



CITY OF LAGUNA HILLS TRAFFIC COMMISSION

REGULAR MEETING AGENDA Wednesday, January 18, 2017 – 7:00 PM

Steven Beeuwsaert - Chair

Mark Jones - Vice Chair

Greg Staar - Commissioner

Michael Caputo - Commissioner

Larry Woodruff - 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 City Council on any matter not listed on this Agenda that is within the subject matter jurisdiction of the City Council. 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 Minutes**

Recommendation: That the Traffic Commission Approve the Minutes of November 16, 2016.

3. PRESENTATIONS**4. ADMINISTRATIVE REPORTS****4.1 Request for the Establishment of On-Street Parking Controls on Commerce Center Drive**

Recommendation: That the Traffic Commission Recommend to the City Council the Establishment of a No Overnight Parking Zone From 9:00 P.M. to 6:00 A.M. On All of Commerce Center Drive.

4.2 Request for Modification of On-Street Parking Controls on Alcalde Drive

Recommendation: That the Traffic Commission Recommend to the City Council Reinstatement of On-Street Parking With a No Overnight Parking Zone from 9:00 P.M. to 6:00 A.M. at Limited Locations Along Alcalde Drive Between Verdugo Drive and Del Lago Drive.

4.3 Traffic Signal Evaluation - Oso Parkway at Bridlewood Drive

Recommendation: That the Traffic Commission Receive and File the Report.

4.4 Proposed Budget and Major Plans for Fiscal Years 2017-2019

Recommendation: That the Traffic Commission Review the Capital Improvement Program Budget for Street, Signals, and Lighting and Provide Suggestions for New Capital Improvement Projects for the 2017-2019 Fiscal Years, and Identify Any Major Plan Initiatives for City Council Consideration.

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

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 March 15, 2017, 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 January 13, 2017 at 5:00 pm.



Director of Public Services/City Engineer

January 13, 2017

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

Staff Report

DATE: January 18, 2017
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Minutes

RECOMMENDATION: That the Traffic Commission Approve the Minutes of November 16, 2016.

ATTACHMENTS:

- TC Minutes 11-16-16

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
NOVEMBER 16, 2016**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair 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 Chair Beeuwsaert.

ROLL CALL OF COMMISSION MEMBERS

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

1. PUBLIC COMMENTS

Laguna Village Traffic

Patti Casas, a resident of Laguna Village, requested the Traffic Commission review the speed limits and traffic control along Santa Vittoria Drive, Ridge Route Drive and Lake Forest Drive. Ms. Casas requested a traffic signal between Ridge Route Drive and Santa Vittoria Drive.

Susan Christenson, a resident of Laguna Village, requested the City increase the law enforcement presence and review the speed limits and traffic control along Santa Vittoria Drive between Ridge Route Drive and Lake Forest Drive.

2. MINUTES

**THE TRAFFIC COMMISSION APPROVED THE MINUTES OF THE
SEPTEMBER 21, 2016, REGULAR MEETING, BY M/COMMISSIONER
CAPUTO, S/COMMISSIONER STAAR.
APPROVED BY A VOTE OF 5-0**

3. PRESENTATIONS

There were no Presentations.

Attachment: TC Minutes 11-16-16 (1165 : Minutes)

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
NOVEMBER 16, 2016**

4. ADMINISTRATIVE REPORTS

4.1 REQUEST FOR THE ESTABLISHMENT OF ON-STREET PARKING CONTROLS ON COMMERCE CENTER DRIVE

Associate Civil Engineer Amber Shah, indicated Staff was contacted by two business owners addressed on Commerce Center Drive, regarding undesired truck and long-term parking on Commerce Center Drive. The business owners stated the vehicles are left on the street for extended periods from days to weeks at a time. Based upon several field reviews of the current site conditions, a review of parking complaints received by the Sheriff's Department and the business owner's complaint, Staff recommended the establishment of a no overnight parking zone from 9:00 p.m. to 6:00 a.m. on Commerce Center Drive.

Director of Public Services/City Engineer Kenneth Rosenfield, indicated the affected business owners and property owners were mailed a letter regarding this agenda item and were invited to attend the meeting to provide their input. Due to the lack of response, Mr. Rosenfield stated the Traffic Commission may want to continue the item to the next meeting, and again notify the business and property owners, to provide ample opportunity for their input.

THAT THE TRAFFIC COMMISSION CONTINUE THE ITEM TO THE NEXT REGULARLY SCHEDULED TRAFFIC COMMISSION MEETING ON JANUARY 18, 2017. M/COMMISSIONER WOODRUFF, S/COMMISSIONER STAAR.

APPROVED BY A VOTE OF 5-0

4.2 REQUEST FOR GOLF CART CROSSINGS OF PASEO DE VALENCIA

Director of Public Services/City Engineer Kenneth Rosenfield, indicated a resident of the City of Laguna Woods requested the City of Laguna Hills approve one or more Golf Cart Crossings of Paseo de Valencia to allow residents of Laguna Woods Village to utilize their golf carts to access goods and services within the nearby Urban Village area easterly of Paseo de Valencia. Mr. Rosenfield indicated an analysis of this request was planned to be made in consideration of traffic safety and State laws related to authorizing such crossings. However, the State law review prepared by the City Attorney determined the City does not have the legal authority to authorize Golf Cart Crossings of Paseo de Valencia due to several factors.

Mr. Rosenfield indicated some of the factors included in the City Attorney's findings were; the City may only regulate traffic on public streets and highways to

Attachment: TC Minutes 11-16-16 (1165 : Minutes)

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
NOVEMBER 16, 2016**

the extent the State expressly authorizes local control; the Vehicle Code prohibits golf carts from driving any highway with a speed limit greater than 25 mph; the Vehicle Code prohibits low-speed vehicles from operating on any highway with a speed limit greater than 35 mph; and the only applicable exception is per Vehicle Code 21260 which authorizes low-speed vehicles only to cross a highway with a speed limit greater than 35 mph so long as the crossing begins and ends in speed zones of 35 mph or less.

While also regulated by the Vehicle Code, low-speed vehicles are not subject to the same restrictions as golf carts. Low-speed vehicles are allowed to cross a highway with a speed limit in excess of 35 mph so long as the crossing begins and ends on a roadway with a speed limit of 35 mph or less and occurs at an intersection of approximately 90 degrees. Since the speed limit on Paseo de Valencia exceeds 35 mph or less, low speed vehicles may use the intersections requested to cross Paseo de Valencia.

The Vehicle Code preempts the City from modifying these regulations unless the City prepares and adopts a Golf Cart Transportation Plan in accordance with Streets and Highways Code section 1950.

Shari Horne, a resident of Laguna Woods, spoke in favor of establishing golf cart crossings on Paseo de Valencia to facilitate access to the Urban Village and promote senior mobility access.

Juanita Skillman, a resident of Laguna Woods, spoke in favor of establishing golf cart crossings on Paseo de Valencia to facilitate access to the Urban Village, and commented the Laguna Woods residents are the City of Laguna Hills best customers.

**THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL
THE CREATION OF A GOLF CART TRANSPORTATION PLAN.
M/COMMISSIONER CAPUTO, S/COMMISSIONER JONES.
APPROVED BY A VOTE OF 4-1, CHAIR BEEUSWAERT VOTED NO.**

5. INFORMATIONAL ITEMS

5.1 SHERIFF'S DEPARTMENT VERBAL REPORT

Sergeant Prince gave a verbal report updating the Traffic Commission on traffic issues in the City. He reported the Sheriff's Department had just successfully apprehended two suspects involved in a vehicle theft and pursuit on the basis of fixed license plate technology to identify the direction the suspects were traveling.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
NOVEMBER 16, 2016**

On another matter, Sergeant Prince indicated there are many new security technologies now available, and the Sheriff's Department and City worked with Merlone Geier to ensure the security at 5 Lagunas is multifaceted and utilized the latest technology.

5.2 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer.

6. COMMISSIONER COMMENTS

Chair Beeuwsaert wished everyone a Happy Thanksgiving and Merry Christmas, and thanked Sergeant Prince for always attending the Traffic Commission Meetings.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Beeuwsaert declared the meeting adjourned at 7:52 p.m.

Prepared By:

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

Approved By:

STEVEN BEEUWSAERT, CHAIR

Attachment: TC Minutes 11-16-16 (1165 : Minutes)



City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 18, 2017
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Request for the Establishment of On-Street Parking Controls on
Commerce Center Drive

RECOMMENDATION: That the Traffic Commission Recommend to the City Council the Establishment of a No Overnight Parking Zone From 9:00 P.M. to 6:00 A.M. On All of Commerce Center Drive.

SUMMARY:

This agenda item is a continuation of the review of on-street parking controls on Commerce Center Drive from the November 16, 2016, Traffic Commission meeting. The item was continued to ensure all affected business owners are given a second opportunity to express their views on the establishment of parking controls on Commerce Center Drive. The previous staff report is attached.

ATTACHMENTS:

- November 16, 2016, Staff Report 4.1 and Vicinity Map



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 16, 2016

TO: Traffic Commissioners

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

ISSUE: Request for the Establishment of On-Street Parking Controls on
Commerce Center Drive

RECOMMENDATION: That the Traffic Commission Recommend to the City Council the Establishment of No Overnight Parking Zone from 9:00 P.M. to 6:00 A.M. on Commerce Center Drive.

