
**TRAFFIC
COMMISSION
REGULAR
MEETING**



**JANUARY 15, 2014
7:00 PM**

AGENDA

Ed Rowe - Chair

Donald Froelich – Vice Chair

Michael Caputo - Commissioner

Steven Beeuwsaert - Commissioner

Rick Frazier - Commissioner

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. 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**3. PRESENTATIONS****4. ADMINISTRATIVE REPORTS****4.1 ON-STREET PARKING ON STOCKPORT STREET**

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE AMENDMENT OF NO STOPPING ANYTIME ZONES ON PORTIONS OF STOCKPORT STREET.

4.2 SIDE STREET STOP SIGN ON RED CORRAL ROAD AT MUSTANG DRIVE

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF A STOP SIGN ON RED CORRAL ROAD AT MUSTANG DRIVE.

4.3 REGULATION OF PARKING IN CITY-OWNED PARKING LOTS

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE AMENDMENT OF CHAPTER 11-12 OF THE CITY OF LAGUNA HILLS MUNICIPAL CODE TO PROHIBIT OVERNIGHT PARKING ON CITY-OWNED PARKING LOTS.

5. INFORMATIONAL ITEMS**5.1 SHERIFF'S DEPARTMENT VERBAL REPORT****5.2 RADAR SPEED TRAILER****6. COMMISSIONER COMMENTS****7. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be March 19, 2014, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, HUMZA JAVED, Traffic 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 , at 5:00 PM.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

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, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
NOVEMBER 20, 2013**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Ed Rowe at 7:01 p.m. in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills.

PLEDGE OF ALLEGIANCE:

Chair Ed Rowe led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Ed Rowe, Chair
 Donald Froelich, Vice Chair
 Steven Beeuwsaert, Commissioner
 Michael Caputo, Commissioner
 Rick Frazier, Commissioner

Absent:

Staff Present: Humza Javed, Associate Civil Engineer; Sergeant Robin Shirakawa; Cindy Sands, Administrative Assistant

- 1. PUBLIC COMMENTS**
- 2. MINUTES**

APPROVAL OF MINUTES

IT WAS MOVED BY COMMISSIONER DONALD FROELICH,
SECONDED BY COMMISSIONER STEVEN BEEUWSAERT, TO
APPROVE THE MINUTES OF THE SEPTEMBER 18, 2013, TRAFFIC
COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert and Frazier, Vice Chair
 Froelich, and Chair Rowe
NOES:
ABSTAIN: Commissioner Caputo

- 3. PRESENTATIONS**

None

4. ADMINISTRATIVE REPORTS

4.1 REGULATION OF PARKING IN CITY-OWNED PARKING LOTS

Staff stated that vehicles are parking overnight in City-owned parking lots, particularly the Community Center and Sports Complex, and reducing the parking supply for scheduled events. As a result of this issue, staff consulted with the City Attorney's office and they have advised the City has authority to regulate parking in public parking lots with the adoption of an Ordinance. The proposed parking regulations would apply to three sites: Cabot Park, Community Center and Sports Complex, and Civic Center. Staff stated that typically the City would prohibit parking between the hours of 11:00 p.m. to 6:00 a.m. and would be done in accordance with California Vehicle Code Section 22651, which provides authority to tow vehicles that are parked illegally on City property, and Sections 21113 and 22519, which discuss the authority of the City to regulate parking on City property. It is recommended that the Traffic Commission recommend to the City Council the amendment of Laguna Hills Municipal Code Chapter 11-12 in order to regulate parking in City-owned parking lots.

Commissioner Beeuwsaert inquired about what type of issues had been reported, i.e. number of cars, criminal activity, etc. The Commission engaged in a discussion with staff regarding the various issues and options available to address the situation such as hours of regulation and authority to tow vehicles.

