



CITY OF LAGUNA HILLS TRAFFIC COMMISSION

REGULAR MEETING AGENDA Wednesday, March 16, 2022 – 7:00 PM

Anna Lukes - Chair

Chris Bieber - Vice Chair

Manuel Hernandez - Commissioner

Susan Caskey - Commissioner

Mark Schaff - Commissioner

Location: City Council Chamber, 24035 El Toro Road, Laguna Hills, CA 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. Completion of the form is voluntary. All persons may attend the meeting regardless of whether this form is completed.

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. 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.

2. MINUTES**2.1 Approval of Minutes**

Recommendation: That the Traffic Commission approve the Minutes for the January 19, 2022, Traffic Commission Meeting.

3. PRESENTATIONS**4. ADMINISTRATIVE REPORTS****4.1 Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood**

Recommendation: That the Traffic Commission Recommend Staff continue working with the Stockport Park Neighborhood resident and directly mail Permit Parking petitions to the homeowners of the residential property abutting the proposed Residential Permit Parking Area.

4.2 Nellie Gail Road Equestrian Crossing Update of Improvements and Consideration of a Raised Intersection

Recommendation: That the Traffic Commission receive and file the report.

5. INFORMATIONAL ITEMS**5.1. Sheriff's Department Verbal Report****5.2. Radar Trailer Calendar****5.2.1 Radar Trailer Calendar**

Recommendation: That the Traffic Commission receive and file the report.

6. COMMISSIONER COMMENTS**7. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be May 18, 2022, at 7:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills California.

CERTIFICATION

I, KENNETH H. ROSENFELD, Interim City Manager/Director of Public Services 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 11, 2022, at 5:00 p.m.



Interim City Manager/Director of Public Services

March 11, 2022

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 Director of Public Services at (949) 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

Staff Report

DATE: March 16, 2022
TO: Mayor and Council Members
FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services
ISSUE: Approval of Minutes

RECOMMENDATION: That the Traffic Commission approve the Minutes for the January 19, 2022, Traffic Commission Meeting.

ATTACHMENTS:

- January 19 2022 TC Minutes

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION**

**REGULAR MEETING
MINUTES
Wednesday, January 19, 2022**

CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Chair Lukes.

PLEDGE OF ALLEGIANCE: Vice Chair Bieber

ROLL CALL OF COMMISSION MEMBERS

Attendee Name	Title	Status	Arrived
Anna Lisa Lukes	Chair	Present	
Chris Bieber	Vice Chair	Present	
Susan Caskey	Commissioner	Present	
Manuel Hernandez	Commissioner	Present	
Mark Schaff	Commissioner	Present	

1. PUBLIC COMMENTS

There were no public comments on non-agendized items.

2. MINUTES

2.1 Approval of Minutes

Recommendation: That the Traffic Commission approve the Minutes for the September 15, 2021, Traffic Commission Meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Chris Bieber, Vice Chair
SECONDER:	Manuel Hernandez, Commissioner
AYES:	Anna Lisa Lukes, Chair; Chris Bieber, Vice Chair; Susan Caskey, Commissioner; Manuel Hernandez, Commissioner; Mark Schaff, Commissioner

3. PRESENTATIONS

There were no presentations.

4. ADMINISTRATIVE REPORTS

Chair Lukes received consensus to take Item No. 4.2 out of order on the Agenda.

4.2 Development of a Citywide Local Hazard Mitigation Plan

Assistant City Engineer Shah provided introductory comments on the item.

Starla Barker, AICP, Principal Planner, De Novo Planning Group, provided a PowerPoint presentation and responded to Commissioner requests for additional information.

Recommendation: That the Traffic Commission discuss the development of the City's Local Hazard Mitigation Plan and provide input on any hazards of concern in the community to be evaluated and mitigated.

Commissioners provided input on hazard concerns in the community to be evaluated and mitigated.

4.1 Nellie Gail Road Equestrian Crossing Update of Improvements and Consideration of a Raised Intersection

Assistant City Engineer Shah reviewed the information provided in the staff report and responded to Commissioner requests for additional information.

The following individual addressed the Traffic Commission on this item:

Ed Leard, a resident of Laguna Hills, spoke in favor of the item, indicated his belief in obtaining the necessary community support of 67%, expressed gratitude for attention to this issue, and suggested additional signage.

Administrative Sergeant Steinle responded to Commissioner requests for additional information.

Recommendation: That the Traffic Commission review the status of improvements made and pending at the Nellie Gail Road Equestrian Crossing at the Nellie Gail Ranch Owners Association Equestrian Center Driveway and discuss the merits of a Raised Intersection or Split Raised Intersection at this location.

A motion to move forward Design Concept 2 – Split Raised Intersection to the city Council for their consideration was made by Commissioner Caskey, seconded by Commissioner Hernandez.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Susan Caskey, Commissioner
SECONDER:	Manuel Hernandez, Commissioner
AYES:	Anna Lisa Lukes, Chair; Chris Bieber, Vice Chair; Susan Caskey, Commissioner; Manuel Hernandez, Commissioner; Mark Schaff, Commissioner

4.3 Residential Parking Permit Program on Streets in the Lomas Laguna Residential Neighborhood South of Alicia Parkway

Assistant City Engineer Shah reviewed the information provided in the staff report and responded to Commissioner requests for additional information.

The following individuals submitted electronic public comments on this item that were received, forwarded to the Commission prior to the meeting, and announced into the record by Assistant City Clerk Lee:

Mark Moussa and Marian Soliman, residents of Laguna Hills, submitted an email in favor of approval of the parking permit program.

Brett McClellan, a resident of Laguna Hills and a Lomas Laguna HOA Director submitted an email in favor of approval of the parking permit program.

Neel Patel, a resident of Laguna Hills, submitted an email with a PowerPoint presentation regarding this agenda item.

Andrew Herndon, a resident of Laguna Hills and Lomas Laguna HOA President, submitted an email indicating his desire to speak on this agenda item.

The following individuals addressed the Traffic Commission on this item:

Neel Patel, a resident of Laguna Hills, spoke regarding the petitions efforts for this item and spoke in favor of approval of the parking permit program.

Hawn Mac, a resident of Laguna Hills, spoke regarding increased crime in the area and spoke in favor of approval of the parking permit program.

Tanya Barahona, a resident of Laguna Hills spoke regarding abandoned cars, commercial vehicles, and crime in the area and spoke in favor of approval of the parking permit program.

Neel Patel read comments on behalf of Mark Moussa and Miriam Soliman, residents of Laguna Hills, regarding crime in the area and their support for approval of the parking permit program.

Chip Cox, a resident of Laguna Hills, spoke regarding public nuisances and spoke in favor of approval of the parking permit program.

Andrew Herndon, a resident of Laguna Hills and Lomas Laguna HOA President, spoke in favor and thanked the residents for their efforts

Administrative Sergeant Steinle responded to Commissioner requests for additional information.

Recommendation: That the Traffic Commission recommend to the City Council the establishment of a Permit Parking Program in the Lomas Laguna Neighborhood.

A motion to recommend to the City Council the establishment of a Permit Parking Program in the Lomas Laguna Neighborhood was made by Commissioner Schaff, seconded by Vice Chair Bieber.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Mark Schaff, Commissioner
SECONDER:	Chris Bieber, Vice Chair
AYES:	Anna Lisa Lukes, Chair; Chris Bieber, Vice Chair; Susan Caskey, Commissioner; Manuel Hernandez, Commissioner; Mark Schaff, Commissioner

4.4 **FHWA Traffic Signal Backplates with Retroreflective Borders**

Assistant City Engineer Shah reviewed the information provided in the staff report and responded to Commissioner requests for additional information.