SUMMARY:

The Traffic Commission was contacted by two Business Owners, addressed on Commerce Center Drive, regarding undesired truck and long-term parking on Commerce Center Drive creating conflicts with ongoing business operations. The Owners stated the vehicles are left on the street for extended periods from days to weeks at a time. Based upon several field reviews of the current site conditions, a review of parking complaints received by the Sheriff's Department and the Business Owner's complaint, staff is recommending establishing a no overnight parking zone from 9:00 p.m. to 6:00 a.m. on Commerce Center Drive.

On-Street Parking Controls on Commerce Center Drive
November 16, 2016
Page 2

BACKGROUND:

Commerce Center Drive is a cul de sac street, accessed from Avenida de la Carlota, which serves businesses in the mixed-use zone located in the northern part of the City located between Lake Forest Drive, Ridge Route Drive, Moulton Parkway and Avenida de la Carlota. Please see the attached vicinity map. Parking is currently allowed along the entire block of Commerce Center Drive except at previously designated no parking zones at fire hydrant and corner locations.

At a recent Traffic Commission meeting, a complaint from two Business Owners on Commerce Center Drive, regarding undesired truck parking and long-term parking of vehicles on Commerce Center Drive, was presented to the Commission. The Owners stated the vehicles are left on the street for extended periods from days to weeks at a time. The Business Owner's concerns include the appropriateness of the vehicles parked on the street, the long-term parking of vehicles (72 hour parking is allowed by the City Code) and the lack of parking for customers when businesses open.

Staff has reviewed the concerns and performed four separate field visits to evaluate the parking conditions on Commerce Center Drive at: 6:30 pm on November 8, 2016, 12:30 pm on November 9, 2016, 6:30 pm on November 9, 2016 and 8:00 am on November 10, 2016. During the daytime field visits, staff noted parking on the street was at approximately 75% capacity and dropped to approximately 35% capacity in the evening after businesses appeared to have closed. The maximum count of vehicles found to be parking on Commerce Center Drive was forty-six (46) vehicles at 12:30 pm on November 9, 2016. However, it was also noted the majority of the business parking lots had some parking available with the exception of a few parking lots near the end of the cul de sac.

There are a few no parking anytime zones located on Commerce Center Drive adjacent to fire hydrants and at the curve for sight distance. Additional no parking anytime zones may need to be established adjacent to driveways to improve sight distance for vehicles exiting the driveways, subject to further review by staff at a later date. A search of the police dispatch report also revealed 35 calls related to parking complaints on Commerce Center Drive have been received by Police Services since January 1, 2016.

All business and property owners on Commerce Center Drive were notified of this matter being on the Traffic Commission agenda. The Commission has the following options to consider:

On-Street Parking Controls on Commerce Center Drive

November 16, 2016

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-
- Take no action (receive and file the report)
 - Continue the matter to allow for additional public input
 - Implement time limited parking (such as a two-hour parking limit)
 - Implement a no overnight parking control

Based on the site evaluations, and in order to address the long term parking concern, staff recommends the establishment of a No Parking Anytime Zone from 9:00 p.m. to 6:00 a.m. on Commerce Center Drive.

FISCAL IMPACT:

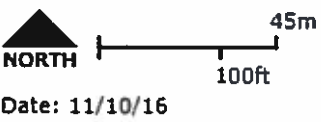
The installation of four "No Parking Anytime from 9:00 p.m. to 6:00 a.m." signs have an anticipated cost of \$600. Funds are available for this work in the 2016-17 Fiscal Year Public Works Maintenance Budget.

ATTACHMENTS:

- Commerce Center Drive Vicinity Map



Attachment: Commerce Center Drive Vicinity Map (1116 : On-Street Parking Controls on Commerce Center Drive)



Date: 11/10/16

VICINITY MAP
COMMERCE CENTER DRIVE





City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 18, 2017

TO: Traffic Commissioners

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

ISSUE: Request for Modification of On-Street Parking Controls on Alcalde Drive

RECOMMENDATION: That the Traffic Commission Recommend to the City Council Reinstatement of On-Street Parking With a No Overnight Parking Zone from 9:00 P.M. to 6:00 A.M. at Limited Locations Along Alcalde Drive Between Verdugo Drive and Del Lago Drive.

SUMMARY:

Staff was contacted by two Business Owners, addressed on Alcalde Drive, requesting day time on-street parking on Alcalde Drive. The Owners stated there isn't sufficient parking available on private property or on Verdugo Drive, adjacent to their businesses, where on-street parking is still permitted. Based upon field review of the current site conditions and the Business Owner's request, staff is recommending reinstatement of on-street parking at limited locations with a no overnight parking control from 9:00 p.m. to 6:00 a.m. on Alcalde Drive between Verdugo Drive and Del Lago Drive.

BACKGROUND:

Alcalde Drive is a two-lane street within the mixed-use zone located in the northern part of the City located between Lake Forest Drive, Ridge Route Drive, Moulton Parkway and Avenida de la Carlota. Please see the attached vicinity map. Parking is currently prohibited along the entire block of Alcalde Drive. In the past, staff and the Traffic

Request for Modification of On-Street Parking Controls on Alcalde Drive

January 18, 2017

Page 2

Commission have reviewed limited parking issues at various locations within the mixed-use zone including on Alcalde Drive. Parking issues on Alcalde Drive have been reviewed a number of times with the brief history being noted as follows:

- July 1991 (County of Orange jurisdiction), no parking anytime on the north side was first implemented.
- February 2002 (First City action), no parking anytime on the south side was implemented for a portion of the street.
- July 2002, no overnight parking implemented on the south side.
- August 2010, the current no parking anytime zone was implemented on the south side.

Agenda reports from 2002 and 2010 are attached for reference.

Recently, staff was contacted by two Business Owners, requesting day time on-street parking on Alcalde Drive. The Owners stated there isn't sufficient parking available on private property or on Verdugo Drive, adjacent to their businesses, where on-street parking is still permitted and heavily impacted by local businesses.

As noted in previous reviews, some office building owners have found on-street parking to be objectionable. In such instances, the City has taken the requested steps to eliminate parking on a variety of streets in the mixed-use zone, including on Alcalde Drive. However, as uses change, requests for on-street parking changes. At the present time, we have competing interests for parking in the mixed-use zone. The use of parking on a public

street is a traffic engineering issue and not a land use compatibility issue, although it is recognized that one impacts the other. In this case, there is the opportunity to allow on-street parking without impacting traffic safety. Accordingly, staff recommends reinstating parking on Alcalde Drive at limited locations between Verdugo Drive and Del Lago Drive via a no overnight parking control from 9:00 p.m. to 6:00 a.m. The no overnight parking provision eliminates undesirable vehicle storage and long term parking and is viewed as a reasonable balance between the competing interests in this multi-use zone.

As shown on the attached map, in order to maintain reasonable site distance for vehicles exiting the multiple driveways along Alcalde Drive, limited on-street parking can be

Request for Modification of On-Street Parking Controls on Alcalde Drive

January 18, 2017

Page 3

allowed. It is anticipated that these parking zones would provide approximately 20 parking spaces.

All business and property owners on Alcalde Drive were notified of this matter being on the Traffic Commission agenda, and a letter was received from one Business Owner, with several property interests, in opposition to the request for reinstatement of on-street parking on Alcalde Drive, attached. Letters were also received from several of the Business Owner's tenants, attached.

The Commission has the following options to consider:

- Take no action (receive and file the report)
- Continue the matter to allow for additional public input
- Reinstatement parking with a time limited control (such as a two-hour parking limit)
- Reinstatement parking with a no overnight parking control

FISCAL IMPACT:

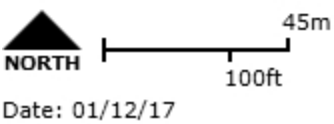
The installation of multiple "No Parking Anytime from 9:00 p.m. to 6:00 a.m." signs have an anticipated cost of \$1000. Funds are available for this work in the 2016-17 Fiscal Year Public Works Maintenance Budget.

ATTACHMENTS:

- Alcalde Vicinity Map
- Letter from Resco Properties
- Additional Alcalde Letters
- Alcalde Agenda Reports from 2002 and 2010



Attachment: Alcalde Vicinity Map (1170 : Request for Modification of On-Street Parking Controls on Alcalde Drive)



VICINITY MAP
ALCALDE DRIVE





901 DOVE STREET
SUITE 270
NEWPORT BEACH
CA 92660
949.756.3200
FAX 949.756.5777

January 11, 2017

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

RE: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield,

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive. I am writing on behalf of the owner of the properties located at 23400-23482 Peralta Drive, 23151 Alcalde Drive, 23172-13192 Alcalde Drive, and 23042-23142 Alcalde Drive. You may recall that I was one of the original proponents of the current parking controls along Alcalde Drive in 2002. At the time, there were numerous safety, aesthetic and crime prevention reasons to eliminate on-street parking along Alcalde.

We believe that on-street parking in these areas is bad planning, bad road use, and will have a substantially adverse impact on crime, safety, and aesthetics for all of the affected properties and the people who work and do business there.

We also believe this call for on-street parking may be largely due to certain properties and businesses in the area having possibly reduced the number of parking spaces in their on-site parking lots in an impermissible manner and/or having possibly made use of their properties in impermissible ways which require more parking than what is available in those on-site lots. It would certainly be unfair to penalize properties that properly use their parking and land as originally constructed and intended, and to reduce the value of those properties, while allowing some properties to gain value at the expense of others under these circumstances.