MOTION WAS MADE BY COMMISSIONER CAPUTO, SECONDED BY COMMISSIONER BEEUWSAERT, TO CONTINUE THIS ITEM TO THE MEETING OF JANUARY 15, 2014, FOR CLARIFICATION ON THE OPTIONS AVAILABLE AND FLEXIBILITY OF THE GUIDELINES TO AMEND LAGUNA HILLS MUNICIPAL CODE CHAPTER 11-12.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, and Frazier,
Vice Chair Froelich, and Chair Rowe
NOES:
ABSENT:

4.2 INSTALLATION OF RECTANGULAR RAPID FLASHING BEACONS AT TWO EQUESTRIAN TRAIL CROSSINGS

Staff stated that after City Council approved the installation of LED flashing lights at two equestrian trail crossings (Nellie Gail Road 500' south of Oso Parkway and Nellie Gail Road 200' north of Lost Colt Drive), the City contracted Hartzog and Crabill, Inc. (HCI) to provide engineering plans for the installation of new LED flashing lights; however, HCI is recommending the installation of Rectangular Rapid Flashing Beacons (RRFBs). Staff stated that RRFBs are a more established and standard flashing traffic control device and have been used in other locations in Southern California. In accordance with HCI's recommendations, staff is recommending that the Traffic Commission recommend to the City Council the use of RRFBs rather than the previously approved LED flashing warning lights.

The Commission inquired about the differences in the sign construction and the cost difference.

MOTION WAS MADE BY COMMISSIONER FRAZIER, SECONDED BY COMMISSIONER FROELICH, TO RECOMMEND TO THE CITY COUNCIL THE USE OF RECTANGULAR RAPID FLASHING BEACONS RATHER THAN THE PREVIOUSLY APPROVED LED FLASHING WARNING LIGHTS AT THE EQUESTRIAN TRAIL CROSSINGS ON NELLIE GAIL ROAD 500' SOUTH OF OSO PARKWAY AND NELLIE GAIL ROAD 200' NORTH OF LOST COLT DRIVE.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, and Frazier,
Vice Chair Froelich, and Chair Rowe
NOES:
ABSENT:

4.3 REQUEST FOR LEFT-TURN MOVEMENT RESTRICTION AT NEW VISTA SCHOOL

Staff stated that a Board Member at New Vista School had contacted the City with a request to restrict left-turn movements in and out of the school driveway located at 23092 Mill Creek Drive. The request was made due to traffic congestion during school drop-off and pick-up hours. As a result of this concern, staff performed a site review and observed the following: the school driveway gets overwhelmed with traffic turning into and out of

the driveway; there is double-yellow striping along the centerline of Mill Creek Drive allowing left-turn movements in and out of the driveway; and there is a No Right Turn sign on school property for vehicles exiting the driveway. At this time, staff is recommending that a No Left Turn sign be posted opposite the school driveway. This additional signage will allow vehicles to continue making lefts into the driveway, will eliminate left-turns out of the driveway, and will enforce the existing Right Turn Only out of the driveway. Staff is recommending that the Traffic Commission recommend to the City Council the establishment of a No Left Turn exiting the driveway at 23092 Mill Creek Drive at New Vista School.

MOTION WAS MADE BY COMMISSIONER CAPUTO, SECONDED BY COMMISSIONER BEEUWSAERT, TO RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF A NO LEFT TURN EXITING THE DRIVEWAY AT 23092 MILL CREEK DRIVE AT NEW VISTA SCHOOL.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, and Frazier,
Vice Chair Froelich, and Chair Rowe
NOES:
ABSENT:

4.4 ALL-WAY STOP ANALYSIS AT MUSTANG DRIVE AND RED CORRAL ROAD

Staff stated that a request had been received from a resident to evaluate the need for an all-way stop sign at the intersection of Mustang Drive at Red Corral Road. The resident expressed concerns about vehicles speeding through this uncontrolled intersection. As a result of this concern, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. perform an all-way stop sign analysis in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD). Results of the analysis determined that this intersection does not meet the State standards for an all-way stop sign control. Staff noted that a review of the accident history from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) did not reveal any accidents over the last six years. However, staff is recommending that the Traffic Commission recommend to the City Council the installation of a one-way stop sign control on Red Corral Road at Mustang Drive to assist with right-of-way assignment.