Recommendation: That the Traffic Commission receive and file the report.

RESULT:	RECEIVE AND FILE [UNANIMOUS]
MOVER:	Susan Caskey, Commissioner
SECONDER:	Chris Bieber, Vice Chair
AYES:	Anna Lisa Lukes, Chair; Chris Bieber, Vice Chair; Susan Caskey, Commissioner; Manuel Hernandez, Commissioner; Mark Schaff, Commissioner

5. **INFORMATIONAL ITEMS**

5.1. **Sheriff's Department Verbal Report**

Administrative Sergeant Steinle provided a verbal report to the Commission.

5.2 **Radar Trailer Calendar**

Assistant City Engineer Shah reviewed the information provided in the staff report.

Recommendation: That the Traffic Commission receive and file the report.

RESULT:	RECEIVE AND FILE [UNANIMOUS]
MOVER:	Mark Schaff, Commissioner
SECONDER:	Susan Caskey, Commissioner
AYES:	Anna Lisa Lukes, Chair; Chris Bieber, Vice Chair; Susan Caskey, Commissioner; Manuel Hernandez, Commissioner; Mark Schaff, Commissioner

6. COMMISSIONER COMMENTS

There were no Commissioner comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Lukes declared the meeting adjourned at 8:54 p.m.

Julie Comella, Administrative Assistant

ATTEST:

Chair Lukes

Approved at meeting of March 16, 2022



City of Laguna Hills

Traffic Commission

Staff Report

DATE: March 16, 2022

TO: Traffic Commissioners

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services

ISSUE: Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood

RECOMMENDATION: That the Traffic Commission Recommend Staff continue working with the Stockport Park Neighborhood resident and directly mail Permit Parking petitions to the homeowners of the residential property abutting the proposed Residential Permit Parking Area.

SUMMARY:

In 2017, Staff was contacted by a resident requesting the expansion of a Residential Permit Parking Area in the "Stockport Park Neighborhood" affecting the streets of Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street. The resident was concerned with overflow parking from other areas of the community impacting parking supply in their residential neighborhood. Based upon the resident's concerns, and in accordance with the Municipal Code, Staff sent two parking control surveys to the residents of the Stockport Park Neighborhood in 2017. At the time the surveys were mailed, there was not enough support to establish a permit parking control.

In 2018, in accordance with the Laguna Hills Municipal Code (LHMC), Staff provided a petition form for the resident to circulate to other residents of residential property abutting the proposed Residential Permit Parking Area. In February 2022, the resident submitted signed petitions indicating 24% of the area's residents support the establishment of a Residential Permit Parking Area in the Stockport Park Neighborhood. According to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit

Stockport Park Neighborhood Permit Parking

March 16, 2022

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Parking Program, permit parking can be established only if 67% or more of the affected residents support it. Based upon the petitions submitted by the Stockport Park Neighborhood resident, there is not as yet sufficient support for a Residential Permit Parking Area expansion. However, Staff recommends continuing to work with the residents in the Stockport Park Neighborhood and directly mailing the petition forms to the homeowners of the residential property abutting the proposed Residential Permit Parking Area.

BACKGROUND:

In 2017, a resident of the “Stockport Park Neighborhood” (specifically the streets of Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street) contacted staff regarding concerns about observed “out of neighborhood” parking impacting the area parking supply. They expressed their views that residents outside the community are parking within their neighborhood; limiting the number of available parking spaces for the single-family homes, disturbing the quiet enjoyment of the neighborhood and leaving litter in the area.

Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street are all public residential streets within the Stockport Park Neighborhood northerly of Alicia Parkway. There are 175 single family residences within this affected area that do not have parking controls on their streets. Please see attached Vicinity Map.

In response to the resident’s concerns, Staff sent two parking control surveys to the homeowners on Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street to determine their interest in expanding the permit parking area. In accordance with the Municipal Code related to Permit Parking, the first survey was sent on September 11, 2017, to the neighborhood with a number of parking control survey options. The survey resulted in a 65% response rate but no clear consensus on parking controls amongst the four options presented.

At the November 15, 2017, meeting of the Traffic Commission, multiple residents addressed the Commission expressing concern there was some confusion amongst some of the residents regarding the survey questions. Based upon the resident’s concerns, Staff sent a second parking control survey with two parking control options to the residents of the Stockport Park Neighborhood on November 27, 2017. The survey resulted in a 61% response rate but lacked support for implementing either parking control option that was offered.

Stockport Park Neighborhood Permit Parking

March 16, 2022

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According to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, permit parking can be established only if 67% or more of the affected residents support it. At the time the surveys were mailed, there was not enough support to establish a Residential Permit Parking Area.

In 2018, Staff updated the procedure for addressing Residential Permit Parking Area requests to provide a Staff prepared permit parking petition form, in accordance with LHMC, for residents to circulate. A Staff prepared permit parking petition form for the Stockport Park Neighborhood was provided to the resident in March 2018 to circulate to other residents of residential property abutting the proposed expanded Residential Permit Parking Area.

In February 2022, the resident submitted signed petitions. Staff reviewed the petitions and the results of the petition verification process are below:

<i>STREET NAME</i>	<i>NUMBER RESIDENCES</i>	<i>PETITIONS RECEIVED</i>	<i>PETITIONS VERIFIED</i>	<i>% TOTAL SUPPORT</i>
Derby Circle	22	0	0	0%
York Circle	25	3	3	12.0%
Woolwich Street	41	31	24	58.5%
Southport Street	57	18	15	26.3%
Salford Street	30	0	0	0%
TOTAL	175	52	42	24.0%

According to LHMC Chapter 11-24, Residential Permit Parking Program, permit parking can be established only if a petition is signed by residents representing 67% or more of the properties abutting the residential street(s) upon which the permit parking is proposed. Based upon the petitions submitted by the Stockport Park Neighborhood resident, signatures for 52 of the affected residences were obtained in support of a no overnight permit parking zone and of those signatures, ownership of 42 residences were verified resulting in support of 24% of the 175 affected residences. As shown in the table above, currently there is not enough support for a Residential Permit Parking Area. However, Staff recommends continuing to work with the resident of the Stockport Park Neighborhood and directly mailing the petition forms to the homeowners of the residential property abutting the proposed Residential Permit Parking Area.

Stockport Park Neighborhood Permit Parking

March 16, 2022

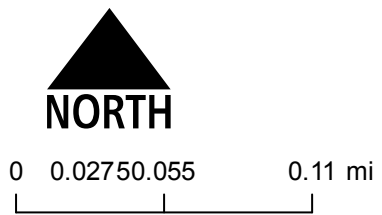
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ATTACHMENTS:

- Vicinity Map
- Petitions
- Laguna Hills Traffic Commission Agenda Report Item 4.1, dated January 17, 2018



STOCKPORT PARK NEIGHBORHOOD VICINITY MAP



PETITION FOR RESIDENTIAL PERMIT PARKING

STOCKPORT PARK NEIGHBORHOOD

(For Derby Circle, York Circle, Woolwich Street, Southport Street & Salford Street)

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

LHMC Residential Parking Permit Program Regulations:

1. One annual parking decal can be issued to every vehicle registered to a resident of the property with an annual permit fee of \$15 per each parking decal.
- 2) Upon application, four guest parking permit placards are issued to each residential property with at least one paid parking decal, subject to annual renewal.
- 3) Upon application, residents may receive additional guest permit placards (i.e., "one-day parking passes") for one day special events at no additional charge.
- 4) All parking decals and guest permit placards are numbered and registered with the OC Sheriff's Department for parking enforcement purposes.

