



**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION
REGULAR MEETING AGENDA
MARCH 23, 2016
7:00 PM**

Steven Beeuwsaert - Chair

Mark Jones - Vice Chair

Greg Staar - Commissioner

Mike Caputo - Commissioner

Larry Woodruff - Commissioner

Location: City Council Chamber, 24035 El Toro Road, Laguna Hills, California 92653

Any person wishing to address the Traffic Commission on any matter, whether or not it appears on this Agenda, is asked to complete a "Request to Speak" form available on the table at the back of the Chamber. The completed form is to be submitted to the Recording Secretary prior to an individual being heard by the Traffic Commission.

Members of the public wishing to address the Traffic Commission can do so during the Public Comments portion of the Agenda with a time limitation of three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the Commission on an item not listed on the Agenda, the Traffic Commission is prohibited by law from discussing or taking any action on that item.

CALL TO ORDER

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. ELECTION OF CHAIR

RECOMMENDATION: THAT THE TRAFFIC COMMISSION ELECT A NEW CHAIR.

2. ELECTION OF VICE CHAIR

RECOMMENDATION: THAT THE TRAFFIC COMMISSION ELECT A NEW VICE CHAIR.

3. PUBLIC COMMENTS

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission. Public Comments are limited to three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes.

4. MINUTES**5. PRESENTATIONS****6. ADMINISTRATIVE REPORTS**

6.1 REVIEW OF BECKENHAM STREET PARKING CONDITIONS

6.2 REVIEW OF HON AVENUE TO KENNINGTON DRIVE PASS-THROUGH TRAFFIC AND TRAFFIC SPEED CONDITIONS NEAR CLARINGTON PARK

7. INFORMATIONAL ITEMS

7.1 SHERIFF'S DEPARTMENT PRESENTATION

7.2 RADAR SPEED TRAILER

8. COMMISSIONER COMMENTS**9. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be May 18, 2016, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, KENNETH H. ROSENFELD, Director of Public Services/City Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and the Courtyard at La Paz Center by March 18, at 5:00 PM.



KENNETH H. ROSENFELD
DIRECTOR OF PUBLIC SERVICES
CITY ENGINEER

March 10, 2016

DATE

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the City Engineer at (714) 707-2650. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

Materials related to an item on this Agenda submitted to the Commission after distribution of the Agenda packet are available for public inspection in the Public Services Department at 24035 El Toro Road, Laguna Hills, California, during normal business hours.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

CALL TO ORDER

The Adjourned Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Vice Chair Steven Beeuwsaert at 7:00 PM in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Vice Chair Beeuwsaert.

ROLL CALL OF COMMISSION MEMBERS

Present: Vice Chair Steven Beeuwsaert, Commissioner Mark Jones, Commissioner Greg Staar and Commissioner Larry Woodruff

Absent: Chair Michael Caputo

1. ELECTION OF CHAIR

Motion was made by Vice Chair Beeuwsaert to open nominations to elect a new Chair. Commissioner Mark Jones nominated Commissioner Steven Beeuwsaert. The nomination was seconded by Commissioner Larry Woodruff. There were no further nominations.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

2. ELECTION OF VICE CHAIR

Motion was made by Chair Beeuwsaert to open nominations to elect a new Vice Chair. Commissioner Larry Woodruff nominated Commissioner Mark Jones. The nomination was seconded by Commissioner Greg Staar. There were no further nominations.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

3. PUBLIC COMMENTS

There were no Public Comments.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

4. MINUTES

THE TRAFFIC COMMISSION APPROVED THE MINUTES OF THE NOVEMBER 18, 2015, REGULAR MEETING, BY M/COMMISSIONER JONES, S/COMMISSIONER STAAR.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

5. PRESENTATIONS

There were no Presentations.

