removal and the replanting are to be completed soon.

AGENDA ITEM 5, NEW BUSINESS

A. Approval of September 3, 2015 Public Safety Committee Minutes.

Motion made by Jerry, seconded by Linda. Motion passed on a unanimous vote 5-0, with one spelling correction.

B. Dog waste ordinance

Information was presented to the Committee for review. By request, the Chief will condense the information and pass it on to the City Attorney for the final creation.

C. Parking issues with storage pods

Chief Ferrante feels that there are ordinances currently in place to handle this problem. He reminded the Committee that most businesses do not use this type of storage on a long-term basis. This is something the city can work towards with the community.

D. City Banners

The Committee was satisfied with the condition of the current city banners and was not inclined to advise the purchase of new banners.

E. Committee Agenda Process

City Administrator Bodem handed out new guidelines for the policy and procedure related to the agenda process for the committee's use. Following this policy all administrative duties will be handled by city staff, and all agenda items will be funneled through the City Administrator. By consensus the committee agreed.

AGENDA ITEM 6, ADJOURNMENT

Meeting adjourned at 12:20 P.M. Motion made by Linda, seconded by Chief Ferrante. Motion passed unanimously by a 5-0 vote. The next scheduled meeting will be TBA.

Chairs Notes:

Due to the nature that the Public Safety Committee is a Standing Committee and is guided by "Roberts Rules of Order", any item to be discussed must be agendaized and posted by city staff.

Respectfully submitted,

Councilmember Todd Kruper
Chair

Agenda Item

5C

MEMORANDUM

TO: PUBLIC SAFETY COMMITTEE
FROM: CHIEF BRIAN FERRANTE
SUBJECT: FIREARM REPLACEMENT
DATE: NOVEMBER 2, 2015

Background

During the recent officer involved shooting, Officer Bushnell had a malfunction with his department issued H&K pistol causing him to switch magazines while still engaging the suspect. The Officers were fortunate enough to survive the incident; however anytime a weapon malfunctions it puts the officer's life at greater risk.

The police department purchased H&K USP .45 caliber pistols in 2002, 13-years ago. The pistols were purchased with accessories which included tactical weapon lights, night sights and holsters. All of the officers were assigned new pistols at that time. The officers have conducted quarterly qualifications and training putting excessive wear on the pistols. The estimated number of rounds fired through each pistol is approximately 13000-15000, which is nearing the recommended time where they will need to be fully refurbished. The night sights have an effective life expectancy of approximately 10-years. All of the sights on the current duty pistols have lost their illumination capabilities rendering them ineffective at night. The lights and holsters have shown extensive wear requiring replacement.

Hunter Supply provided a quote to refurbish 12 H&K USP pistols and replacement of the night sights: $\$238.00 \times 12 = \$3,216.00$
Replacement Safariland holsters: $\$165 \times 12 = \$1,980.00$
Tactical weapon lights: Insight M2 weapon lights $\$189.00 \times 12 = \$2,268.00$
Total costs without tax is approximately \$7,464.00.

I have researched replacement pistols and requested input from Range Masters at various agencies. The Glock 21 Gen4 .45 caliber was determined to be the best pistol for the environment we are working

in. The pistol is extremely reliable and comes with 3 high capacity magazines holding 13-rounds each. TruGlo night sights and Blackhawk Weapon lights can be mounted and attached. Blackhawk offers the Serpa triple threat holster designed to be used with the weapon light. I have contacted Hunter Supply located in Monterey for quotes on purchasing our current duty weapons and the cost of the Glock 21 Gen4.

They will purchase our H&K's for \$316.00 per pistol applying it towards the purchase of the Glock 21 Gen4. Purchase price of the Glock is \$516.00 per pistol leaving a difference of \$200.00, for a total purchase price for 12 pistols; \$2,607.00 (Tax included)
Hunter Supply provided a quote for Night sights, 36-extra magazines, 13-Blackhawk Serpa holsters, 13-Blackhawk weapon lights \$4,050.00 (Tax included)
Total purchase price \$6,657.00

We are currently in need of 2 additional patrol rifles. LC Action has provided a quote of \$785.00 for the Colt LE6920 .223 Patrol Rifle. Total purchase price for 2 rifles; \$1,732.00 (tax included)

Due to the Law Enforcement configuration of the patrol rifle, Hunter Supply was unable to quote a price.

Funding for this purchase is currently available from several PD budget sources including Equipment Police 5745, Police Supplies 5785, and Miscellaneous 5930. There are currently approximately \$23,000 total funds available from these three areas.

Recommendation

The Department would like to move forward with the purchase of the new weapons systems as described. The current systems would need to be refurbished at a cost greater than their replacement.

Agenda Item

5E

MEMO

To: Public Safety Committee
From: Todd Bodem, City Administrator
Date: November 5, 2015
Subject: Infrastructure and Economic Development Funding.

At the recent League and CALED Conferences I attended, I learned about California's Infrastructure and Economic Development Bank (IBank) program that provides financing to public agencies for a wide variety of infrastructure, public facilities, and economic development projects. This Program funding is available in amounts ranging from \$50,000 to \$25,000,000, with loan terms of up to 30 years.

I contacted IBank staff and sent them 5 years of financial statements to see if Sand City qualifies, and for how much. Sand City qualifies for a \$3 million loan for 30 years at an indicative interest rate of 3.44% with annual debt service payments of approximately \$173,000. Their staff believes the City may even qualify for a \$5 to \$6 Million loan, but this analysis was not completed.

This provides another financing option for Sand City to complete small and large projects swiftly. IBank has 97 loans in their portfolio; the application process is simple and very straightforward.