Commissioner Caputo inquired about the number of complaints received, noise issues related to the installation of a stop sign, and asked that the City survey residents in the area to see if they are in support of the recommendation. Staff stated that the City would send a survey to residents in the vicinity requesting their input. The Commission engaged in a discussion with staff regarding the various issues and options. The Commission made a motion with the understanding that a survey would be conducted.

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER BEEUWSAERT, TO RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF A STOP SIGN ON RED CORRAL ROAD AT MUSTANG DRIVE.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, and Frazier, Vice Chair
Froelich, and Chair Rowe
NOES: Commissioner Caputo
ABSENT:

5. INFORMATIONAL ITEMS

5.1 SHERIFF'S DEPARTMENT VERBAL REPORT

Sergeant Robin Shirakawa stated that she had nothing to report at this time.

5.2 TRAFFIC CONTROL REQUEST AT THE INTERSECTION OF EL PRADO & ALAMEDA

Staff stated that a resident had contacted the City with concerns regarding traffic safety at the T-intersection of El Prado Street and Alameda Avenue. Staff reported that the radar trailer was placed at the location and no speeding issues were found. Staff has requested the Sheriff's Department to monitor the location.

5.3 CHAMPLAIN ROAD SPEEDING COMPLAINT

Staff stated that a resident had contact the City with concerns regarding speeding on Champlain Road. As a result of this concern the City placed the radar trailer at this location and it was determined that the 85th percentile speed was less than 30 miles per hour per data collected on two occasions. No further actions are necessary at this time.

5.4 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer and asked the Traffic Commission if they have any locations they would like to recommend to the list.

6. COMMISSIONER COMMENTS

Commissioner Frazier inquired about DUI checkpoints, in the past Commissioners had been invited to participate. Sergeant Shirakawa stated she would check into it and pass the information along.

Commissioner Caputo inquired about the intersection of Moulton Parkway and La Paz Road. He stated that he was familiar with a couple of accidents at the intersection and was wondering about the cause.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Rowe declared the meeting adjourned at 7:51 p.m. to the meeting of January 15, 2014.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Ed Rowe
Chair

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION
AGENDA REPORT
TRAFFIC ENGINEER DEPARTMENT**

ISSUE: ON-STREET PARKING ON STOCKPORT STREET

SUMMARY:

City staff received a request from a resident of the Alicia Village Apartments to provide parking options for residents along public streets in the vicinity. The resident described parking shortages in both Alicia Village and Alicia Plaza Apartments and requested City assistance in alleviating some of the parking burden. Staff reviewed current parking restrictions along adjacent public streets and determined that approximately one hundred fifty feet of curb can be made available on Stockport Street for additional parking. It is recommended that the Traffic Commission recommend to the City Council the amendment of No Stopping Anytime Zones on portions of Stockport Street.

BACKGROUND:

Stockport Street, from Paseo de Valencia easterly, is a short dead-end street that serves as access to two apartment complexes, namely, Alicia Village and Alicia Plaza, managed by Arnel Development. This street includes stopping restrictions on several segments to control access near the comers of the street and the dead end.

In addition to restricting parking at the street corners due to sight distance, the property owner previously requested the City to eliminate public parking along Stockport Street due to overflow parking from the Laguna Hills Dental Plaza located on the northwest corner of Paseo de Valencia and Laguna Hills Drive. Subsequently, the City created a permit parking system along Laguna Hills Drive to accommodate overflow parking from the Laguna Hills Dental Plaza. This action addressed the issue of out-of-neighborhood vehicles utilizing Stockport Street for parking.