6. ADMINISTRATIVE REPORTS

6.1 BECKENHAM STREET PARKING REGULATIONS

Director of Public Services/City Engineer, Kenneth H. Rosenfield, indicated over the course of the past 18 months, staff has responded to resident concerns regarding an increase in overnight parking activity on Beckenham Street. The Traffic Commission has reviewed the existing parking regulations, the results of multiple night surveys of vehicle parking and considered several parking control options to address residents concerns. Most recently, the City Council discussed the potential creation of a Permit Parking Zone on Beckenham Street with Permits being made available only to residents of the Acacia Knolls community and the Sunset Place community. However, after public comments on this proposal, the City Council requested an alternate approach of the addition of a no overnight parking zone on the southerly side of Beckenham Street across the frontage of Acacia Knolls. Director Rosenfield indicated this regulation was implemented as of November 30, 2015, and staff performed before and after parking counts on Beckenham Street. The survey indicated the new parking regulation on Beckenham Street did not have a significant impact on night parking usage on the nearby streets of Sunset Place West, Sunset Place East, Costeau Street or Camberwell Street. Vehicle parking in the area continues to occur in a legal manner and has not consumed the available parking supply. Director Rosenfield indicated that unless new information or concerns are expressed about the newly established No Parking Zone, staff recommends that no further parking control options need to be considered at this time.

Resident Debbie Rey spoke against the No Parking regulation.

Resident Hugh Meador spoke against the No Parking regulation.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

**THE TRAFFIC COMMISSION RECEIVED AND FILED THE REPORT, BY
M/COMMISSIONER WOODRUFF, S/COMMISSIONER STAAR.
APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)**

7. INFORMATIONAL ITEMS

7.1 2016 TRAFFIC COMMISSION SCHEDULE

Staff submitted the 2016 Traffic Commission meeting schedule.

7.2 SHERIFF'S DEPARTMENT PRESENTATION

Sergeant Prince gave a verbal report updating the Traffic Commission on traffic issues in the City.

7.3 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer.

8. COMMISSIONER COMMENTS

There were no Commissioner Comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Beeuwsaert declared the meeting adjourned at 7:39 p.m. The next Regular Meeting of the Traffic Commission, scheduled for March 16, 2016, will be re-scheduled to March 23, 2016, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

Prepared by:

Kenneth H. Rosenfield, P.E.
Director of Public Services/City Engineer

Approved By:

STEVEN BEEUWSAERT, CHAIR



City of Laguna Hills Traffic Commission Staff Report

DATE: 3/23/16

TO: TRAFFIC COMMISSIONERS

FROM: KENNETH H. ROSENFELD, P.E.
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER

ISSUE: REVIEW OF BECKENHAM STREET PARKING CONDITIONS

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECEIVE AND FILE THIS REPORT.

SUMMARY:

Over the course of the past 18 months, staff has responded to resident concerns regarding an increase in disturbance due to overnight parking activity on Beckenham Street. The Traffic Commission has reviewed the existing parking regulations, the results of multiple night surveys of vehicle parking and considered several parking control options to address the resident's concerns. Most recently, in late fall 2015, the City Council discussed the potential creation of a Permit Parking Zone on Beckenham Street with Permits being made available only to residents of the Acacia Knolls community and the Sunset Place community to address this issue. However, after public comments on this proposal, the City Council requested an alternate approach and staff proposed the addition of a no overnight parking zone on the southerly side of Beckenham Street across the frontage of Acacia Knolls to address the disturbance complaint. This regulation was implemented as of November 30, 2015. Staff is providing the Traffic Commission the results of before and after studies of the parking impact of this regulation. As described herein, the new parking regulation on Beckenham street did not have a significant impact on night parking usage on the nearby streets of Sunset Place West, Sunset Place East, Costeau Street or Camberwell Street. Staff recommends that no further parking control options need be considered at this time and the Traffic Commission Receive and File this report.

BACKGROUND:

Beckenham Street is a two-way collector street with a 30 mph speed limit. It serves to provide access to commercial/medical offices on the north side of the street, to Beckenham Park, to Sunset Place (public street) leading to a non-fronting single family

residential neighborhood, and to Acacia Lane (private street) leading to a gated non-fronting single family residential neighborhood. Beckenham Street terminates at a fire gate barrier at the intersection with Wilkes Place. There are selective No Parking Zones on Beckenham Street associated with sight-distance restrictions and lane access. Today's agenda item has been noticed to all residents of Acacia Knolls and Sunset Place as well as the management of the Alicia Plaza and Alicia Village apartments located at the intersection of Paseo de Valencia and Stockport Street.