By signing this petition, I hereby petition the Mayor and City Council of the City of Laguna Hills to establish a limited "Residential Parking Permit Program" to restrict overnight parking of vehicles on my street in accordance with the Residential Permit Parking Regulations stated above. I further understand and agree that if a Residential Parking Permit program is established for my street in accordance with the LHMC that the City also intends to implement a "No Parking During Hours and Days of Street Sweeping" restriction from my street as well.

PRINT NAME	ADDRESS	SIGNATURE
Philippe ORISTIS	25165 SOUTHPORT ST. LH 92653	[Signature]
MIA SUGAETA	25156 SOUTHPORT ST. LH 92653	[Signature]
Anthony DiBiase	25152 Southport St. 92653	[Signature]
MARCIA Fung	25166 Southport St	[Signature]
NICHOLAS ROGERS	25155 Southport St	[Signature]
SYLVIA FLEICHER	25136 Southport St 92653	[Signature]
Leyla Marshadi	25112 Southport St Laguna Hills	[Signature]
LYNNE LEIK	25161 Southport St.	[Signature]
L. KOUTROULIS	25142 Southport St	[Signature]
Nancy TRAN	25145 Southport St	[Signature]
NESHE TAYLOR	25132 SOUTHPORT ST	[Signature]
JEANETTE ALLAN	25113 Southport St	[Signature]
MARIE CASTILLO	25101 Southport	[Signature]

PETITION FOR RESIDENTIAL PERMIT PARKING

STOCKPORT PARK NEIGHBORHOOD

(For Derby Circle, York Circle, Woolwich Street, Southport Street & Salford Street)

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

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PRINT NAME	ADDRESS	SIGNATURE
VALERIE HANSON	25109 SOUTHPORT ST	Valerie Hanson
Naji Allouche	25111 Southport St.	Naji Allouche
JOSEPH R. NARDONE	25082 SOUTHPORT ST.	Joe Nardone
CARLENE MYERS	25115 SOUTHPORT ST	Carlene Myers
Briana Watson	25072 Southport St	Bria Watson

PETITION FOR RESIDENTIAL PERMIT PARKING

STOCKPORT PARK NEIGHBORHOOD

(For Derby Circle, York Circle, Woolwich Street, Southport Street & Salford Street)

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

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PRINT NAME	ADDRESS	SIGNATURE
RAMZI G. SAATY	25151 WOOLWICH ST. L.H. 92653	Ramzi Saaty
LEWIS WILSON	25141 WOOLWICH L.H. 92653	Lewis Wilson
JOHN BARBA	25131 Woolwich L.H.	John Barba
GREG FLETCHER	25121 Woolwich St	Greg Fletcher
MAVID SOROOSH	25072 Woolwich St	Mavid Soroosh
FLORENCE CANADO	24972 Woolwich St	Florence Canado
BRAID ROBINSON	25015 WOOLWICH	Braid Robinson
Anna Godfrey	24981 Woolwich	Anna Godfrey
Sue Schults	24992 Woolwich	Sue Schults
Hilda Trout	24991 Woolwich	Hilda Trout
Kenny Ruelas	25012 Woolwich St, LH	Kenny Ruelas
Josh Wilhelm	25062 Woolwich St, LH	Josh Wilhelm
NADINE HT	25122 Woolwich	Nadine HT

LH SR

PETITION FOR RESIDENTIAL PERMIT PARKING

STOCKPORT PARK NEIGHBORHOOD

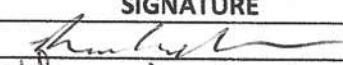
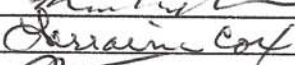
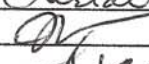
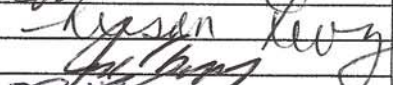
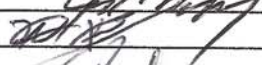
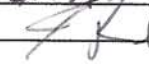
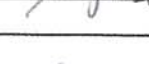
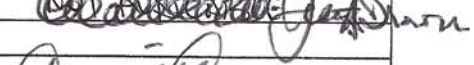
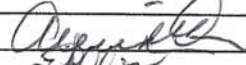
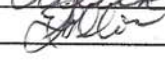
(For Derby Circle, York Circle, Woolwich Street, Southport Street & Salford Street)

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

LHMC Residential Parking Permit Program Regulations:

1. One annual parking decal can be issued to every vehicle registered to a resident of the property with an annual permit fee of \$15 per each parking decal.
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By signing this petition, I hereby petition the Mayor and City Council of the City of Laguna Hills to establish a limited "Residential Parking Permit Program" to restrict overnight parking of vehicles on my street in accordance with the Residential Permit Parking Regulations stated above. I further understand and agree that if a Residential Parking Permit program is established for my street in accordance with the LHMC that the City also intends to implement a "No Parking During Hours and Days of Street Sweeping" restriction from my street as well.

PRINT NAME	ADDRESS	SIGNATURE
RON CHEN	25035 WOOLWICH ST	
LORRAINE COX	25031 WOOLWICH ST	
TODD CAYLA	25011 WOOLWICH ST	
SUSAN LEVY	25001 WOOLWICH ST	
TIM SIGRIST	25032 WOOLWICH	
ZACH HECKWITZ	25171 WOOLWICH LH	
JON REDEFORD / SHULTZ	25161 WOOLWICH ST. L.H.	
C & A GARCIA	25181 WOOLWICH ST. LH	
GARY & JEAN BROWN	25042 WOOLWICH ST. LH.	
ANNA MUNANDLO	24982 WOOLWICH	
TAHANA ELLISON	25002 WOOLWICH	

PETITION FOR RESIDENTIAL PERMIT PARKING

STOCKPORT PARK NEIGHBORHOOD

(For Derby Circle, York Circle, Woolwich Street, Southport Street & Salford Street)

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

LHMC Residential Parking Permit Program Regulations:

1. One annual parking decal can be issued to every vehicle registered to a resident of the property with an annual permit fee of \$15 per each parking decal.
- 2) Upon application, four guest parking permit placards are issued to each residential property with at least one paid parking decal, subject to annual renewal.
- 3) Upon application, residents may receive additional guest permit placards (i.e., "one-day parking passes") for one day special events at no additional charge.
- 4) All parking decals and guest permit placards are numbered and registered with the OC Sheriff's Department for parking enforcement purposes.

By signing this petition, I hereby petition the Mayor and City Council of the City of Laguna Hills to establish a limited "Residential Parking Permit Program" to restrict overnight parking of vehicles on my street in accordance with the Residential Permit Parking Regulations stated above. I further understand and agree that if a Residential Parking Permit program is established for my street in accordance with the LHMC that the City also intends to implement a "No Parking During Hours and Days of Street Sweeping" restriction from my street as well.