Recently, Mike Sanders, a resident of Alicia Village Apartments, contacted the City in order to request opening up some parking along public streets in the vicinity of the apartments. Staff reviewed the request and determined that approximately one hundred fifty feet of curb (space enough for eight vehicles) can be made available for parking along Stockport Street, please see attached exhibit. The additional area being proposed for parking does not impede sight distance at the corners and allows safe on-street parking while permitting one travel lane in each direction. Staff has spoken to Arnel Property Management and they are in support of the proposed action.

FISCAL IMPACT:

The installation of "No Stopping Anytime" signs have an estimated cost of \$1,000. Funds are available for this work in the Fiscal Year 2013-2014 Public Works Maintenance

Budget.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE AMENDMENT OF NO STOPPING ANYTIME ZONES ON PORTIONS OF STOCKPORT STREET.

ATTACHMENTS:

- Vicinity Map
- Stockport Street Exhibit



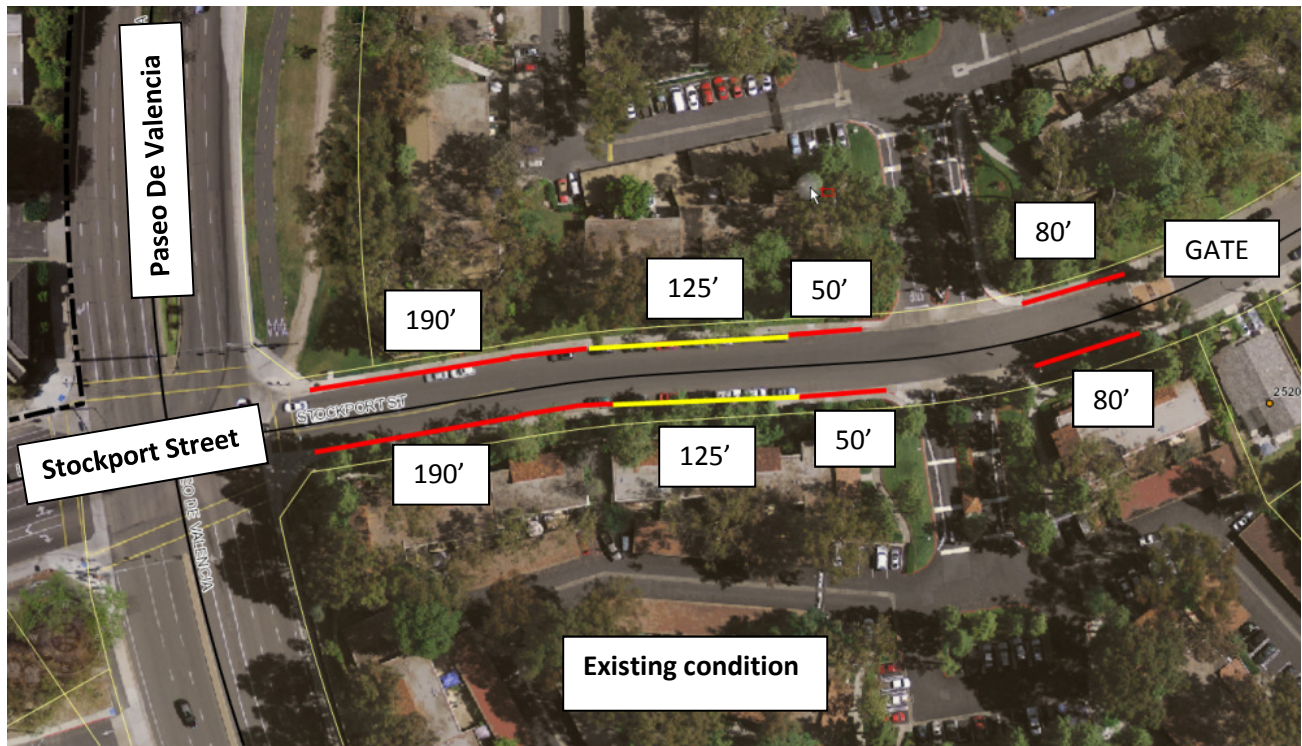
 NORTH
100ft 45m
Date: 01/09/14

VICINITY MAP



1/15/2014 ITEM NO. 4.1

STOCKPORT STREET PARKING EXHIBIT



LEGEND	
	No Stopping Anytime
	Parking Permitted

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION
AGENDA REPORT
TRAFFIC ENGINEER DEPARTMENT**

ISSUE: SIDE STREET STOP SIGN ON RED CORRAL ROAD AT MUSTANG DRIVE

SUMMARY:

City staff received a request from a resident of the community to evaluate the need for an all-way stop control at the intersection of Mustang Drive and Red Corral Road. Upon review, it is determined that an all-way stop control is not warranted based on standard guidelines. However, in order to assist with assignment of right-of-way, a one-way stop sign is justified for installation on Red Corral Road at Mustang Drive. The Traffic Commission, at its previous meeting of November 20, 2013, requested staff survey the neighborhood regarding the installation of the subject stop sign. Out of the fifty-one residents surveyed, three residents contacted staff and stated they were not in support of the stop sign. It is recommended that the Traffic Commission recommend to the City Council the installation of a stop sign on Red Corral Road at Mustang Drive.

BACKGROUND:

Mustang Drive is a 36-foot wide residential collector curvilinear roadway traversing in the east-west direction. Red Corral Road is a 34-foot wide residential curvilinear roadway traversing in the north-south direction. Both roadways have fronting residential properties, provide space for one lane in each direction with on-street parking allowed in both directions, and meet in a "T" intersection. The speed limit on both roadways is 25 miles per hour and is posted on Mustang Drive. Please see attached Vicinity Map.

In accordance with the guidelines of the California Manual on Uniform Traffic Control Devices (MUTCD), the City's Traffic Engineering Consulting firm of Hartzog & Crabill, Inc. (HCI), performed a multi-way stop warrant analysis at the subject intersection. The accident history, traffic speeds, traffic volumes, and visibility at the intersection were all reviewed. An all-way stop sign controlled intersection was not found to be justified. However, a stop sign facing Red Corral Road at Mustang Drive is recommended based on the curvature of the roadway and speed of traffic on Mustang Drive; please see attached report for details.

At the previous meeting of November 20, 2013, the Traffic Commission requested staff survey the neighborhood regarding the installation of the proposed stop sign. A letter was mailed to fifty-one residents along Red Corral Road, Mustang Drive, and Horseshoe Circle seeking resident comment on the proposed stop sign. Staff received correspondence from three residents that were not in support of the stop sign.

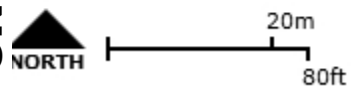
The California Vehicle Code authorizes the installation of a side street stop sign based on

engineering judgment. The site conditions, as mentioned above, justify a side street stop sign. It is recommended that the Traffic Commission recommend to the City Council the installation of a stop sign on Red Corral Road at Mustang Drive.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF A STOP SIGN ON RED CORRAL ROAD AT MUSTANG DRIVE.

ATTACHMENTS:

- Vicinity Map
- Hartzog & Crabill, Inc. Report dated November 8, 2013



Date: 01/07/14

VICINITY MAP





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

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

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

www.hartzog-crabill.com

November 8, 2013

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

**Subject: Stop Sign Analysis at the Intersection of
Mustang Drive and Red Corral Road**

Dear Mr. Rosenfield:

Hartzog & Crabill, Inc. (HCI) has completed a Multi-Way Stop Sign Warrant Analysis for the subject intersection. As you will see in the attached report, no warrants were satisfied, and our recommendation is for denial of a three-way stop sign installation at this intersection. However, due to slight roadway curvature and measured higher-than-posted speeds, a posted STOP sign facing the southbound approach of Red Corral Road is recommended to assist with the assignment of right-of-way at this intersection.