The City performed traffic tests in 2002, which indicated that the speeds driven by cars on that street do not go well with the lack of visibility caused by on-street parking. The circumstances have only gotten worse in the years since then, and the reality is that vehicles drive even faster today than in 2002, and with more distraction such as texting and other vehicle distractions.

We vigorously oppose this request to modify the current On-Street Parking Controls and request that this agenda item request be turned down.

Sincerely,

Resco Properties, for

Laguna Ridge Business Center
Park Laguna Hills
Alcalde Business Center
Lakeside Business Center

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in LAKESIDE BUSINESS CENTER located at 23042 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,

Printed Name: Tom Lewis
Company Name: STUDIO TWO BLACK DIAMOND PRINTING
Address: 23042 ALCALDE DR. STE C LAGUNA HILLS
Telephone No. 949-859-5119

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in PARK LAGUNA HILLS located at 23182 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,

Printed Name: Dominick Lentini

Company Name: Sonpro of Lake Forest South

Address: 23182 Alcalde Ste E, Laguna Hills

Telephone No. 949 429 3188

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

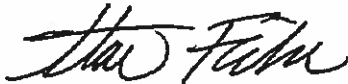
The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in PARK LAGUNA HILLS located at 23192 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,



Printed Name: Stan Friedman

Company Name: Amor Electronics Inc.

Address: 23192 Alcalde Dr #B, Laguna Hills CA 92653

Telephone No. (949) 581-6303

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in PARK LAGUNA HILLS located at 23182 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,



Printed Name:

LEON ROSEN

Company Name:

SWE INC.

Address:

23182 ALCALDE DR, STE D

Telephone No.

714-505-8700

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

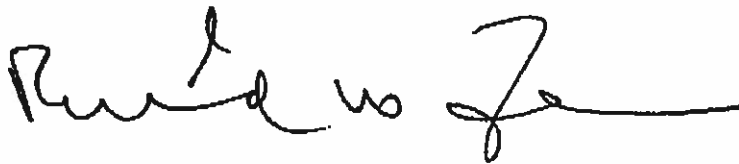
The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in ALCALDE BUSINESS CENTER located at 23151 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,



Printed Name: ROBERT W. FAIR

Company Name: FAIRMED, INC.

Address: 23151 ALCALDE DR G-10

Telephone No. 714 838-9049

Matala®
"Make water alive"

Ben Plonski
US Distribution Coordinator
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Fax 949-273-8889
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Matala USA
23112 Alcalde Drive, Suite C
Laguna Hills, CA 92653

www.matalausa.com

www.matala.com.tw

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in LAKESIDE BUSINESS CENTER located at 23112 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,

Printed Name: Ben Plonski
Company Name: Sea Life Designs Matala USA
Address: 23112 Alcalde Dr. # C Laguna Hills, CA. 92653
Telephone No. 949-273-8888

January 12, 2017

Mr. Kenneth Rosenfield, P.E.
City of Laguna Hills
240 El Toro Road
Laguna Hills, CA 92653

VIA FAX 949-707-2633

Re: Establishment of On-Street Parking Controls on Alcalde Drive

Dear Mr. Rosenfield:

The City has recently solicited comments regarding the implementation of parking controls to allow for on-street parking along Alcalde Drive, between Verdugo Drive and Del Lago Drive.

Our Company leases space in LAKESIDE BUSINESS CENTER located at 23122 Alcalde Drive, Laguna Hills.

We oppose any such on-street parking. Among other things, we believe such on-street parking would be unsafe and adversely affect traffic conditions in the area, particularly for people coming to and leaving the parking lot in project during the day. On-street parking would also adversely affect the aesthetics of the area and which in turn will adversely affect the value of our business and premises. In addition, the presence of parked vehicles on the street could lead to an increase in crime as well, involving and resulting from such vehicles.

We ask that any such proposals for on-street parking on Alcalde Drive be turned down.

Sincerely,

Printed Name: Tom Vasin
Company Name: Vasin Sign Solutions
Address: 23122 Alcalde Dr. St. E
Telephone No. 949-382-6366

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

**ISSUE: ESTABLISHMENT OF A NO PARKING ANYTIME ZONE ON A PORTION
OF ALCALDE DRIVE EASTERLY OF VERDUGO DRIVE**

SUMMARY:

Resco Properties, the property management firm for the Lakeside Business Center, contacted staff with a request to eliminate the currently allowed parking in front of 23042 Alcalde Drive. The request is based upon their perspective that: (1) the parked vehicles create inadequate site distance for vehicles leaving the center; (2) there are trucks and large vehicles parked on the street for extended periods of time; (3) mobile detailers frequently use the street to wash cars; and (4) adequate on-site parking is provided to the business park. The allowed parking currently has an overnight parking restriction from the hours of 2 a.m. - 6 a.m. Although staff has determined that the on-street parking at this particular location does not raise traffic safety concerns, some of the activity associated with the parking is undesirable and there seems to be adequate parking spaces for the businesses within their parking lots. Staff recommends creating a No Parking Anytime restriction at this location. The Traffic Commission, at the meeting of July 21, 2010, approved the staff recommendation.

BACKGROUND:

City staff received a letter from the Ms. Anne Whiteley, property manager of Lakeside Business Center, on June 22, 2010, regarding the approximate 115 feet of allowed parking in front of 23042 Alcalde Drive. Please see the attached vicinity map. Her request was to designate this location as a "No Parking Anytime" zone to match the rest of Alcalde Drive. She mentioned in her letter, attached, that the parking area is being misused and is not necessary.

**RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION
ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA
HILLS, CALIFORNIA, ESTABLISHING A NO PARKING ANYTIME ZONE ON THE
SOUTH SIDE OF ALCALDE DRIVE FROM 575 FEET TO 690 FEET EAST OF
VERDUGO DRIVE."**

082410/DEPT/PUBLICSERVICES/CINDY/AGENDA/CITYCOUNCIL/NOPARKINGZONEALCALDEDRIVE

AUGUST 24, 2010, ITEM NO. 4.10

0863-0 90511/101

Agenda Report
No Parking Zone Alcalde Drive
Page 2

In 2002, the City received a similar letter from Resco Properties requesting the City to designate this specific area as a "No Parking Anytime" or "No Overnight Parking." Staff reviewed the location and determined that it was appropriate to designate this location as "No Parking from 2 a.m. to 6 a.m." By doing this, staff anticipated that the adjacent businesses in need of parking would be able to utilize the extra parking spaces during the day, and the problem of the parking of trucks and large vehicles for extended periods of time would be solved.

Upon recent inspections of the area, staff has observed a mobile detailer and truck parking at the subject location and did observe numerous unoccupied parking spots around the adjacent businesses. While no specific traffic safety concern is noted, the parking elimination will cease undesirable uses of the street and staff has no objection to restricting this location to a "No Parking Anytime" zone.

FISCAL IMPACT:

Removal of two "No Parking Anytime from 2 a.m. to 6 a.m." signs and replacing them with "No Parking Anytime" signs will cost approximately \$500. Funds for this work are available in the Fiscal Year 2010-2011 Public Works Maintenance Budget.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A NO PARKING ANYTIME ZONE ON THE SOUTH SIDE OF ALCALDE DRIVE FROM 575 FEET TO 690 FEET EAST OF VERDUGO DRIVE."

ATTACHMENTS:

- Resolution
- Vicinity Map
- Letter from Resco Properties, Inc.



City of Laguna Hills

VICINITY MAP



120 0 120 Feet

Date Created: 7/14/2010

**RESCO**

23142 ALCALDE DRIVE
SUITE D1
LAGUNA HILLS
CALIFORNIA 92653
949-756-3200
FAX 949-858-9895

June 22, 2010

Mr. Ken Rosenfield
Director of Public Services
City of Laguna Hills
24035 El Toro Road
Laguna Hills, CA 92653

RE: STREET PARKING - 23042 ALCALDE DRIVE, LAGUNA HILLS

Dear Mr. Rosenfield:

As the management company representing the owners of the property, we are requesting that the street in front of the building located at 23042 Alcalde be designated as "No parking". It would improve the safety of our tenants and their customers since it would improve the site-line for cars entering or leaving the business park (know as Lakeside Business Center). In addition it would improve the aesthetics of the street, by moving trucks and other large vehicles which are parking overnight and for several days at a time. This area of the street is also commonly used by car washers, which can be a distraction to motorists.

Our business park was constructed with adequate on-site parking for our tenants and guests. The street parking is being used by other businesses in the area, whereas they should be using their own on-site parking instead of creating a safety hazard for our tenants by restricting the visibility of existing vehicles.

It is our hope that the City will consider our request and take the appropriate steps to improve the safety, visibility and aesthetics of the neighborhood. We look forward to your positive response.

Sincerely,

LAKESIDE BUSINESS CENTER
By Resco Properties

Ann Whiteley
Property Manager

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

ISSUE: ESTABLISHMENT OF NO OVERNIGHT PARKING ZONE ON A PORTION OF ALCALDE DRIVE EASTERLY OF VERDUGO DRIVE

SUMMARY:

The property management firm for the Lakeside Business Center, Resco Properties, contacted staff with a request to eliminate on-street parking in front of 23042 Alcalde Drive in North Laguna Hills. The request to eliminate parking was based upon their determination of adequate on-site parking and no need for street parking, concerns about undesirable long-term parking, and aesthetics of the area. The property location is part of the mixed-use area in North Laguna Hills that has a variety of competing parking issues. Staff has determined that the on-street parking at this particular location does not raise traffic safety concerns and there is an apparent shortage of parking for businesses in the vicinity. Accordingly, staff recommends a no overnight parking limitation in the form of No Parking from 2:00 a.m. to 6:00 a.m. daily. The Traffic Commission, at the meeting of June 19, 2002, approved the staff recommendation.