Beginning in 2014, a resident of the gated community known as Acacia Knolls, accessed via Beckenham Street, made regular contact with staff and Police Services about night disturbances due to the parking of vehicles on Beckenham Street behind the rear yards of the Acacia Knolls homeowners. This contact resulted in staff initiating a review of the parking controls on Beckenham Street, performing night counts of vehicle parking and the consideration of a variety of parking control options. This matter was first presented to the Traffic Commission on November 19, 2014, with a staff recommendation to take no action as the parking on Beckenham Street was done at legally allowed locations without parking supply impact to any fronting homes or businesses.

In 2015, the resident again requested City assistance with the expressed parking concern and staff again initiated parking studies along Beckenham Street. In a report to the Traffic Commission on September 16, 2015, staff noted at that time that there are approximately 30 vehicles parked on Beckenham Street each night and that only some of this parking was likely from out of neighborhood community residents. However, information provided from residents of Acacia Knolls has confirmed that there is a need for offsite parking on Beckenham Street due to limited and controlled parking with the Acacia Knolls community.

Noting that Beckenham Street is a public street which provides a parking supply for any person, regardless of their domicile location, staff again recommended no action be taken but did provide the Traffic Commission with a menu of parking control options. These options included time limited parking controls such as two-hour parking, no overnight parking from 2:00 am to 6:00 am, no overnight parking from 10:00 pm to 6:00 am and no parking anytime. The Traffic Commission recommended to the City Council the establishment of a Permit Parking Zone for Beckenham Street for use by residents of both the Acacia Knolls neighborhood and the Sunset Place neighborhood.

The City Council addressed the proposed Beckenham Street Permit Parking Zone at the meeting of October 27, 2015, during which residents, primarily from Sunset Place, expressed concerns about the potential adverse impacts of the proposed Permit Parking Zone. The expressed concern is summarized as out of neighborhood night parking vehicles could move into Sunset Place and consume that neighborhood's limited parking supply. In consideration of these concerns, the City Council directed staff to develop an alternative parking control option, such as a no overnight parking control only across the frontage of Acacia Knolls. The City Council also encouraged the Sunset Place neighborhood to consider the benefits of Permit Parking and advise their interest in this parking option. And, the City Council requested staff review the potential use of expanded

Permit Parking on Laguna Hills Drive to address the potential need for additional parking supply in the general area.

The City Council, at the meeting of November 10, 2015, approved a Resolution to establish a No Parking Zone from 10:00 pm to 6:00 am on the south side of Beckenham Street from 165 feet east of Acacia Lane to 405 feet easterly thereof. Please see the attached vicinity map. This parking restriction removed approximately 10 parking spaces from the parking supply along Beckenham Street. The City Council requested that the parking issue subsequently be reviewed to determine if any further action was warranted. The No Parking Zone was implemented on November 30, 2015.

Staff initiated a before and after parking usage night survey on Beckenham Street for three nights before the implementation of the new No Parking Zone described above and for three nights after implementation of the new No Parking Zone. Parking usage was monitored on all nearby streets including Beckenham Street, Sunset Place West, Sunset Place East, Costeau Street and Camberwell Street. The actual parking counts, as measured by street and directional side of each street, are shown on the attachment. Staff has averaged the three-day parking counts as follows:

<u>Street Location</u>	<u>Average Parking Before</u>	<u>Average Parking After</u>
Beckenham Street North	26	36
Beckenham Street South	19	17
Sunset Place East (combined)	10	13
Sunset Place West (combined)	8	9
Costeau Street (combined)	5	7
Camberwell Street (combined)	0	0

In addition, on the night of March 8, 2016, staff counted the parked cars on Beckenham Street which revealed 33 vehicles parking on the north side of the street and 10 vehicles parking on the south side of the street, consistent with the most recent studies. As compared with summer 2015, there is more general vehicle parking occurring on Beckenham Street. Parking is more concentrated on the north side of the street, opposite the side of the residential neighborhoods. The newly placed No Parking Zone on Beckenham Street has apparently not pushed vehicle parking onto other residential streets as there has been no significant additional parking usage on these nearby streets. Vehicle parking in the area continues to occur in a legal manner and has not consumed the available parking supply. Unless new information or concerns are expressed about the newly established No Parking Zone, staff recommends no further action be taken.