The analysis was completed in response to the City's request to verify if a multi-way stop sign installation is warranted, and recommended based on meeting standard guidelines. At the present time, the intersection has no regulatory sign control on any approach to the intersection. The California Manual of Uniform Traffic Control Devices (*California MUTCD*) was used for defining the requirements for a multi-way stop sign installation.

It has been our pleasure to prepare this analysis for the City of Laguna Hills. If you have any questions or need more information please call (714) 731-9455.

Very truly yours,
HARTZOG & CRABILL, INC.

A handwritten signature in blue ink, appearing to read 'Gerald J. Stock', is written over a blue horizontal line.

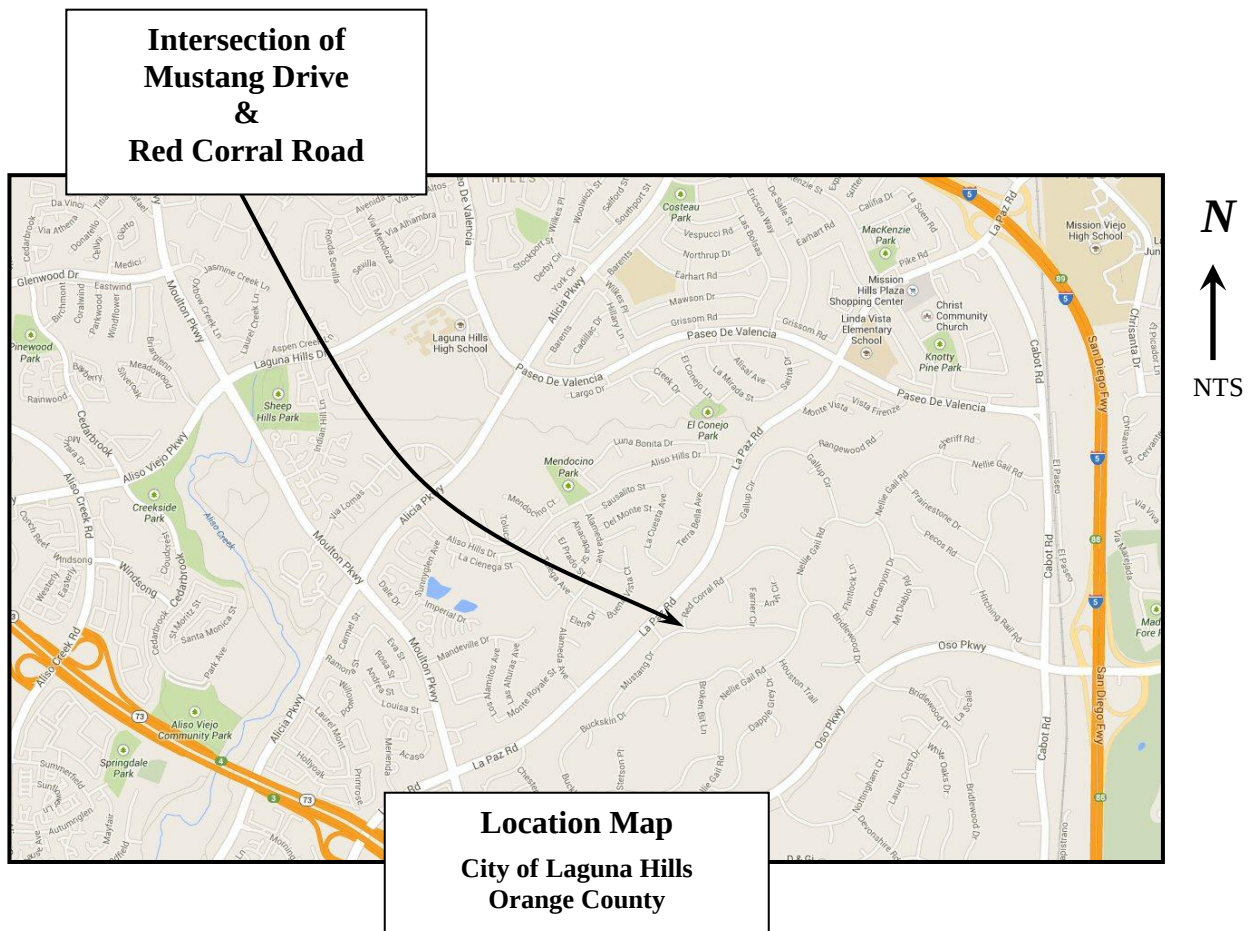
Gerald J. Stock, P.E.
Vice President
City & Traffic Engineering Services