BACKGROUND:

The property owner's representative at 23042 Alcalde Drive contacted staff by the attached letter of April 8, 2002, requesting the elimination of on-street parking in front of their property. Please see the attached vicinity map. In reviewing this matter, staff determined that the parking was appropriate from a traffic safety point of view and did not need to be limited for issues of site distance or other traffic safety. The property owner's concerns include (1) the appropriateness of the vehicles parked at this location, (2) long-term parking of vehicles (72 hour parking is allowed by the City Code), and (3) the impact of the parking on the aesthetics of the business location. At the same time

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A NO PARKING FROM 2:00 A.M. TO 6:00 A.M. ZONE ON THE SOUTH SIDE OF ALCALDE DRIVE FROM 575 FEET TO 690 FEET EAST OF VERDUGO DRIVE."

Agenda Report
Establishment of No Overnight Parking Zone
On A Portion of Alcalde Drive Easterly of Verdugo
Page 2

this business owner's request was made, staff was contacted by another party in the nearby vicinity on Verdugo, near El Pacifico, indicating a severe lack of on-street parking at that location. And, in another area of the mixed-use development, property owners along Vista Grande are reportedly rethinking the elimination of parking that was implemented on that street a few years ago.

The Mixed Use Zone bounded by Lake Forest Drive, Moulton Parkway, Ridge Route Drive, and Avenida de la Carlota, consists of office buildings, medical uses, light industrial buildings, and manufacturing facilities. Each property is supposed to provide sufficient parking on its own site for its use. However, in some cases, a business can be more successful than the parking standards and parking then overflows to the public street system. Generally, on-street parking in the Mixed Use Area is acceptable subject to traffic safety reviews.

Some office building owners have found on-street parking to be objectionable, particularly if it is truck parking. In such instances, the City has taken the requested steps to eliminate parking on a variety of streets in the Mixed Use Area. However, as uses change, requests for on-street parking changes. At the present time we have competing interests for parking in the Mixed Use Area. Accordingly, staff does not propose the elimination of the parking in front of 23042 Alcalde Drive. However, to eliminate long term parking, staff recommends the establishment of a No Parking Anytime Zone from 2:00 a.m. to 6:00 a.m. at 23042 Alcalde Drive to address the business concerns while preserving on-street parking during the day.

FISCAL IMPACT:

The existing parking zone in front of 23042 Alcalde Drive accommodates approximately five vehicles that would require about two signs to note No Parking Anytime from 2:00 a.m. to 6:00 a.m. The cost of this signage is approximately \$500 and funds are available for this work in the 2001-02 Public Works Maintenance Budget.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A NO PARKING FROM 2:00 A.M. TO 6:00 A.M. ZONE ON THE SOUTH SIDE OF ALCALDE DRIVE FROM 575 FEET TO 690 FEET EAST OF VERDUGO DRIVE."

Agenda Report
Establishment of No Overnight Parking Zone
On A Portion of Alcalde Drive Easterly of Verdugo
Page 3

ATTACHMENTS:

- Resolution
- Vicinity Map
- Letter from Resco Properties, Inc.

RECEIVED

APR 15 2002

CITY OF LAGUNA HILLS

April 8, 2002



RESCO

901 DOVE STREET
SUITE 270
NEWPORT BEACH
CALIFORNIA 92660-3038
949-756-3200
FAX 949-756-5777

Mr. Ken Rosenfield
Director of Public Services
City of Laguna Hills
25201 Paseo de Alicia, Suite 150
Laguna Hills, CA 92653

RE: On-Street Parking – 23042 Alcalde Drive, Laguna Hills, CA

Dear Mr. Rosenfield:

As you may be aware, the City of Laguna Hills recently changed the parking along the South Side of Alcalde Drive to "No-Parking" immediately in front of 23112 Alcalde Drive. We appreciate the City taking this step to improve the visibility, safety and aesthetics in the area.

We now request that the City take the same steps for the curb area in front of 23042 Alcalde. As the management company representing the owners of the property, we and our owners, would like to see all of the South side of Alcalde Drive designated "No Parking", or at the least, "No Overnight Parking". Either designation would improve the safety for all in this area, since it would improve sight-line visibility for cars entering or leaving the project (known as Lakeside Business Center). It would also improve visibility for nighttime security. In addition, it would improve the aesthetics of the street, by moving trucks and other large vehicles off the street, some of which stay parked for several days at a time.

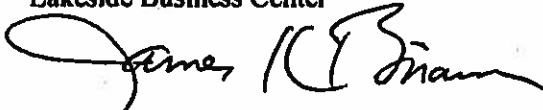
It is not fair for one project, which was constructed with adequate parking on-site to have to be "punished" by other projects that do not have adequate parking for their tenants. Those large trucks and other vehicles should be parking at the projects where their businesses are located, not on the public streets, where they create a safety hazard by restricting visibility.

I appreciate the services of the Sheriff's Department, who have ticketed several vehicles in the area. However, it appears that the owners of those vehicles have become aware of the tricks in using that area, and may move their vehicles a few feet to gain a few more days of parking. This is wrong, and it wastes the time of Sheriff's personnel, as well as our time to call and report vehicles.

I hope that the City will consider this request, and that they will take steps to improve the safety, visibility and aesthetics in this nice business park area. Please feel free to contact me at (949) 756-3200 ext. 109 if you have any questions.

Sincerely

Resco Properties, for
Lakeside Business Center


James K. Biram

JUL 9 2002 ITEM 4 . 7

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

ISSUE: NO PARKING ZONE SOUTHSIDE OF ALCALDE DRIVE

SUMMARY:

Staff was contacted by a business in the north Laguna Hills Mixed Use Area with a request to extend an existing No Parking Zone on the south side of Alcalde Drive opposite 23151 Alcalde in order to facilitate the exiting of semi-trailer trucks from the business. Field evidence indicates the existing on-street parking area causes these trucks to roll over landscape areas and/or block Alcalde for extended turning movements when trucks access the site. The parking area is about 110 feet in length and is not expected to create a parking hardship if eliminated. The Traffic Commission approved the staff recommendation at the meeting of January 16, 2002.

BACKGROUND:

The north Laguna Hills mixed use area is located between Lake Forest Drive, Ridge Route Drive, Moulton Parkway, and Avenida de la Carlota (please see the attached vicinity map). The area's public streets are mostly regulated with No Parking Zones in order to provide adequate site distance at driveways and intersections and to limit undesirable street parking. Some on-street parking is provided between these zones. Recently, staff was contacted by a business owner with a request to assist them in resolving a truck access problem. Please see attached letters from Dyana Rankin, the Office Manager, and Sali Farber, the Property Manager.

The Clean Products business is located at 23151 Alcalde on the north side of the street. The business indicates they receive regular semi-trailer truck deliveries from out of state. These large trucks enter and exit this business site through the west driveway, the only driveway capable of handling the truck traffic. Entering and exiting this driveway with large trucks is made difficult by the existence of vehicles parked on the

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A NO PARKING ZONE, BETWEEN EXISTING NO PARKING ZONES, ON THE SOUTH SIDE OF ALCALDE DRIVE, EAST OF DEL LAGO DRIVE, FROM 950 FEET TO 1060 FEET EAST OF VERDUGO DRIVE."

Agenda Report
No Parking Zone South of Alcalde Drive
Page 2

south side of the street. The trucks regularly drive over landscape areas and reportedly block Alcalde while maneuvering.

The subject area of Alcalde has numerous No Parking Zones in the vicinity of driveways and intersections for site distance improvements. Specifically, across the street from 23151 Alcalde, west of Del Lago, there are No Parking Zones adjacent to existing driveways for 100 feet each, leaving a 111-foot parking area in between. When vehicles park in the allowed area, they cause conflict with the above described truck access. A field review of the area shows adequate on site parking spaces in the adjacent business parking lots. A property owner not adjacent to the parking zone did request that it remain. However, elimination of the small area of parking on the south side of Alcalde is not expected to cause a parking shortage.