PRINT NAME	ADDRESS	SIGNATURE
JIM OHRT	25081 WOOLWICH	Jim Ohrt
Gail Kemp	25111 Woolwich	Gail Kemp
JON KAWADA	25132 WOOLWICH	Jon Kawada
JUSTIN CHIZON	25092 WOOLWICH	Justin Chizon
SCOTT McDOWELL	25112 WOOLWICH ST.	Scott McDowell
RANDY SADLER	24962 WOOLWICH ST.	Randy Sadler
Randy Sadler	24962 Woolwich St	Randy Sadler
Ann Hite	25091 Woolwich	Ann Hite



City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 17, 2018

TO: Traffic Commissioners

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

ISSUE: Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood

RECOMMENDATION: That the Traffic Commission Recommend to the City Council Implementation of a "No Stopping Anytime" Zone on Wilkes Place from 140 Feet South of Derby Circle to York Circle for the Enhancement of Vehicular Sight Distance.

SUMMARY:

Staff was contacted by a resident requesting implementation of parking controls in the "Stockport Park Neighborhood" affecting the streets of Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street. The resident was concerned with overflow parking from other areas of the community impacting parking supply in their residential neighborhood. Based upon the resident's concerns, and in accordance with the Municipal Code, Staff sent a parking control survey to the residents of the Stockport Park Neighborhood on September 11, 2017. The initial survey resulted in a 65% response rate with 114 surveys returned out of the 175 surveys mailed but no clear consensus on desired parking controls was received. A second parking control survey was mailed to the residents on November 27, 2017, in an effort to gain neighborhood consensus. That survey received a 61% response rate from the neighborhood. Based upon the response rate, a 2/3rds majority of the neighborhood did not support the implementation of a parking control, a requirement of the Municipal Code.

The Traffic Commission was also contacted at the meeting of November 15, 2017, with additional concerns from residents of the neighborhood regarding sight distance issues at the intersection of York Circle and Wilkes Place and vehicular speeds on Alicia

Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood

January 17, 2018

Page 2

Parkway. Based upon review of the current site conditions, staff is recommending restricting vehicle parking from 140 feet south of Derby Circle to York Circle by the installation of a “No Stopping Anytime” zone. A speed profile on Alicia Parkway revealed higher vehicular speeds than desirable and additional traffic enforcement will be implemented to address this issue as resources permit.

BACKGROUND:

A resident of the “Stockport Park Neighborhood” (specifically the streets of Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street) contacted staff regarding concerns about observed “out of neighborhood” parking impacting the area parking supply. They expressed their views that residents outside the community are parking within their neighborhood; limiting the number of available parking spaces for the single-family homes, disturbing the quiet enjoyment of the neighborhood and leaving litter in the area.

Derby Circle, York Circle, Woolwich Street, Southport Street and Salford Street are all public residential streets within the Stockport Park Neighborhood northerly of Alicia Parkway. There are 175 single family residences within this affected area that do not have parking controls on their streets. Please see attached Vicinity Map.

In response to the resident’s concerns, Staff sent a parking control survey. In accordance with the Municipal Code related to Permit Parking, the first survey was sent on September 11, 2017, to the neighborhood with a number of parking control survey options. The survey resulted in a 65% response rate but no clear consensus on parking controls. The results of that survey are below:

PARKING CONTROL	SUPPORT VOTES	PERCENTAGE
Limited “Two-Hour Only” Parking	27	15%
No Overnight Parking	41	23%
Overnight Permit Parking	65	37%
24-hr Permit Parking	42	24%

At the November 15, 2017 meeting of the Traffic Commission, multiple residents addressed the Commission expressing concern there was some confusion amongst some of the residents regarding the survey questions. Based upon the resident’s concerns, staff sent a second parking control survey to the residents of the Stockport Park Neighborhood on November 27, 2017. The survey resulted in a 61% response rate

Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood

January 17, 2018

Page 3

but lacked support for implementing parking controls. The results of the survey are below:

<i>PARKING CONTROL</i>	<i>SUPPORT VOTES</i>	<i>PERCENTAGE</i>
Overnight Permit Parking	63	36%
24-hr Permit Parking	39	22%

According to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, permit parking can be established only if 67% or more of the affected residents support it. As shown above, there is not enough support for a permit parking control.

The Traffic Commission also received a complaint from a resident on York Circle, regarding sight distance limitations due to vehicles parking immediately adjacent to York Circle on the westerly side of Wilkes Place. The resident stated that the parking on Wilkes Place adjacent to York Circle is creating conflicts for vehicles turning on Wilkes Place as the driver cannot see all oncoming traffic due to limited visibility (sight distance). Staff reviewed the complaint, and upon performing a site evaluation, determined that restricting parking on Wilkes Place will improve sight distance for vehicles turning onto Wilkes Place from York Circle. It is recommended that a no stopping anytime zone be established on the westerly side of Wilkes Place from 140 feet south of Derby Circle to York Circle. This parking control zone will resolve the sight distance issue and tie into other parking control sign zones along the balance of Wilkes Place.

A speed profile on Alicia Parkway was also initiated by staff based upon observations of a resident as stated at the November 15, 2017, Traffic Commission meeting. The speed profile, performed by Hartzog & Crabill, Inc., determined the 85% percentile speed on Alicia Parkway easterly of Wilkes Place to be 57 mph. Staff will work with the Sheriff's Department on enforcement activity in this area.

FISCAL IMPACT:

The installation of one "No Stopping Anytime, Here to Corner" sign has an anticipated cost of \$150. Funds are available for this work in the 2017-18 Fiscal Year Public Works Maintenance Budget.

ATTACHMENTS:

- Vicinity Map - Stockport Park Neighborhood
- Survey dated September 11 2017

Parking Control Survey (Permit Parking) in the Stockport Park Neighborhood
January 17, 2018
Page 4

- Survey dated November 27 2017



VICINITY MAP - STOCKPORT PARK NEIGHBORHOOD





CITY OF LAGUNA HILLS

September 11, 2017

Dear Resident:

SUBJECT: SURVEY OF RESIDENTS TO CONSIDER THE NEED FOR PARKING REGULATIONS ON DERBY CIRCLE, YORK CIRCLE, WOOLWICH STREET, SOUTHPORT STREET AND SALFORD STREET.

The City of Laguna Hills requests your cooperation in completing and returning the enclosed survey regarding potential new parking regulations in your neighborhood. Some residents have approached the City with concerns about undesired long-term and overnight parking of vehicles on their streets. The City is surveying residents prior to implementing any parking restrictions. Should any new parking regulations be implemented, the City will also implement "No Parking on Days and Hours of Street Sweeping" on your street to assist the street sweeper and improve water quality practices. We request that you complete the attached questionnaire indicating your opinion on this matter and return it to the City in the enclosed postage paid envelope by **September 25, 2017**.

This matter will be discussed at the November 15, 2017, Traffic Commission meeting which begins at 7:00 pm, and is held at the City of Laguna Hills Council Chambers. You are invited to attend this meeting.

If you have any questions, please call me at (949) 707-2657. Thank you for your assistance.

Very truly yours,

Amber Shah, P.E.
Associate Civil Engineer

Enclosure

PARKING RESTRICTION SURVEY

Please indicate your preference regarding the proposed establishment of new parking regulations in your neighborhood by checking the appropriate boxes below.

Please check a box in each line.

1. I do NOT want any new parking regulations on my street.

☐ Yes

☐ No

2. I would support a no overnight parking restriction (no parking on the street during designated hours), such as "No Parking from 2:00 a.m. to 6:00 a.m." daily.

☐ Yes

☐ No

3. I would support time limited parking such as "Two Hour Parking."

☐ Yes

☐ No

4. I would support a limited permit parking only restriction on my street such as, "Permit Parking Only from 12:00 a.m. to 6:00 a.m."