Attach: Multi-way Stop Control Warrants Analysis Report

MULTI-WAY STOP CONTROL WARRANTS ANALYSIS MUSTANG DRIVE AT RED CORRAL ROAD IN THE CITY OF LAGUNA HILLS, CA

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) to complete a Multi-way Stop Warrants Analysis at the intersection of Mustang Drive and Red Corral Road. This analysis was completed in order to verify if a multi-way stop sign installation is warranted and recommended based on meeting standard guidelines. The location is a T-intersection with Mustang Drive running diagonally in the east-west directions and Red Corral Road running diagonally in the north-south, north of Mustang Drive. The intersection is located west of the Interstate 5 Freeway, near La Paz Road (see *Location Map below*). The intersection is entirely within the City of Laguna Hills' jurisdiction. Presently, there are no STOP signs posted or markings for any approach to this intersection.



BACKGROUND

Mustang Drive is a 36-foot wide, curvy, east-west local collector roadway with primarily residential frontage on both sides of the street. The two-lane roadway provides for one lane of traffic in each direction, which are not separated by any centerline striping. The roadway is fully-improved with concrete rolled curb and gutter on both sides, and sidewalk on the north-side only. Mustang Drive has a posted speed limit of 25 miles per hour (MPH) at the entrance from La Paz Road. On-street parking is allowed on both sides of the roadway. There is no regulatory signage controlling traffic on Mustang Drive (uncontrolled) at its intersection with Red Corral Road.

See Exhibit 1 (next page) for photo images of Mustang Drive.

Red Corral Road is a 34-foot wide, curved, north-south local cul-de-sac roadway with residential frontage on both sides. Red Corral Road has a southerly terminus at its intersection with Mustang Drive. The two-lane roadway provides for one lane of traffic in each direction, which are not separated by any striping. The roadway is fully-improved with concrete rolled curb and gutter on both sides, and sidewalk on the east-side only. Red Corral Road does not have a posted speed limit; however, the residential nature of this street results in a ‘*prima facie*’ speed limit of 25 MPH and does not require posting. On-street parking is allowed on both sides of the roadway. There is no regulatory signage controlling traffic on Red Corral Road (uncontrolled) at its T-intersection with Mustang Drive.

See Exhibit 2 (following page) for a photo image of Red Corral Road.

EXHIBIT 1



EXHIBIT 2



WARRANT GUIDELINES

As is common practice with many municipal agencies, the City of Laguna Hills follows State guidelines for determining if traffic control devices, such as multi-way stop signs, should be installed. Therefore, the prevailing source used for this analysis is the State of California Manual of Uniform Traffic Control Devices (*California MUTCD*). The California MUTCD contains minimum guidelines regarding traffic volumes, collisions, speeds, visibility, and other criteria in order to satisfy the requirements, in this case, for the recommendation and installation of a one-way or multi-way stop.

The California MUTCD Multi-way Stop Applications Guidance criteria are described in the following four main parts:

- 1) As an interim measure where traffic control signals are justified;
- 2) Reported crashes – five or more in a 12-month period that are susceptible to correction by a multi-way stop installation;
- 3) Minimum traffic and pedestrian volumes, speeds, and delay; and,
- 4) Where a combination of the above criteria are all satisfied to 80 percent.