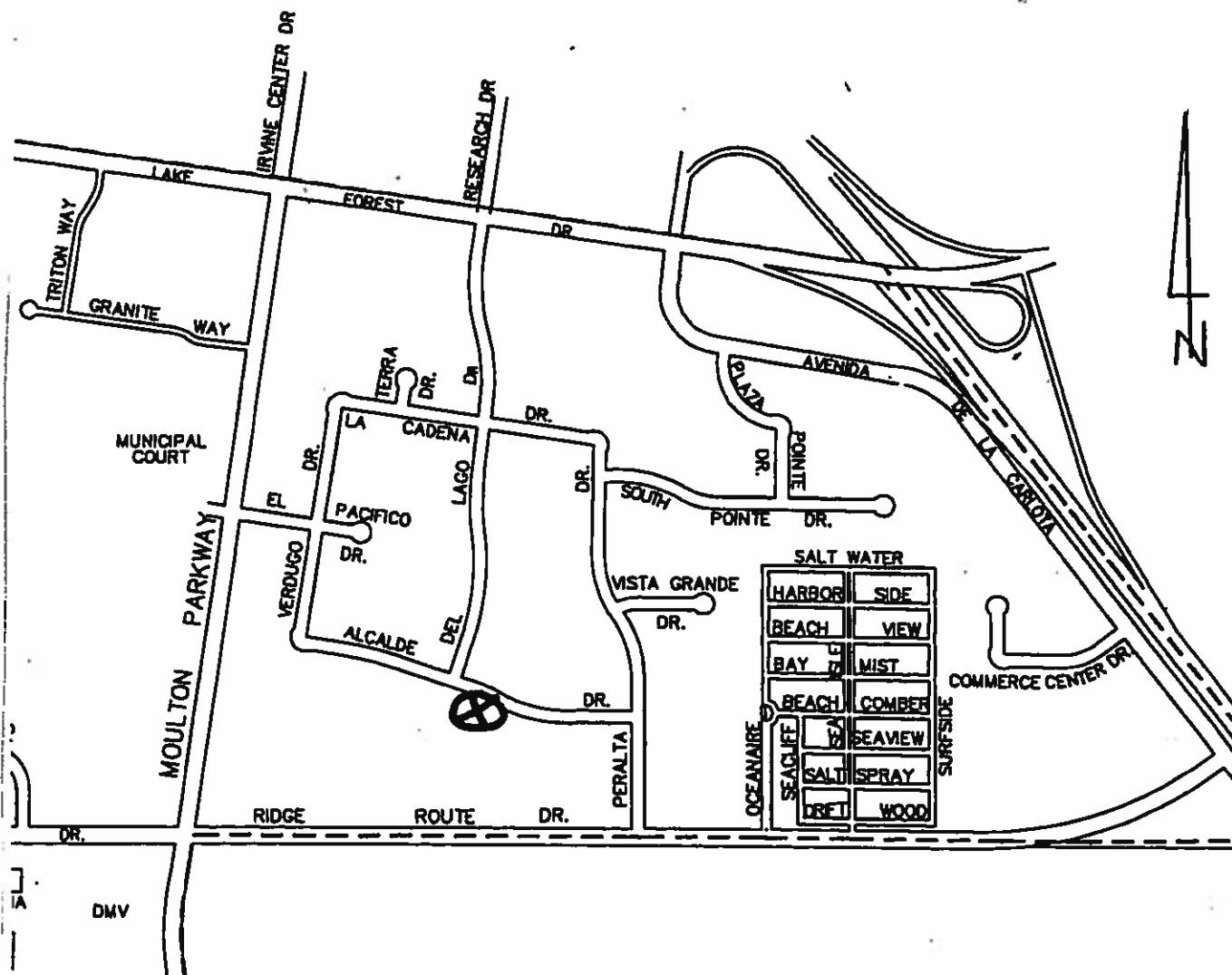
FISCAL IMPACT:

Extension of the existing No Parking Zone on the south side of Alcalde east of Del Lago will require adjusting and changing two No Parking Signs at an estimated cost of \$300. Funds are available for this work in the 2001-2 Public Works Maintenance Budget.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A NO PARKING ZONE, BETWEEN EXISTING NO PARKING ZONES, ON THE SOUTH SIDE OF ALCALDE DRIVE, EAST OF DEL LAGO DRIVE, FROM 950 FEET TO 1060 FEET EAST OF VERDUGO DRIVE."

ATTACHMENTS:

- Vicinity
- Resolution
- Letters



JAN 16 2002 ITEM 4 : 1

VICINITY MAP

FEB 12 2002 ITEM 4 . 7

Jan 11 02 12:51p

Clean Products

1 949 598 9429

p. 2



January 11, 2002

Re: No Parking in a specific area on Alcalde Drive

Dear Kenneth Rosenfield,

I am requesting the elimination of parking directly across the street from our office we are at 23151 Alcalde Drive Suite #A-2, Laguna Hills, 92653.

We are requesting this because we get deliveries weekly by very large full sleeper Semi-Trucks with trailers. They are having a very difficult time getting in and out of the driveway because they are so long and the vehicles across the street do not leave them any maneuvering space.

They have had to go up onto the grass in three different areas to maneuver their truck/trailer in and out of the driveway. We have had traffic stopped for up to 10 minutes one time because one particular truck got stuck. One time a company had to leave a trailer parked in our alley/parking lot because it was not able to get out at all!! They sent a shorter truck 4 days later to remove it.

If there were no vehicles parked across the street they would be able to pull in and out much easier. Eliminating all of our problems!

We do not feel we will be displacing anybody by removing the parking on this particular section of the street. We also have the support of the Management Company (Resco Properties). Sally Farber of Resco will be faxing you the letter of support and approval regarding our request.

Thank you for your time and efforts on this matter.

Sincerely,

Dyana Rankin

Office Manager--Clean Products

FEB 12 2002 ITEM 4 . 7

JAN 16 2002 ITEM 4 : 1

JAN-14-1982 13:23 FROM

TO

7872614 P.02

**RESCO**

901 DOVE STREET
SUITE 210
NEWPORT BEACH
CALIFORNIA 92660-3008
949-758-3200
FAX 949-758-6777

January 14, 2002

Mr. Kenneth Rosenfield
Director of Public Services
City of Laguna Hills
25201 Paseo de Alicia
Laguna Hills, CA 92653

Re: Alcalde Drive, Laguna Hills, CA

Dear Mr. Rosenfield:

Resco Properties is the Management Company for Alcalde Business Center at 23151 Alcalde Drive and Lakeside Business Center at 23042-23142 Alcalde Drive, which is directly across from Clean Products, Inc. in Laguna Hills. As such, we represent the owners of both properties, as well as Park Laguna Hills, which is located immediately to the east of Lakeside Business Center. We have been contacted by our tenant, Clean Products, Inc. to request that parking be eliminated across from their driveway along the south side of Alcalde Drive.

We fully support their request. We have been trying for years to have parking eliminated in front of Lakeside Business Center for safety, security and esthetic reasons, and appreciate your efforts in facilitating this request.

Sincerely,

RESCO PROPERTIES

Sali Farber
Property Manager

1
SOME MAIL
JAN 14 2002
18

FEB 12 2002 ITEM 4.7



City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 18, 2017
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Traffic Signal Evaluation - Oso Parkway at Bridlewood Drive

RECOMMENDATION: That the Traffic Commission Receive and File the Report.

SUMMARY:

During the past five years, fourteen (14) traffic collisions have occurred at the signalized intersection of Oso Parkway and Bridlewood Drive. Based on a review of this traffic collision history, staff initiated a Traffic Signal Evaluation as a “safety audit” of this intersection. The Traffic Signal Evaluation, performed by Hartzog & Crabill, Inc., attached, determined the following traffic signal improvements are recommended:

- Two (2) new 3-section (R,Y,G) ‘through’ vehicle heads are recommended to be installed at the unused mid-tenon mast-arm locations facing both Oso Parkway approaches in order to improve visibility of signal indications from all lanes.
- The existing overhead-mounted programmed-visibility (PV) left-turn vehicle head that faces the eastbound approach is recommended to be replaced with a standard ‘non-PV’ left-turn vehicle head for improved visibility of all indications.
- “Signal Ahead” advance pavement markings are recommended to be installed on the eastbound approach to supplement the posted ‘Signal Ahead’ warning signs.

Traffic Signal Evaluation - Oso Parkway at Bridlewood Drive

January 18, 2017

Page 2

All pedestrian and equestrian push-buttons at the intersection are recommended to be upgraded to the newer ADA-compliant (larger diameter) push buttons and all pedestrian signal head are recommended to be upgraded to 'countdown' type.

Staff has initiated implementation of the recommendations contained in this report as follows:

The 3-section vehicle heads and standard 'non-PV' left-turn vehicle head are on order and installation of 'Signal Ahead' advance pavement markings have been authorized. The recommended pedestrian push-buttons and pedestrian signal heads will be upgraded at a future date as their replacement is not related to the traffic safety of this intersection.

In addition, additional 3-section heads have been ordered for the adjacent intersection of Oso Parkway at Nellie Gail Road, on Oso Parkway, for consistency with current traffic signal design standards.