☐ Yes

☐ No

5. I would support a 24 HOUR permit parking only restriction on my street such as, "Permit Parking Only."

☐ Yes

☐ No

Name _____

Address _____

Comments:

Please return no later than September 25, 2017, in the enclosed postage paid envelope.



CITY OF LAGUNA HILLS

November 27, 2017

Dear Resident:

**SUBJECT: SECOND SURVEY OF RESIDENTS REGARDING PARKING
CONTROLS ON YOUR STREET**

On September 11, 2017, the City issued a survey to residents of Derby Circle, Salford Street, Southport Street, Woolwich Street and York Circle to determine your concern with undesired long-term and/or overnight parking. Of 175 surveys issued to all properties on these streets, 114 responses were received, a response rate of 65%. The majority of responding residents supported the concept of a "limited permit parking program" for which permits would be required for any vehicles parked overnight. However, the City's requirement of 67% support of all properties impacted by a parking regulation was not met for any of the surveyed parking control options.

To clear up any confusion on the previous survey and to clarify the desired parking controls in your neighborhood, you are again requested to respond to the attached survey and return it in the postage paid envelope not later than December 15, 2017. The results of the survey will be tallied and presented to the Traffic Commission at the meeting scheduled for Wednesday, January 17, 2018, beginning at 7:00 pm, at City Hall. You are invited to attend this meeting and express your views on this matter.

As described in the previous letter, if a parking control is implemented in your neighborhood, a "no parking during days and hours of street sweeping" regulation will also be implemented as a City standard practice.

Please contact me should you have any questions at (949) 707-2657.

Sincerely,

Amber M. Shah, P.E.
Associate Civil Engineer

Enclosure

November 27, 2017

Second Parking Control Survey

(Derby Circle, Salford Street, Southport Street, Woolwich Street and York Circle)

Please complete and return the below survey in the enclosed postage paid envelope by December 15, 2017.

1. I would support a limited Permit Parking Program* on my street which restricts parking to vehicles associated with the single-family homes, between the hours of midnight and 6:00 am (or similar times).

☐

Yes

☐

No

2. I would support a full time Permit Parking Program on my street which restricts parking to vehicles associated with the single-family homes, 24 hours per day.

☐

Yes

☐

No

Only surveys with the respondent's Name and Address will be counted:

Name: _____

Address: _____

Comments:

* Permit Parking Program standard regulations:

One annual parking decal is issued to every vehicle registered to the local street address with an annual permit fee of \$15.

Four Guest Placards are issued at no additional fee to each home with at least one paid parking decal.

As many "one-day parking passes" as desired will be issued at no additional fee upon request for special events.

All decals and guest placards are numbered and registered with the OC Sheriff's Department for parking enforcement purposes.



City of Laguna Hills

Traffic Commission

Staff Report

DATE: March 16, 2022

TO: Traffic Commissioners

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services

ISSUE: Nellie Gail Road Equestrian Crossing Update of Improvements and Consideration of a Raised Intersection

RECOMMENDATION: That the Traffic Commission receive and file the report.

SUMMARY:

The equestrian crossing located on Nellie Gail Road at the Nellie Gail Ranch Owners Association (NGROA) equestrian facility rear driveway, southerly of Oso Parkway, has been reviewed on several occasions by the Traffic Commission, most recently on January 19, 2022, and has been the subject of a variety of signage improvements, rectangular rapid flashing beacons (RRFB) installations (including two additional RRFBs installed in the median island in early August 2021 to supplement the existing two RRFBs in the parkways), and traffic enforcement. In response to requests from area residents for more improvements, the Traffic Commission, at the January 19, 2022, meeting, reviewed two conceptual designs for adding a raised intersection at this location, and recommended Staff bring design concept #2, split raised intersection, to the City Council for consideration. The staff report, Agenda Item 4.1, from the January 19, 2022 meeting of the Traffic Commission is attached for reference.

Based upon the City's Residential Streets Traffic Management Policy to obtain the support of at least 67% of the affected residents of the street including adjacent area streets to implement a physical device such as the split raised intersection, and in consideration of the funding for the project that would need to be allocated if approved, Staff requested City Council authorization to proceed with the resident area vote on

Nellie Gail Road Speed Table

March 16, 2022

Page 2

design concept #2 at the February 22, 2022, meeting of the City Council. The request was approved and the attached vote area map was updated and expanded based upon City Council's direction. Staff is currently preparing the petitions to conduct the resident area vote. Staff will return to City Council to request funding and authorization for the project to proceed if the resident area vote obtains at least 67% support from the residents.

FISCAL IMPACT:

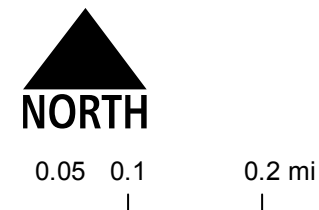
The proposed Split Raised Intersection Speed Table Improvement is not included within the current fiscal year Capital Improvement Budget. The Speed Table has an estimated construction cost of \$30,000 and a budget figure of \$40,000 would be recommended to cover design and inspection of the work.

ATTACHMENTS:

- Updated Vote Area Map
- Laguna Hills Traffic Commission Agenda Report Item 4.1, dated January 19, 2022



Attachment: Updated Vote Area Map (2777 : Nellie Gail Road Speed Table)



RAISED INTERSECTION VOTE AREA





City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 19, 2022

TO: Traffic Commissioners

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services

ISSUE: Nellie Gail Road Equestrian Crossing Update of Improvements and Consideration of a Raised Intersection

RECOMMENDATION: That the Traffic Commission review the status of improvements made and pending at the Nellie Gail Road Equestrian Crossing at the Nellie Gail Ranch Owners Association Equestrian Center Driveway and discuss the merits of a Raised Intersection or Split Raised Intersection at this location.

SUMMARY:

At the September 15, 2021, Traffic Commission meeting, the Commission considered proposed improvements to the subject location of an equestrian crossing and passed a motion recommending Staff to continue the research, design and feasibility study of a speed table installation at the Equestrian Center taking into consideration the concerns brought forth by the public at that meeting including adjustment of the speed table placement.

This report provides the Traffic Commission with an update to these various actions as follows: 1) The evaluation of a new trail connection from the Equestrian Center to the Tunnel is still in process and will be reported upon at a future meeting; 2) Speed enforcement continues as resources permit; and 3) Speed table preliminary design concepts #1, now referred to herein as a “raised intersection”, as previously presented and concept #2, now referred to herein as a “split raised intersection” are provided for review and comment. The raised intersection design has been reviewed and approved in concept by the Orange County Fire Authority.

BACKGROUND:

The equestrian crossing located on Nellie Gail Road at the Nellie Gail Ranch Owners Association (NGROA) equestrian facility rear driveway, southerly of Oso Parkway, has been reviewed on several occasions by the Traffic Commission, most recently on September 15, 2021, and has been the subject of a variety of signage improvements, rectangular rapid flashing beacons installation and traffic enforcement. At the September 15, 2021, meeting, the Traffic Commission reviewed the first conceptual design of adding a raised intersection at this location and recommended staff continue the research, design and feasibility study of a speed table at the Equestrian Center taking into consideration the concerns brought forth by the public at that meeting including adjustment of the speed table placement.