Parking on the City's arterial highways is generally prohibited for traffic flow and operational purposes. There are a few exceptions to this arterial parking restriction and one exception is the Permit Parking Zone on a portion of the north side of Laguna Hills Drive westerly of Paseo de Valencia that exists for the sole benefit of the medical office uses at that corner. Please see the attached vicinity map. It is not proposed that that

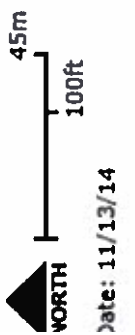
Permit Parking Zone be modified. Open parking is not permitted on the north side of Laguna Hills Drive to avoid its daily use by students of Laguna Hills High School and the resultant potential undesirable mid-block student-pedestrian crossing of this arterial highway. Day time parking only is allowed on the south side of Laguna Hills Drive to accommodate student parking needs. There is no overnight parking on Laguna Hills Drive in the area easterly of Paseo de Valencia. While nightly parking on the north side of Laguna Hills Drive, beyond the existing Permit Parking Zone could be allowed, beginning 1000' westerly of Paseo de Valencia, it may not be necessary and it may be too distant to be effective to pull parking off of Beckenham Street. In the alternative, the Permit Parking Zone could be expanded or modified in favor of "first come first served" utilization of the potential parking supply with permits offered to City residents, but this alternative raises other access issues, particularly for the medical office building. No action on this parking supply option is proposed at this time.

ATTACHMENTS:

- Beckenham Vicinity Map
- Beckenham Parking Study
- Laguna Hills Drive Vicinity Map

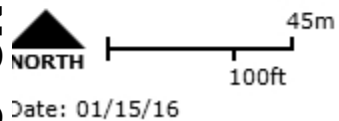


VICINITY MAP



**CITY OF LAGUNA HILLS
PARKING STUDY**

		PHASE 1						PHASE 2					
	STREET / LOCATION	11-16-15 MON		11-18-15 WED		11-20-15 FRI		12-07-15 MON		12-09-15 WED		12-11-15 FRI	
1	BECKENHAM ST Paseo de Valenica to Wilkes Pl	N	S	N	S	N	S	N	S	N	S	N	S
		28	18	22	19	27	20	33	18	39	17	35	16
2A	SUNSET PLACE East Loop	W	E	W	E	W	E	W	E	W	E	W	E
		4	6	3	8	6	3	4	8	6	9	5	7
2B	SUNSET PLACE West Loop	W	E	W	E	W	E	W	E	W	E	W	E
		4	5	5	2	4	5	5	2	7	6	6	2
3	COSTEAU STREET Beckenham to Woolwich	N	S	N	S	N	S	N	S	N	S	N	S
		3	2	2	2	2	4	3	5	2	2	4	5
4	CAMBERWELL STREET Costeau to Luton St	W	E	W	E	W	E	W	E	W	E	W	E
		0	0	0	0	0	0	0	0	0	0	0	0



LAGUNA HILLS DRIVE PERMIT PARKING ZONE
1000' W/O PASEO DE VALENCIA





City of Laguna Hills Traffic Commission Staff Report

DATE: 3/23/16

TO: TRAFFIC COMMISSIONERS

FROM: KENNETH H. ROSENFELD, P.E.
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER

ISSUE: REVIEW OF HON AVENUE TO KENNINGTON DRIVE PASS-THROUGH
TRAFFIC AND TRAFFIC SPEED CONDITIONS NEAR CLARINGTON PARK

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECEIVE AND FILE THIS
REPORT.

SUMMARY:

A resident recently contacted staff with an expressed concern that the residential neighborhood northerly of Alicia Parkway (referred to as the Missions Planned Community), which is accessed via Alicia Parkway/Hon Avenue and Paseo de Valencia/Kennington Drive, was a “major cut-through” for drivers intending to avoid traffic conditions along either or both Alicia Parkway and Paseo de Valencia. There was also an expressed concern over traffic vehicle speed near Clarington Park and a request for Speed Humps. Staff initiated an evaluation of the above issues and retained the consulting firm of Hartzog and Crabill, Inc. to evaluate the field conditions. An Origin and Destination Study determined a 19% pass-through condition of traffic during the three-hour study period and an 85th percentile traffic speed of 29 mph near the Park. Neither of these conditions is considered unusual or inconsistent with the usage of these roadways.