ATTACHMENTS:

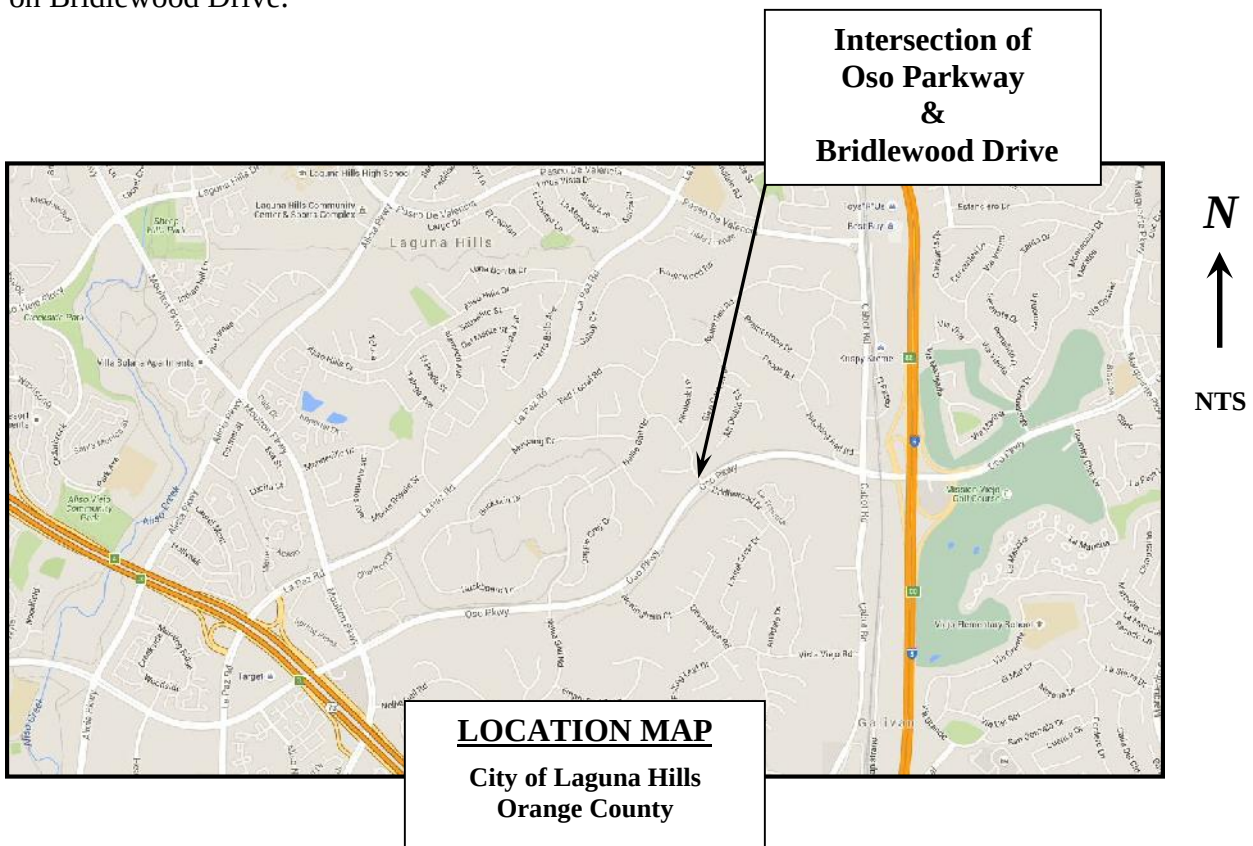
- Hartzog & Crabill, Inc. Traffic Signal Study

TRAFFIC SIGNAL EVALUATION:

INTERSECTION OF OSO PARKWAY AND BRIDLEWOOD DRIVE IN THE CITY OF LAGUNA HILLS, CA

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) complete a traffic signal evaluation of the intersection of Oso Parkway and Bridlewood Drive. The evaluation was completed in order to verify existing conditions and provide our findings, and any recommendations. The signalized location is a four-legged, urbanized intersection with Oso Parkway running diagonally in the easterly/westerly directions and Bridlewood Drive in the northerly/southerly directions. The intersection is located west of the Interstate 5 (I-5) San Diego Freeway, along the Oso Parkway arterial roadway (see *Location Map below*). At the present time, the intersection is signalized with a 6-phase operation that includes protected left-turn phasing on Oso Parkway and permissive turns on Bridlewood Drive.



Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

BACKGROUND

Oso Parkway, near the intersection with Bridlewood Drive, is an east-west arterial with varying street widths of 100–110 feet, and residential properties backing on both sides of the roadway. Oso Parkway has a 14-foot wide raised landscaped center median which divides three (3) through-lanes of traffic and a bicycle lane in each direction. There are curb, gutter, sidewalk, and wide parkway improvements along the south-side of the roadway. The north-side has curb and gutter improvements, and a separate asphalt-paved pedestrian/bicycle/horse path just north of the parkway. Oso Parkway has a slight declining roadway curvature in the westbound approach, and a slight incline in the eastbound approach, with a posted speed limit of 50 MPH. There are marked white crosswalks across each leg of Oso Parkway at its intersection with Bridlewood Drive. On-street parking is restricted on both sides of the roadway. Currently, the traffic signal provides for protected left-turn phasing on Oso Parkway.

See Exhibit 1 (next page) for photo images of Oso Parkway.

Bridlewood Drive is a collector street with primarily residential frontage on both sides of the roadway. At its intersection with Oso Parkway, the north leg of the roadway is approximately 50 feet wide, while the south leg is approximately 40 feet wide. The roadway provides for one through-lane in each direction, and an exclusive northbound left-turn lane on the south leg. The north leg directions are separated by a raised, landscaped center median (no median on south leg). There are also curb, gutter, and sidewalk improvements along both sides of the roadway; with exception to the north leg, which has no east-side sidewalk improvements. Bridlewood Drive has posted speed limits of 25 MPH on the north leg and 30 MPH on the south leg, and slight declining curvature on both approaches to the intersection. There are marked white crosswalks across both approaches of Bridlewood Drive. On-street parking is primarily allowed on both sides of the roadway, with posted restrictions near the intersection. Currently, the traffic signal provides for permissive left-turns on Bridlewood Drive.

See Exhibit 2 (following page) for photo images of Bridlewood Drive.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

EXHIBIT 1



Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

EXHIBIT 2



Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

TRAFFIC SIGNAL EVALUATION

Our approach to the evaluation included conducting a field-review of the intersection, as well as collecting intersection collision data and current signal timing parameters, as described below:

Field-Review

HCI staff completed an intersection field-review to verify existing conditions including:

- Distance of advance vehicle detectors along Oso Parkway
- Existing westbound advance Signal Ahead flashing yellow beacon
- Intersection safety lighting
- Traffic signal vehicle head placement
- Pavement markings

For a roadway posted 50 MPH, the California Manual on Uniform Traffic Control Devices (CA MUTCD) recommends a detector setback distance of 345 feet for the ‘advance’ vehicle detection. The 85th-percentile speed for the westerly segment of Oso Parkway is 53.8 MPH. So for the next higher speed limit of 55 MPH, the recommended detector setback distance is 405 feet (see attached CA MUTCD guidelines). The advance vehicle detectors along Oso Parkway were measured in the field at 400 feet from the crosswalk. Consequently, the distances from the intersection to the advanced vehicle detectors along Oso Parkway are considered satisfactory.

There is an existing, advance ‘Signal Ahead’ flashing yellow beacon facing westbound Oso Parkway traffic located 500 feet east of the intersection. Our field-review verified that the two yellow flashing beacons were working properly.

There are also two advance ‘Signal Ahead’ warning signs facing eastbound Oso Parkway traffic that are posted 500 feet west of the intersection, and verified in good condition.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

TRAFFIC SIGNAL EVALUATION (continued)

Field-Review (continued)

The four safety light luminaires that illuminate the signalized intersection were verified as working properly during night-time hours.

Staff also verified that there is an ‘advance’ vehicle head facing eastbound Oso Parkway traffic located on the signal pole shaft on the left ‘near-side’ of the intersection. This vehicle head is considered supplemental for the eastbound drivers approaching the intersection providing improved advance visibility of the through movement indications.

Also, both traffic signal mast-arms with vehicle heads facing Oso Parkway were verified as having an unused mid-tenon, which is where another vehicle head may be mounted. Staff verified that there is only one overhead-mounted vehicle head in the westbound approach; however, per the new CA MUTCD guidelines, two mast-arm heads are recommended for the primary through movement on a 3-lane approach.

In addition, it was verified that the existing overhead-mounted, left-turn vehicle head facing the eastbound approach is a programmed-visibility (PV) type head, which is not required at this location.

The existing pavement markings installed on all approaches to the intersection were verified in good condition.

The pedestrian push-buttons, as well as the elevated ‘equestrian’ push-buttons, at this intersection were verified as older small diameter buttons. All pedestrian signal heads were verified as non-countdown type. The four (4) internally illuminated street name sign (IISNS) panels at this intersection appear to have been replaced recently and were verified as working properly during night-time hours.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

TRAFFIC SIGNAL EVALUATION (continued)

Data Collection

HCI collected the following intersection data:

- Current signal timing parameters, including yellows and all-reds
- Full 5-year intersection accident history for evaluation of collisions

Signal Timing

HCI also gathered the current traffic signal timing parameters for the intersection and reviewed to determine that the traffic signal was operating as intended. The minimum clearance interval timing was also carefully reviewed as follows:

Oso Parkway (Posted 50 MPH; 85th at 53.8 MPH) - Phases 2 & 6 – Through Phases

Yellows are set to 5.5 seconds.

All Reds are set at 1 second.

Oso Parkway - Phases 1 & 5 – Protected Left-turn Phases

Yellows are set to 3.5 seconds.

All Reds are set at 1 second.

Bridlewood Drive (Posted 25 MPH-SB & 30 MPH-NB) - Phases 4 & 8 – Through Phases

Yellows are set to 4.0 seconds.

All Reds are set at 1 second.

All minimum clearance interval timing parameters are considered satisfactory in terms of meeting or exceeding the recommendations for either posted speed or 85th-percentile speed (see attached CA MUTCD guidelines).

Collision History

The latest available accident history for the intersection of Oso Parkway and Bridlewood Drive was gathered from the California Highway Patrol (CHP) - Statewide Integrated Traffic Records System website (*i-SWITRS*) and reviewed carefully to determine causes.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

TRAFFIC SIGNAL EVALUATION (continued)

Collision History (continued)

All collisions were evaluated, especially left-turn type collisions categorized as 'Broadside', 'Head-On', or pedestrian-vehicular collisions. Table 1 (below) provides the most recent 5-year summary of the reported collision history at this intersection.