To provide the community and Traffic Commission with an update to these matters, this report is provided with an update summary as follows: 1) The evaluation of a new trail connection from the Equestrian Center to the Tunnel is still in process and will be reported upon at a future meeting; 2) Speed enforcement continues as resources permit; and 3) The raised intersection preliminary design concept and split raised intersection concept are presented for review and comment. The balance of this report will focus upon the concept design of the raised intersection. The September 15, 2021, Staff Report is attached as a reference document.

The attached raised intersection previously presented and new split raised intersection preliminary design concepts have been provided by Hartzog and Crabill, Inc. Both concepts raise the intersection by a total of three inches and requires additional warning signs and pavement legends to alert the drivers to this roadway feature. The design concepts are in accordance with traffic calming criteria as published by the Federal Highway Administration (FHWA). The raised intersection is equivalent to an elongated speed hump. The following Staff review comments of the new split raised intersection concept are provided for consideration.

- 1) Similar to the raised intersection, the split raised intersection will not significantly change the motorists view of the equestrian crossing or change the equestrians view of traffic.
- 2) Eighty-fifth percentile vehicle speeds are expected to be reduced a minimum of four miles per hour at the raised intersection as reported by FHWA.
- 3) To maintain gutter drainage at this location, the split raised intersection speed

tables will span from gutter to gutter in advance of the equestrian crossing in both directions thereby avoiding the differential in grade at the equestrian crossing.

- 4) Similar to the raised intersection, additional vehicle noise should be expected in the area of the split raised intersection. This noise would be attributed to vehicle braking on approach and vehicle acceleration upon leaving the raised intersection. Commercial vehicles, with loose or unsecured loads, would be expected to cause noise as the load rises and falls over the raised intersection. There is limited published literature on the actual noise change expected at these devices. In a 1995 publication entitled, "Traffic Calming: vehicle noise emissions alongside speed control cushions and road humps", the Transport Research Laboratory (United Kingdom) reported "...the flat-top hump causing an increase of about 6 dB(A)..." A six-decibel noise change is definitely discernable by the average person and could be disturbing to sensitive receptors.
- 5) The Orange County Sheriff's Department (OCSD) and the Orange County Fire Authority (OCFA) have approved, in concept, the proposed designs, but OCFA did note there will be minor emergency vehicle delays to the area.
- 6) Neither the construction of the raised intersection/split raised intersection nor trail improvements are included in the current fiscal year budget.

It is the conclusion of Hartzog and Crabill, Inc., that the construction of the roadway feature of a raised intersection or split raised intersection at the subject location is feasible. Based upon Staff's review of the two design concepts and taking into consideration the concerns expressed by the public at the September 15, 2021, meeting of the Traffic Commission, Staff recommends proceeding with final design of concept #2, the split raised intersection, subject to City Council approval of same.

The evaluation of a new trail connection from the Equestrian Center to the Tunnel is also still in process and Staff considers this alternative the best option in that it provides a protected crossing that physically eliminates vehicle/equestrian conflicts.

The Traffic Commission is requested to provide comments on the raised intersection design. The next steps thereafter would be to report the request to the City Council, at a February 2022 City Council meeting for authorization to proceed to the resident area vote. If approved by the City Council and the area residents, the City Council would then be requested to allocate funding for the project at their discretion in the current or a future budget.

Nellie Gail Road Speed Table

January 19, 2022

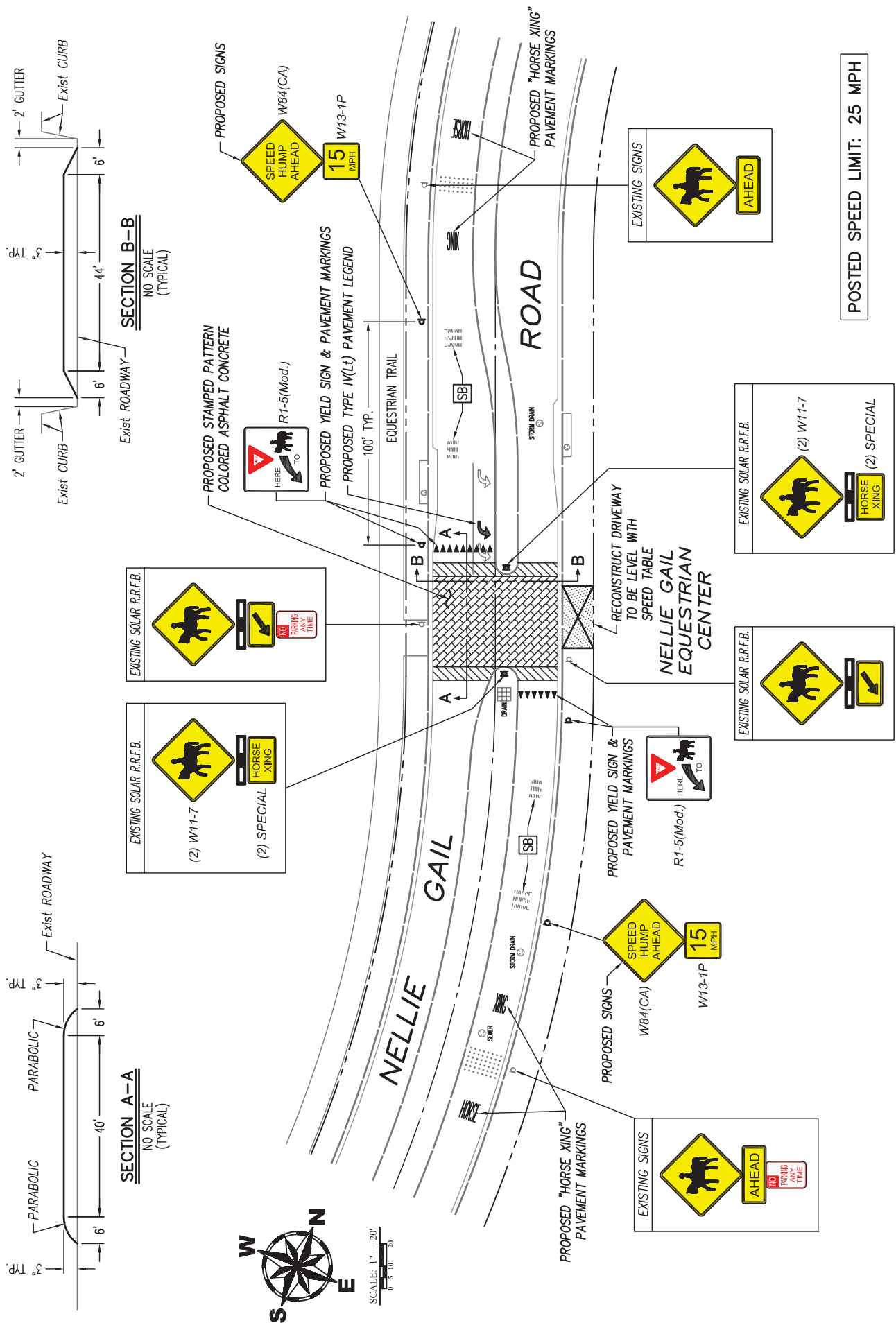
Page 4

FISCAL IMPACT:

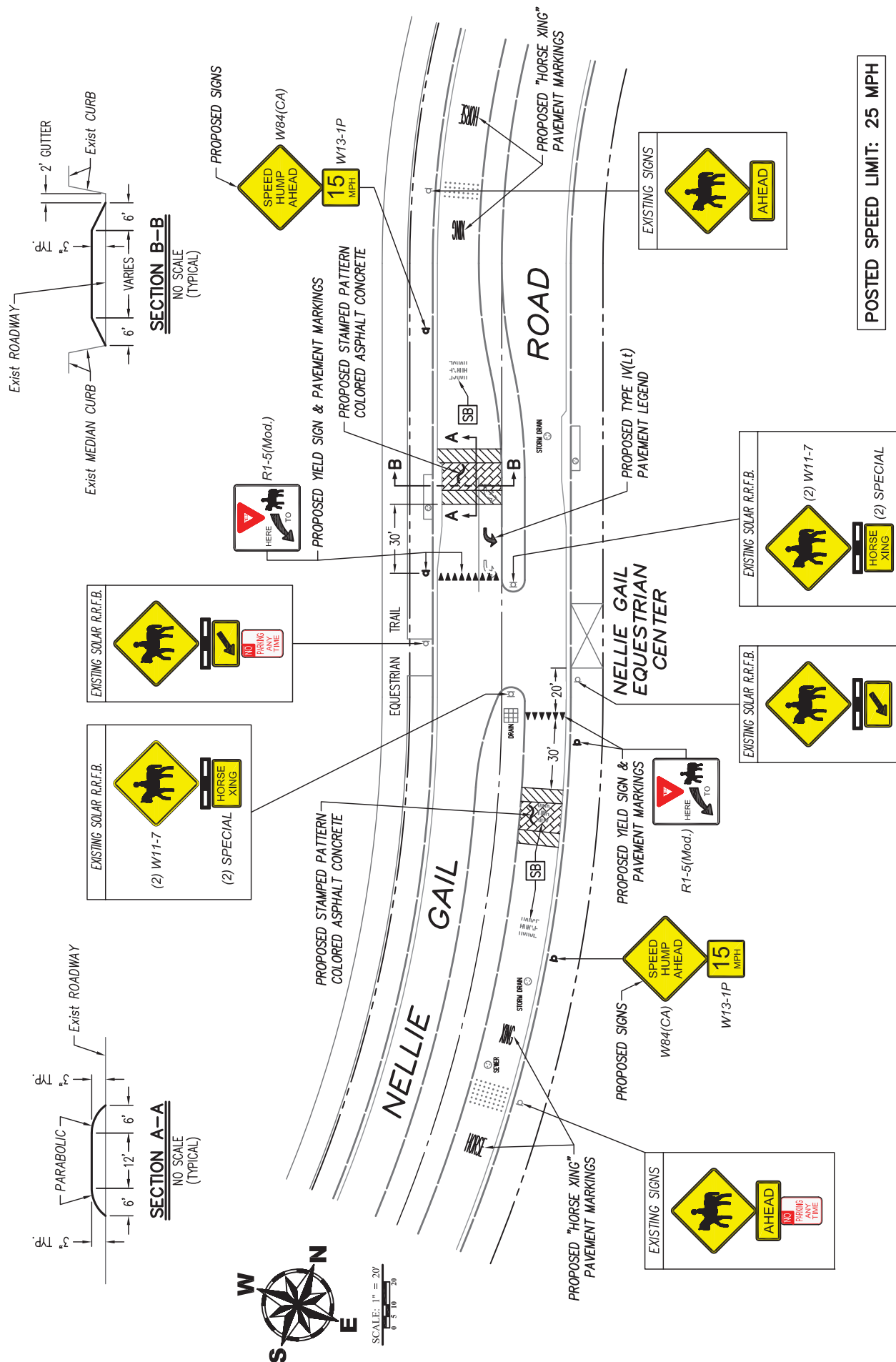
The proposed Speed Table Improvement and/or Trail Improvement is not included within the current fiscal year Budget. The Speed Table has an estimated construction cost of \$30,000. The Trail extension work cost estimate is not as yet available. This will be a topic of presentation to the City Council for direction.

ATTACHMENTS:

- Design Concept 1 - Raised Intersection
- Design Concept 2 - Split Raised Intersection
- Laguna Hills Traffic Commission Agenda Report Item 4.1, dated September 15, 2021



CONCEPT #1 - PROPOSED RAISED CROSSING Nellie Gail Road at Equestrian Center Driveway





City of Laguna Hills

Traffic Commission

Staff Report

DATE: September 15, 2021

TO: Traffic Commissioners

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services

ISSUE: Nellie Gail Road Equestrian Crossing Update of Improvements and Consideration of a Raised Intersection

RECOMMENDATION: That the Traffic Commission review the status of improvements made and pending at the Nellie Gail Road Equestrian Crossing at the Nellie Gail Ranch Owners Association Equestrian Center Driveway and discuss the merits of a Raised Intersection at this location.

SUMMARY:

At the May 19, 2021, Traffic Commission meeting, the Commission considered proposed improvements to the subject location of an equestrian crossing and passed a motion: "The Traffic Commission Recommended 1) The Equestrian Trail Connection from the Nellie Gail Ranch Owners Association Equestrian Center to the Nellie Gail Road trail tunnel southerly of Oso Parkway be improved to make it a more desirable route; 2) There be an installation of two additional Rectangular Rapid Flashing Beacons in the median island of Nellie Gail Road to enhance the existing Equestrian Crossing Visibility at the Equestrian Center; 3) Speed enforcement be scheduled along Nellie Gail Road, as resources permit; 4) Directed Staff to continue the research, design and feasibility study of a speed table installation at the Equestrian Center. By, M/Vice Chair Bieber, S/Commissioner Caskey."

This report provides the Traffic Commission with an update to these various actions as follows: 1) The evaluation of a new trail connection from the Equestrian Center to the Tunnel is still in process and will be reported upon at a future meeting. 2) The

installation of two additional Rectangular Rapid Flashing Beacons (RRFB) was completed in early August 2021. 3) Speed enforcement continues as resources permit. 4) A speed table preliminary design concept, now referred to herein as a “raised intersection”, is presented for review and comment. The anticipated area of the 67% vote for the raised intersection is also provided.

BACKGROUND:

The equestrian crossing located on Nellie Gail Road at the Nellie Gail Ranch Owners Association (NGROA) equestrian facility rear driveway, southerly of Oso Parkway, has been reviewed on several occasions by the Traffic Commission, most recently on May 19, 2021, and has been the subject of a variety of signage improvements, rectangular rapid flashing beacons installation and traffic enforcement. At the May 19, 2021, meeting, the Traffic Commission approved the evaluation of a trail enhancement for access to the existing equestrian Tunnel under Nellie Gail Road, adding two RRFBs in the median island to supplement the existing two RRFBs in the parkways, continue speed enforcement and research the design feasibility of adding a raised intersection at this location.

To provide the community and Traffic Commission with an update to these matters, this report is provided with an update summary as follows: 1) The evaluation of a new trail connection from the Equestrian Center to the Tunnel is still in process and will be reported upon at a future meeting. 2) The installation of two additional Rectangular Rapid Flashing Beacons (RRFB) in the median island was completed in early August 2021. 3) Speed enforcement continues in which Police Services has found the majority of speed offenders to be residents of the area, and 4) A raised intersection preliminary design concept is presented for review and comment. The balance of this report will focus upon the concept design of the raised intersection. The May 19, 2021, Staff Report is attached as a reference document.

EXCERPT OF RESIDENTIAL STREETS MANAGEMENT POLICY NO. 350

In consideration of the Traffic Commission’s request to evaluate a raised intersection, the below excerpt for the City’s Policy for physical roadway devices (including related improvements) is provided for information including Staff annotations as to the status of the “minimum criteria” described below relative to the raised intersection concept. Staff has deemed the raised intersection as a physical device that must meet the criteria below.