BACKGROUND:

The Missions Planned Community is a residential area located northerly of Alicia Parkway and easterly of Paseo de Valencia. The community is accessed by a variety of local streets, most of which do not allow through traffic from one arterial highway to the other. Prior to the City’s incorporation, the County of Orange installed street closure barricades at three internal street locations which limited through traffic to a circuitous route between the intersections of Alicia Parkway/Hon Avenue and Paseo de Valencia/Kennington Drive. Please see the attached area map.

A resident recently contacted staff with an expressed concern that this community was being utilized as a “major cut-through” for drivers intending to avoid traffic conditions along either or both Alicia Parkway and Paseo de Valencia. There was also an expressed concern over traffic vehicle speed near Clarington Park and a request for Speed Humps. To evaluate these concerns, the Consulting Traffic Engineers of Hartzog & Crabill, Inc., (HCI), were retained to collect data on traffic pass-through and on traffic speed near Clarington Park.

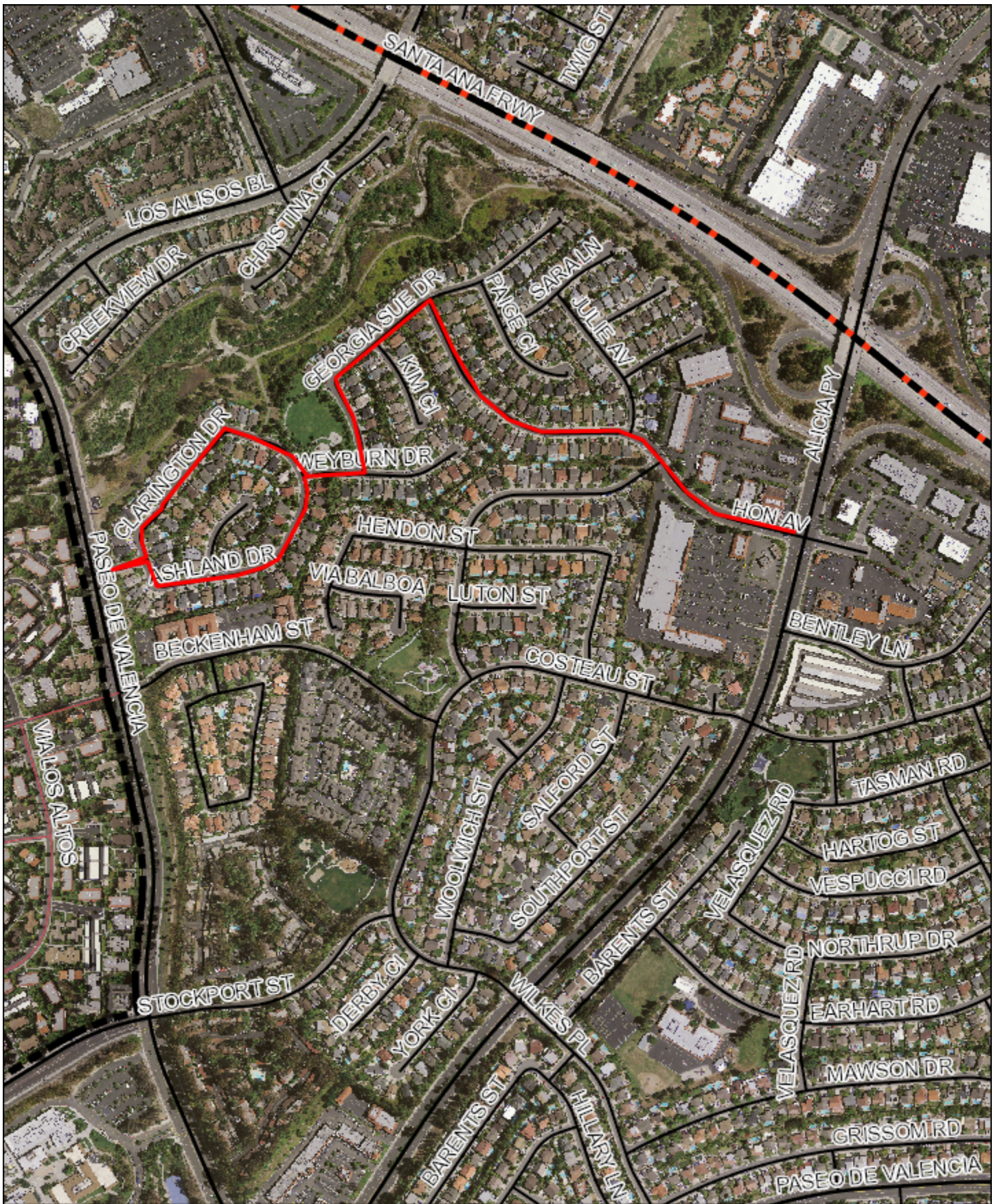
As shown on the Attached March 2, 2016, Memorandum Report, from HCI, they identified vehicles entering and exiting the community at the two portal locations for a three-hour peak period during a mid-week day. The report details the number of vehicles passing through the community and the route taken. Overall, a total of 287 vehicles entered the neighborhood, 141 from Alicia Parkway and 146 from Paseo de Valencia. Of these entering vehicles, 54 vehicles exited at the opposite portal, resulting in a pass-through estimate of 19%. This pass-through volume means that 81% of the vehicles entering the community ended their trip at an internal location. Staff does not identify the pass-through vehicular volume as a significant or unusual value. It is noted that the local streets are fully capable of handling the volume of traffic.