TABLE 1
INTERSECTION COLLISION HISTORY SUMMARY

Intersection	2012		2013		2014		2015 - 2016	
	Date	Type of Collision	Date	Type of Collision	Date	Type of Collision	Date	Type of Collision
Oso Parkway at Bridlewood Drive	01/31	<u>Rear-End</u> EB Straight vs Stopped, 38' W/o Intersection at 8:40a	03/30	<u>Broadside</u> EB Straight vs NB Left-Turn at Intersection at 8:02p Car-vs- Mcycle	12/30	<u>Sideswipe</u> WB Straight vs WB Change Lanes at Intersection at 5:10p	02/17/15	<u>Hit Object</u> WB Straight 168' E/o Inters. at 9:10a 19yr old sleepy- fatigued
	02/13	<u>Rear-End</u> WB Straight vs Stopped, at Intersection at 1:20a	11/28	<u>Rear-End</u> WB Straight vs Straight vs Stopped, 52' E/o Intersection at 3:52p			03/15/15	<u>Broadside</u> EB Straight vs NB Straight at Intersection at 1:26p
	06/30	<u>Broadside</u> WB Straight vs SB Left-Turn at Intersection at 4:39p					03/27/15	<u>Broadside</u> NB Straight vs NB Making Left-Turn vs EB Straight at Intersection at 2:18p Car-vs- Bicycle
	10/25	<u>Hit Object</u> WB Left-Turn 13' W/o Inters. at 1:00a					09/23/15	<u>Broadside</u> SB Straight vs WB Straight at Intersection at 1:37p
							10/29/15	<u>Rear-End</u> WB Straight vs Straight, 30' E/o Intersection at 3:30p
							02/24/16	<u>Rear-End</u> WB Straight vs Stopped, 72' E/o Intersection at 4:55p
							03/27/16	<u>Head-On</u> EB Straight vs WB Left-Turn at Intersection at 6:05p

A more-comprehensive 5-year traffic collision history report is attached.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

TRAFFIC SIGNAL EVALUATION (continued)

Collision History (continued)

In summary, during the past 5 years, the types of collisions reported were...

- (2) Hit Object
- (5) Rear-End
- (5) Broadside
- (1) Sideswipe
- (1) Head-On

Out of the overall (14) collisions during the past five years, almost all involved vehicles along Oso Parkway, and only five of them involved traffic using Bridlewood Drive. The five involved collisions with Oso Parkway drivers indicating the possibility of red light violations.

Miscellaneous

The geometry of the intersection of Oso Parkway and Bridlewood Drive provides for a close to 90-degree angle at its actual intersection (slightly-angled). There is also gradual horizontal and vertical roadway curvature on both streets just beyond the intersection; however, it was determined that other special traffic signal equipment is not required.

Traffic Signal Evaluation: Oso Parkway at Bridlewood Drive, in the City of Laguna Hills, CA

CONCLUSION

Based on the findings of this evaluation, the following are traffic signal improvements are recommended:

- Two (2) new 3-section (R,Y,G) ‘through’ vehicle heads are recommended to be installed at the unused mid-tenon mast-arm location facing both Oso Parkway approaches in order to improve visibility of signal indications from all lanes.
- It is recommended to replace the existing overhead-mounted, programmed-visibility (PV) left-turn vehicle head that faces the eastbound approach with a standard ‘non-PV’ left-turn vehicle head for improved visibility of all indications.
- ‘Signal Ahead’ advance pavement markings are recommended to be installed on the eastbound approach to supplement the posted ‘Signal Ahead’ warning signs.
- All pedestrian and equestrian push-buttons at the intersection are recommended to be upgraded to the newer ADA-compliant (larger diameter) push buttons.
- All pedestrian signal heads are recommended to be upgraded to ‘countdown’ type.

CA MUTCD Guidelines on Suggested Detector Setbacks

Table 4D-101 (CA). Suggested Detector Setbacks From Limit Line

Deceleration Rate $d = 10 \text{ ft/sec}^2$

Reaction Time $t_R = 1.00 \text{ sec}$

Reaction Distance $= Vt_R$

Deceleration Distance $= \frac{1}{2}dt^2$ or $\frac{1}{2}Vt$ or $\frac{V^2}{2d}$

Deceleration Time $= \frac{V}{d}$

Detector Setback = Deceleration Distance + Reaction Distance $= \frac{V^2}{2d} + Vt_R$

V = Deceleration Speed (ft/sec)

t_D = Deceleration Time (sec)

Note: Speed must be expressed in feet per second and the Deceleration Setback will be measured in feet.

SPEED		DEC. TIME	DECELERATION DISTANCE	TOTAL TIME	DETECTOR SETBACK	
					ACTUAL	SUGGESTED
mph	feet/s	Seconds	Feet	Seconds	Feet	Feet
25	36.68	3.67	66.93	4.67	103.90	105
30	44.00	4.40	96.82	5.40	140.80	140
35	51.35	5.13	131.80	6.13	183.10	185
40	58.69	5.87	172.10	6.87	230.80	230
45	66.04	6.60	217.80	7.60	283.90	285
50	73.36	7.33	268.90	8.33	342.30	345
55	80.71	8.06	325.40	9.06	406.10	405
60	88.00	8.80	387.30	9.80	475.30	475
65	95.37	9.53	454.50	10.53	549.90	550
70	102.7	10.27	526.60	11.27	629.30	630



CA MUTCD Guidelines on Minimum Number of Signal Faces

Table 4D-1. Recommended Minimum Number of Primary Signal Faces for Through Traffic on Approaches with Posted, Statutory, or 85th-Percentile Speed of 45 mph or Higher

Number of Through Lanes on Approach	Total Number of Primary Through Signal Faces for Approach*	Minimum Number of Overhead-Mounted Primary Through Signal Faces for Approach
1	2	1
2	2	1
3	3	2**
4 or more	4 or more	3**

NOTES: *A minimum of two through signal faces is always required (See Section 4D.11). These recommended numbers of through signal faces may be exceeded. Also, see cone of vision requirements otherwise indicated in Section 4D.13.

** If practical, all of the recommended number of primary through signal faces should be located overhead.

Table 4D-2. Minimum Sight Distance for Signal Visibility

85th-Percentile Speed	Minimum Sight Distance
20 mph	175 feet
25 mph	215 feet
30 mph	270 feet
35 mph	325 feet
40 mph	390 feet
45 mph	460 feet
50 mph	540 feet
55 mph	625 feet
60 mph	715 feet

Note: Distances in this table are derived from stopping sight distance plus an assumed queue length for shorter cycle lengths (60 to 75 seconds).

CA MUTCD Guidelines on Minimum Yellow Change Interval Timing

Table 4D-102 (CA). Minimum Yellow Change Interval Timing

$$\text{Yellow Time} = \frac{\text{Detector Setback Distance}}{\text{Speed}}$$

$$T = \frac{D}{V} = \text{The minimum yellow change interval (sec)}$$

V = Speed (ft/sec)

d = Deceleration Rate (10 ft/sec²)

t_R = Reaction Time (1 sec)

Reaction Distance = Vt_R

Deceleration Distance = $\frac{1}{2}dt^2$ or $\frac{1}{2}Vt$ or $\frac{V^2}{2d}$

D = Detector Setback = Deceleration Distance + Reaction Distance = $\frac{V^2}{2d} + Vt_R$

$$T = \frac{\frac{V^2}{2d} + Vt_R}{V}$$

$$T = \frac{V}{2d} + t_R$$

a - For Speed determined by 85th Percentile

SPEED (Determined by 85th Percentile Speed)*	MINIMUM YELLOW INTERVAL
mph	Seconds
25 or less	3.0
30	3.2
35	3.6
40	3.9
45	4.3
50	4.7
55	5.0
60	5.4
65	5.8

*See Section 4D.26 Standard under paragraph 14b

b - For Posted or Prima Facie Speed

POSTED SPEED or UNPOSTED PRIMA FACIE SPEED	MINIMUM YELLOW INTERVAL *	MINIMUM YELLOW INTERVAL *
mph	Seconds	Seconds
15	N/A	3.0
20	N/A	3.2
25	N/A	3.6
30	3.7	N/A
35	4.1	N/A
40	4.4	N/A
45	4.8	N/A
50	5.2	N/A
55	5.5	N/A
60 or higher	5.9	N/A

*Speed values for Table 4D-102b (CA) are inclusive of the 7 MPH added for speeds equal to 30 MPH or higher and 10 MPH for speeds equal to or lower than 25 MPH for determining the minimum values of the yellow intervals.