IV. PHYSICAL DEVICES (Page 7)

Physical devices will only be considered as a last use effort to resolve an identified traffic safety issue that has been documented as not being resolved by other means described in this Policy. [emphasis added] Physical devices are roadway features and may include barricades, chokers, cul-de-sacs, medians, one-way streets, semi-diverters, speed humps and related improvements.

One of the physical devices most often requested for speed or volume control is a speed hump. Speed humps have been documented in certain but not all cases, to reduce the prevailing speed of traffic depending upon their spacing and frequency of use. While not specifically designed as a traffic volume control device, speed humps can cause some reduction in traffic volumes as motorists seek other routes due to the inconvenience factor caused by speed humps.

A speed hump, in contrast to a speed bump, is an elongated, gentle roadway feature typically 12 feet across with a height of approximately 3 inches, which gives the traversing vehicle a gentle rise and fall as a reminder that the 25-mph speed for the street should be followed. A speed bump, typically two feet across with a height of approximately 4 inches, can jolt vehicles and their passenger, motorcycles, and bicycles, is to be avoided.

Speed humps are typically placed in not less than groups of three at approximately 400-foot spacings in order to achieve the desired result of addressing the upper speed of vehicles. Speed humps are always coupled with extensive signing and striping and may be objectionable to residential neighborhoods.

Physical devices, including speed humps, will only be considered for use where other appropriate traffic controls have failed to address the documented traffic safety issue, where an environmental assessment has been considered and where the following minimum criteria are met.

a. At least 67% of the affected residents of the street and adjacent area streets support the implementation of the physical device. The streets to be used to evaluate the support for the physical device will be those that reasonably can be inferred to draw traffic to the street of concern. [PENDING ISSUE]

b. The prevailing speed of traffic has been documented to be greater than 34 mph for at least two radar speed surveys taken 90 days apart as part of the follow-up

evaluation of all other traffic controls used to address the issue. [MET]

c. At least 1,500 vehicles traverse the street in a 24-hour period. [MET]

d. The location meets the approval of the Police and Fire Department related to adequate response time of safety vehicles. [PENDING]

*e. The grade of the street shall not exceed 6%. [NOT DIRECTLY MET at 7.03%, however, ITE Guidelines for the Design and Application of Speed Humps currently recommends consideration only on a street with a **grade of 8 percent or less**]*

f. The street must have a length of at least 1,300 feet and be able to accommodate a minimum of three speed humps unless otherwise directed by the City Council. [MET]

g. Other issues related to traffic engineering will be considered as deemed appropriate by the City Traffic Engineer. [PENDING]

ANALYSIS

The attached raised intersection preliminary design concept has been provided by Hartzog and Crabill, Inc. The intersection is raised by a total of three inches from curb to curb and requires additional warning signs and pavement legends to alert the drivers to this roadway feature. The design concept is in accordance with traffic calming criteria as published by the Federal Highway Administration (FHWA). The raised intersection is equivalent to a speed hump. The following Staff review comments are provided for consideration.

- 1) The raised intersection will not significantly change the motorists view of the equestrian crossing or change the equestrians view of traffic.
- 2) Eighty-fifth percentile vehicle speeds are expected to be reduced a minimum of four miles per hour at the raised intersection as reported by FHWA.
- 3) To maintain gutter drainage at this location, the equestrian will have to be aware of the differential in the grade of the street and the gutter.
- 4) Additional vehicle noise should be expected in the area of the raised intersection. This noise would be attributed to vehicle braking on approach and vehicle acceleration upon leaving the raised intersection. Commercial vehicles, with loose or unsecured loads, would be expected to cause noise as the load rises and falls

over the raised intersection. There is limited published literature on the actual noise change expected at these devices. In a 1995 publication entitled, "Traffic Calming: vehicle noise emissions alongside speed control cushions and road humps", the Transport Research Laboratory (United Kingdom) reported "...the flat-top hump causing an increase of about 6 dB(A)..." A six-decibel noise change is definitely discernable by the average person and could be disturbing to sensitive receptors.

- 5) The Orange County Sheriff's Department and the Orange County Fire Authority have been contacted to determine if the raised intersection causes any concerns for delays in emergency response to the area. Their comments are pending.
- 6) The anticipated area impacted by the proposed raised intersection is outlined on the attached map of the parcels. This area was selected to represent the reasonable number of properties that would be more likely to use Nellie Gail Road at the location of the raised intersection rather than access other ingress/egress points to the community. The mapped area represents 116 properties "directly impacted".
- 7) Neither the construction of the raised intersection nor trail improvements are included in the current fiscal year budget.

CONCLUSION AND NEXT STEPS

It is the conclusion of Hartzog and Crabill, Inc., that the construction of the roadway feature of a raised intersection at the subject location is feasible. In order to proceed further, the Traffic Commission is requested to provide comments. The next steps thereafter would be to report the request to the City Council, likely at the October 12, 2021, City Council meeting for authorization to proceed to the resident area vote. If approved by the City Council and the area residents, the City Council would then be requested to allocate funding for the project at their discretion in the current or a future budget.

FISCAL IMPACT:

The proposed Speed Table Improvement and/or Trail Improvement is not included within the current fiscal year Budget. The Speed Table has an estimated construction cost of \$30,000. The Trail extension work cost estimate is not as yet available. This will be a topic of presentation to the City Council for direction.

ATTACHMENTS:

- Raised Intersection Preliminary Plan
- Raised Intersection Vote Area
- Nellie Gail Road Equestrian Crossing 19MAY2021







City of Laguna Hills

Traffic Commission

Staff Report

DATE: March 16, 2022
TO: Mayor and Council Members
FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Director of Public Services
ISSUE: Radar Trailer Calendar

RECOMMENDATION: That the Traffic Commission receive and file the report.

ATTACHMENTS:

- Radar Trailer Calendar March-April 2022

March 2022**CITY OF LAGUNA HILLS****RADAR TRAILER SCHEDULE
(RAINY DAYS EXCLUDED)**

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Feb 27	28	Mar 1	2	3	4	5
6	7	8 Mustang W/O Appaloosa 25 MPH	9 Bridlewood S/O Laurel Crest 25 MPH	10 Lost Colt E/O Beargrass 25 MPH	11	12
13	14	15	16	17	18	19
20	21	22 San Remo Mid-block 30 MPH	23 Mill Creek S/O Lake Forest 30 MPH	24 Santa Vittoria Mid-block 30 MPH	25	26
27	28	29	30	31	Apr 1	2

Attachment: Radar Trailer Calendar March-April 2022 (2781 : Radar Trailer Calendar)

April 2022**CITY OF LAGUNA HILLS****RADAR TRAILER SCHEDULE
(RAINY DAYS EXCLUDED)**

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Mar 27	28	29	30	31	Apr 1	2
3	4	5 Glen Canyon W/O Nellie Gail Rd 25 MPH	6 Vista Viejo Mid-block 30 MPH	7 Hitching Rail Mid-block 25 MPH	8	9
10	11	12	13	14	15	16
17	18	19 Aliso Hills Drive Mid-block 25 MPH	20 Wilkes S/O Alicia Pkwy 25 MPH	21 Mackenzie S/O La Paz Road 25 MPH	22	23
24	25	26	27	28	29	30

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