The vehicular traffic speed is also presented in the Memorandum Report which found an 85th percentile speed, the speed at which 85% of the drivers are driving at or below, to be about 29 mph near Clarington Park. The 10 mile per hour pace was 20 to 29 mph covering 82% of all vehicles. The expected traffic speed on a 25 mph speed limit street has been shown to be between 32 and 34 mph. However, in this case, the traffic speed was consistent with the speed limit.

The use of physical devices to address traffic conditions is addressed in the City's Residential Streets Management Policy, which states, relative to speed humps, that these devices will only be considered when all other traffic control options and police enforcement have been exhausted and where the prevailing speed of traffic is greater than 34 mph for two speed surveys taken one month apart. In the current evaluation, the vehicular traffic speed does not support considering physical devices.

ATTACHMENTS:

- Area Map
- Origin & Destination Study and Speed Study March 2, 2016




 NORTH
 100m
 600ft
 Date: 03/10/16

MISSIONS PLANNED COMMUNITY
 (Red line = pass-through route)



3/23/2016 ITEM NO. 6.2



Trammell Hartzog, President
Jerry Crabill, P.E. (Retired)
Gerald J. Stock, P.E., T.E.
Executive Vice President

17852 E. 17th Street
Suite 101
Tustin, CA 92780

Phone: (714) 731-9455
FAX: (714) 731-9498

www.hartzog-crabill.com

March 2, 2016

Mr. Kenneth H. Rosenfield, P.E.
Director of Public Services
City of Laguna Hills
24035 El Toro Road
Laguna Hills, CA 92653

Subject: Hon – Kennington Origin Destination Neighborhood Traffic Analyses/Jorie Drive Speed Analysis

Dear Mr. Rosenfield:

Pursuant to your request, Hartzog & Crabill, Inc. (HCI) has prepared a weekday assessment of origin and destination traffic between the intersections of Paseo de Valencia/Kennington and Hon/Camberwell. In addition we conducted spot speed studies on Jorie Drive. HCI prepared the following traffic analyses:

- Cut-Through Analysis:
 - Between Paseo de Valencia/Kennington and Hon/Camberwell
- Speed Analysis:
 - Jorie Drive between Georgia Sue and Weyburn Drive

The cut through analysis was conducted on the afternoon of Thursday, February 25, 2016 between the hours of 3:00 PM and 6:00 PM. Weather conditions at the time of the survey were warm and dry.

Forty vehicles cut through the neighborhood entering at Paseo de Valencia and exiting at Hon Avenue. 27 of these vehicles entered the neighborhood at Paseo de Valencia and exited at Hon Avenue via Ashland Drive. 13 of these vehicles entered at Paseo de Valencia and exited at Hon Avenue via Clarington Drive.

In the opposite direction, 14 vehicles cut through by entering at Hon and exiting at Paseo de Valencia. 4 of these vehicles entered the neighborhood at Hon and exited at Paseo de Valencia via Ashland Drive. 10 of these vehicles entered at Hon and exited Paseo de Valencia via Clarington Drive.

Total traffic during the same study period consisted of 146 vehicles entering from Paseo de Valencia/Kennington Drive and 141 vehicles entering from Alicia Parkway/Hon Avenue. 54 of 287 vehicles, or 19% of all vehicles, were pass-through.