5-Year Intersection Collision History

CITY OF LAGUNA HILLS
SWITRS COLLISION DATABASE
INTERSECTION OF OSO PARKWAY AND BRIDLEWOOD DRIVE
JAN. 1, 2012 - JUL. 31, 2016

CASE ID	COLLISION DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTER.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	RO SU
5535356	20120131	840	OSO PKWY	BRIDLE WOOD	38	W	N	A	0	A	3	22350	N	C	C	/
5552307	20120213	120	OSO PKWY	BRIDLEWOOD	0		Y	A	0	A	3	22350	M	C	C	/
5689383	20120630	1639	OSO PKWY	BRIDLEWOOD DR	0		Y	A	3	A	12	21453	N	D	C	/
5868052	20121025	2500	OSO PKWY	BRIDLEWOOD DR	13	W	N	A	0	A	8	22107	M	E	I	/
6075835	20130330	2002	OSO PKWY	BRIDLEWOOD DR	0		Y	A	4	A	12	21453	N	D	C	/
6282648	20131128	1552	OSO PKWY	BRIDLEWOOD DR	52	E	N	A	0	A	2	22400	N	C	C	/
6795569	20141230	1710	OSO PKWY	BRIDLEWOOD DR	0		Y	B	0	A	7	21658	N	B	C	/
6839250	20150217	910	OSO PKY	BRIDLEWOOD DR	168	E	N	A	0	A	8	22107	N	E	I	/
6863917	20150315	1326	BRIDLEWOOD DR	OSO PKY	0		Y	A	4	A	12	21453	N	D	C	/
6889756	20150327	1418	OSO PKWY	BRIDLEWOOD DR	0		Y	A	3	A	12	21453	N	D	C	/
7028166	20150923	1337	OSO PKWY	BRIDLEWOOD	0		Y	A	3	D	0		N	D	C	/
7132040	20151029	1530	OSO PKWY	BRIDLEWOOD	30	E	N	A	4	A	3	22350	N	C	C	/
8002466	20160224	1655	OSO PKWY	BRIDLEWOOD DR	72	E	N	A	0	A	21	22106	N	C	C	/
8030418	20160327	1805	OSO PKWY	BRIDLEWOOD DR	0		Y	B	4	A	-		N	A	C	/

Attachment: Hartzog & Crabill, Inc. Traffic Signal Study (1168 : Traffic Signal Evaluation - Oso Parkway at

**CITY OF LAGUNA HILLS
SWITRS COLLISION DATABASE
INTERSECTION OF OSO PARKWAY AND BRIDLEWOOD DRIVE
JAN. 1, 2012 - JUL. 31, 2016**

CASE ID	COLLISION DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	RO SU
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NOTES:

Weather 1	Collision Severity	Primary Collision Factor	PCF Violation Category	Hit and Run	Type of Collision
A - Clear	1 - Fatal	A - (Vehicle) Code Violation	01 - Driving or Bicycling Under Influence	F - Felony	A - Head-On
B - Cloudy	2 - Injury (Severe)	B - Other Improper Driving	02 - Impeding Traffic	M - Misdemeanor	B - Sideswipe
C - Raining	3 - Injury (Other Visible)	C - Other Than Driver	03 - Unsafe Speed	N - Not Hit & Run	C - Rear-End
D - Snowing	4 - Injury (Complaint of Pain)	D - Unknown	04 - Following Too Closely		D - Broadside
E - Fog	0 - PDO (Property Damage Only)	E - Fell Asleep	05 - Wrong Side of Road		E - Hit Object
F - Other		-- Not Stated	06 - Improper Passing		F - Overturned
G - Wind			07 - Unsafe Lane Change		G - Vehicle/Pedestrian
-- Not Stated			08 - Improper Turning		H - Other
			09 - Automobile ROW		-- Not Stated
			10 - Pedestrian ROW		
			11 - Pedestrian Violation	Road Surface	
			12 - Traffic Signals and Signs	A - Dry	
			13 - Hazardous Parking	B - Wet	
			14 - Lights	C - Snowy or Icy	
			15 - Brakes	D - Slippery	
			16 - Other Equipment	-- Not Stated	
			17 - Other Hazardous Violation		
			18 - Other Than Driver (or Ped)		
			19 -		
			20 -		
			21 - Unsafe Starting or Backing		
			22 - Other Improper Driving		
			23 - Pedestrian or "Other" Under the Influence		
			24 - Fell Asleep		
			00 - Unknown		
			-- Not Stated		

Motor Vehicle Involved With:

A - Non-Collision
 B - Pedestrian
 C - Other Motor Vehicle
 D - Motor Vehicle on Other Roadway
 E - Parked Motor Vehicle
 F - Train
 G - Bicycle
 H - Animal
 I - Fixed Object
 J - Other Object
 -- Not Stated



City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 18, 2017
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Proposed Budget and Major Plans for Fiscal Years 2017-2019

RECOMMENDATION: That the Traffic Commission Review the Capital Improvement Program Budget for Street, Signals, and Lighting and Provide Suggestions for New Capital Improvement Projects for the 2017-2019 Fiscal Years, and Identify Any Major Plan Initiatives for City Council Consideration.

SUMMARY:

Every two years, the City embarks on the development of its Operating Budget and an update to its six-year Capital Improvement Program Budget. The Traffic Commission, as representatives of the community, is requested to provide suggestions to staff as to potential projects to be undertaken over the next few years and to review and suggest any new programs for consideration by the Public Services Department.

BACKGROUND:

The City is embarking on its biennial effort to develop the two-year Operating Budget and the six-year Capital Improvement Budget update. Between January and June of this year, staff will develop proposed budgets for operations and for capital improvements and present them to the City Council for review and approval. In June, the City Council will adopt the new budget. Attached to the staff report is a copy of the current Capital Improvement Program Budget for Street, Signals, and Lighting projects. The Traffic Commission is encouraged to review the projects and provide suggestions, if any, for new or additional Capital Improvements that may be desired for the City Council to consider during the budget deliberations.

Proposed Budget and Major Plans for Fiscal Years 2017-2019

January 18, 2017

Page 2

In addition, the City Council will consider “Major Plans” in the next budget which are studies or evaluations of issues of community interest which may cost \$50,000 or more in staff or consultant time. For instance, the potential development of a Golf Cart Transportation Plan is a Major Plan. The City Council will determine whether or not to fund Major Plans. The Traffic Commission is invited to suggest Major Plans.

FISCAL IMPACT:

The Capital Improvement Program Budget for Fiscal Year 2015-2016 was \$3,300,000, and 2016-2017 was \$4,300,000.

ATTACHMENTS:

- Capital Improvement Program Budget Summary for Street, Signals, and Lighting Projects

**CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY**

PROJECT NO.	PROJECT	TOTAL COST	FISCAL YEAR 2015/16	FISCAL YEAR 2016/17	FISCAL YEAR 2017/18	FISCAL YEAR 2018/19	FISCAL YEAR 2019/20	FISCAL YEAR 2020/21	FUTURE
STREET, SIGNALS AND LIGHTING									
101	Annual Street Maintenance	\$ 4,430,000	\$ -	\$ 730,000	\$ -	\$ 1,800,000	\$ -	\$ 1,900,000	\$ -
112	Traffic Signals	250,000	-	-	-	-	-	-	250,000
139	Cabot Widening - La Paz to Paseo de Valencia	3,150,000	-	-	-	-	-	-	3,150,000
145	Paseo de Valencia Widening	6,600,000	-	400,000	-	-	-	-	6,200,000
168	Traffic Signal Improvements/Coordination Projects	3,809,000	2,309,000	-	-	-	-	-	1,500,000
170	Access Ramp Construction	1,875,000	-	-	-	-	-	-	1,875,000
171	La Paz Road Sidewalk Widening	565,000	175,000	390,000	-	-	-	-	-
175	Arterial Highway Pavement Maintenance - Various Locations	1,270,000	100,000	1,170,000	-	-	-	-	-
178	South Moulton Pavement Rehabilitation (VIA Lomas to SCL)	1,575,000	-	-	-	-	-	-	1,575,000
181	Oso Parkway Pavement Rehabilitation (Cabot to WCL)	1,750,000	-	-	-	-	-	-	1,750,000
182	Lake Forest Drive Pavement Rehabilitation (ECL to WCL)	1,200,000	-	-	-	-	-	-	1,200,000
183	Avenida Carlota Pavement Rehabilitation (El Toro Rd to Los Alisos Blvd)	825,000	-	-	-	-	-	-	825,000
184	La Paz Road Widening (McIntyre to Cabot)	1,450,000	-	-	-	-	-	-	1,450,000
185	Replacement of Illuminated Street Name Signs at all Traffic Signal Locations	300,000	-	-	-	-	-	-	300,000
188	Ridge Route Pavement Rehabilitation - Moulton Parkway to Santa Vittoria Drive	700,000	-	-	-	-	-	-	700,000
	Sub-Total	\$ 29,749,000	\$ 2,584,000	\$ 2,690,000	\$ -	\$ 1,800,000	\$ -	\$ 1,900,000	\$ 20,775,000

Attachment: Capital Improvement Program Budget Summary for Street, Signals, and Lighting Projects



City of Laguna Hills

Traffic Commission

Staff Report

DATE: January 18, 2017
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Radar Speed Trailer

RECOMMENDATION: That the Traffic Commission Receive and File the Report.

ATTACHMENTS:

- Radar Speed Trailer

CITY OF LAGUNA HILLS

JANUARY 2017

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

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

Attachment: Radar Speed Trailer (1169 : Radar Speed Trailer)

CITY OF LAGUNA HILLS

FEBRUARY 2017

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		Nellie Gail E/O Empty Saddle 25 MPH	Woodbluff S/O Middleridge 25 MPH	Lost Colt W/B Mid-block 25 MPH		
5	6	7	8	9	10	11
12	13	Nellie Gail W/O Empty Saddle 25 MPH	Rapid Falls W/O Sundowner 25 MPH	Lost Colt W/B Mid-Block 25 MPH	17	18
19	HOLIDAY	21	22	23	24	25
26	27	28				

CITY OF LAGUNA HILLS

MARCH 2017

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

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