Mr. Kenneth H. Rosenfield, P.E.

March 2, 2016

Page 2 of 2

A radar speed survey for the segment of Jorie Drive between Georgia Sue and Weyburn Drive was conducted on Monday, February 29, 2016 between the hours of 4:00 PM and 5:00 PM. Weather conditions were warm and dry and all data was collected during daylight. The subject roadway segment is residential in nature and includes Clarington Park. The street provides one travel lane in each direction, with a STOP control at Weyburn Drive. The data determined that speeds are what would be expected for a residential street with these characteristics.

Specifically the 85th percentile speed was 28.4 mph with a 10 mph pace of 20-29 mph. Eighty-two percent of vehicles surveyed were travelling between 20 and 29 mph.

Attached to this analysis include the origin/destination results, radar speed distribution data, radar speed distribution sheet and the field review form.

It has been our pleasure to prepare this traffic studies for your review. If you have any questions or need additional information, please call us at (714) 731-9455.

Sincerely,
Hartzog & Crabill, Inc.

A handwritten signature in dark ink, appearing to read 'Gerald Stock', is written over the company name.

Gerald Stock, P.E., T.E.
Executive Vice President
City & Traffic Engineering Services

Attachments:

- PDV to Hon Origin Destination Study
- Radar Speed Destination Sheets
- Engineering and Traffic Study Field Review Form.

ORIGIN / DESTINATION STUDY

LICENSE PLATE SURVEY

CITY OF CITY OF LAGUNA HILLS

OBSERVER: CATHY BUENDIA, EDDY BUENDIA

STREET: PASEO DE VALENCIA to HON/CAMBERWELL

DATE: 02-25-2016 TIME: 3:00-6:00pm

DIRECTION:	<u>ENTER</u> on PDV, <u>EXIT</u> on Hon		DIRECTION	<u>ENTER</u> on Hon, <u>EXIT</u> at PDV	
TIME	ASHLAND	CLARINGTON	TIME	ASHLAND	CLARINGTON
3:00-3:30	3	2	3:00-3:30	0	0
3:30-4:00	2	4	3:30-4:00	1	5
4:00-4:30	6	1	4:00-4:30	1	2
4:30-5:00	8	2	4:30-5:00	0	3
5:00-5:30	5	2	5:00-5:30	1	0
5:30-6:00	3	2	5:30-6:00	1	0
TOTALS	27	13	TOTALS	4	10

NOTES: ORIGIN/DESTINATION STUDY

A total of 40 vehicles cut thru from PDV to Hon using both Ashland and Clarington and a total of 14 vehicles cut thru from Hon to PDV.

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

JORIE DRIVE

DATE: 2/29/2016

TIME: 4:00 PM - 5:00 PM

GEORGIA SUE TO WEYBURN DRIVE

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	NUMBER OF VEHICLES					VEH.	PCT.	CUM. PCT.
	5	10	15	20	25			
60								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
55								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
50								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
45								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
40								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
35								100.0%
								100.0%
	X					1	1.0%	100.0%
						0	0.0%	99.0%
	X X X					3	3.0%	99.0%
	X X X X X					5	5.0%	96.0%
30	X X					2	2.0%	91.0%
	X X X X X X X					7	7.0%	89.0%
	X X X X X X X					7	7.0%	82.0%
	X X X X X X X					6	6.0%	75.0%
	X X X X X X X					7	7.0%	69.0%
25	X X X X X X X X X X X X X X X X					20	20.0%	62.0%
	X X X X X X X X X X X					11	11.0%	42.0%
	X X X X X X X X					8	8.0%	31.0%
	X X X X X					4	4.0%	23.0%
	X X X X X X					6	6.0%	19.0%
20	X X X X X X					6	6.0%	13.0%
	X X X					3	3.0%	7.0%
	X X					2	2.0%	4.0%
						0	0.0%	2.0%
	X					1	1.0%	2.0%
15	X					1	1.0%	1.0%
TOTAL VEHICLES						100		

UPPER LIMIT 10 MPH PACE: 29 MPH
 LOWER LIMIT 10 MPH PACE: 20 MPH
 PERCENT OVER PACE: 11.0 %
 PERCENT IN PACE: 82.0 %
 PERCENT UNDER PACE: 7.0 %

85th PERCENTILE SPEED: 28.4 MPH
 MEDIAN SPEED: 24.4 MPH
 15th PERCENTILE SPEED: 20.3 MPH

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

JORIE DRIVE

DATE: 2/29/2016

TIME: 4:00 PM - 5:00 PM

GEORGIA SUE TO WEYBURN DRIVE

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 100.0%
49						X 100.0%
48						X 100.0%
47						X 100.0%
46						X 100.0%
45						X 100.0%
44						X 100.0%
43						X 100.0%
42						X 100.0%
41						X 100.0%
40						X 100.0%
39						X 100.0%
38						X 100.0%
37						X 100.0%
36						X 100.0%
35						X 100.0%
34						X 100.0%
33						X 99.0%
32						X 99.0%
31					X	96.0%
30					X	91.0%
29					X	89.0% }PACE
28				X		82.0% }PACE -- -85PCT
27				X		75.0% }PACE
26			X			69.0% }PACE
25			X			62.0% }PACE
24		X				42.0% }PACE -- -MEAN
23		X				31.0% }PACE
22		X				23.0% }PACE
21	X					19.0% }PACE
20	X					13.0% }PACE -- -15PCT
19	X					7.0%
18	X					4.0%
17	X					2.0%
16	X					2.0%
15	X					1.0%

UPPER LIMIT 10 MPH PACE: 29 MPH
 LOWER LIMIT 10 MPH PACE: 20 MPH
 PERCENT OVER PACE: 11.0 %
 PERCENT IN PACE: 82.0 %
 PERCENT UNDER PACE: 7.0 %

85th PERCENTILE SPEED: 28.4 MPH
 MEDIAN SPEED: 24.4 MPH
 15th PERCENTILE SPEED: 20.3 MPH

Jorie 2016

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI

JORIE DRIVE

GEORGIA SUE TO WEYBURN DRIVE

DATE: 2/29/2016

SURVEY BY: C. BUENDIA

TIME: 4:00 PM - 5:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF APRIAN
DATE OF SURVEY	2/29/2016
85th PERCENTILE	28.4 MPH
10 MPH PACE	20 - 29 MPH
PERCENT IN PACE	82.0 %
POSTED SPEED LIMIT	NOT POSTED

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	4.15 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	3,000
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - WEYBURN
CROSSWALKS	AT WEYBURN
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	CHILDREN AT PARK

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.11
VERTICAL CURVE	VERY SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	BEND AT GEORGIA SUE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (NB)
STREET LIGHTING	YES
OTHER	

ADJACENT LAND USE	RESIDENTIAL (F) / PARK
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	----
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JUSTIFICATION:	
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F = fronting

File: Jorie 2016

CITY OF LAGUNA HILLS

MARCH 2016

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8 Glen Canyon W/B Mid-Block 25 MPH	9 Bridlewood S/O Laurel Crest 25 MPH	10 Alameda W/O El Prado 25 MPH	11	12
13	14	15	16	17	18	19
20	21	22 Nellie Gail E/O Empty Saddle 25 MPH	23 Rapid Falls W/O Sundowner 25 MPH	24 Woodbluff W/O Middleridge 25 MPH	25	26
27	28	29	30	31		

CITY OF LAGUNA HILLS

APRIL 2016

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 San Remo Mid-block 30 MPH	6 Rapid Falls W/O Sundowner 25 MPH	7 Lost Colt E/O Beargrass 25 MPH	8	9
10	11	12	13	14	15	16
17	18	19 Glen Canyon S/B Mid-block 25 MPH	20 Lost Colt E/O Beargrass 25 MPH	21 Nellie Gail E/O Empty Saddle 25 MPH	22	23
24	25	26	27	28	29	30

CITY OF LAGUNA HILLS

MAY 2016

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10 Nellie Gail E/O Empty Saddle 25 MPH	11 Woodbluff W/O Middleridge 25 MPH	12 Bridlewood S/O Laurel Crest 25 MPH	13	14
15	16	17	18	19	20	21
22	23	24 San Remo Mid-block 30 MPH	25 Rapid Falls W/O Sundowner 25 MPH	26 Lost Colt E/O Beargrass 25 MPH	27	28
29	30 HOLIDAY	31				

3/23/2016 ITEM NO. 7.2