If any one, or a combination, of these criteria is met, then a multi-way stop application should be considered. If these criteria are not met, the installation of an unwarranted stop sign installation is typically not recommended as it may place the City in a position of potential liability.

The California MUTCD guidelines describing Right-of-Way at Intersections, STOP Sign Applications, Multi-way Stop Applications, and Yield Sign Applications are included in Appendix A.

MULTI-WAY STOP ANALYSIS

The California MUTCD Multi-way Stop Applications section contains guidelines, such as minimum collisions and traffic volumes necessary for the justification of multi-way stop control. The general guidelines given for a stop sign application begin with using engineering judgment for the installation of a stop sign(s) on a street entering a through highway and where high speeds on the cross street make entry difficult, or due to restricted view, or when crash records indicate a need for control by a stop sign.

Further guidance criteria found in the California MUTCD include the following important statements: ***“YIELD or STOP signs should not be used for speed control... In most cases, the street carrying the lowest volume of traffic should be controlled... A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study... Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.”***

Collision History

The guidelines for Multi-way Stop Applications contained in the California MUTCD regarding collisions, or crashes, require a minimum of five (5) reported crashes occurring in a 12-month period that are susceptible to correction by a multi-way stop installation in order to satisfy this warrant. Such crashes include right- and left-turn collisions, as well as right-angle collisions (i.e., broadside, or head-on) and pedestrian-vehicle collisions. The latest available accident history for the intersection was gathered from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). A comprehensive 6-year traffic collision history summary report was prepared for this intersection and reviewed for collisions susceptible to correction by the installation of a multi-way stop. Table 1 (*next page*) provides the most recent summary of collision history occurring at or near this intersection.

All traffic collision data collected for this intersection is included in Appendix B.

Collision History (continued)

TABLE 1

SWITRS COLLISION SUMMARY

Intersection	2007-09		2010		2011		2012	
	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?
Mustang Drive at Red Corral Road		None Reported		None Reported		None Reported		None Reported

Notes: Information above is derived per the latest 6-year intersection traffic collision database report provided by the CHP SWITRS.

- 1) Type of Coll. = Type of Collision (*i.e., broadside, rear-end, etc.*)
- 2) Correctible? = Yes / No

As shown, there have been (0) reported collisions at/near the intersection during the past (6) years of available SWITRS collision data. Since the collision warrant requires a minimum of (5) reported crashes, susceptible to correction by a multi-way stop, to occur within a 12-month period, the collision warrant is not satisfied.

Traffic Volumes

HCI collected Average Daily Traffic (ADT) vehicular approach counts on Thursday, September 26, 2013 in order to account for vehicles that typically use this intersection. The 24-hour traffic count for Mustang Drive is 894 vehicles with the highest AM peak-hour volume of 85 vehicles and the highest PM peak-hour volume of 91 vehicles. The 24-hour traffic count for Red Corral Road is 242 vehicles per day with the highest AM peak-hour volume of 21 vehicles and the highest PM peak-hour volume of 21 vehicles. Table 2 below provides a breakdown of the approach volumes.

All traffic volume data collected for this intersection is included in Appendix C.

Traffic Volumes (continued)

TABLE 2
VEHICULAR ADT COUNT DATA

Street	Direction	24-Hour Volume	Directional Split	Highest Hourly Volume
Mustang Drive	Eastbound	574	64%	59 (5:00–6:00PM)
	Westbound	320	36%	31 (8:00–9:00AM)
Red Corral Road				
	Southbound	242	100%	21 (7:00–8:00AM)

Mustang Drive is considered the ‘through’ or ‘major’ street due to the intersection geometry, roadway traffic volumes, and being the ‘top’ of the T-intersection. Moreover, Red Corral Road is considered the ‘minor’ street as it is a cul-de-sac, and southbound traffic does have to slow or stop at the intersection before proceeding left or right on Mustang Drive.

It can be expected that the traffic volumes on the minor street are considerably less than those on the major street. As can be seen from the table above, this is the case, as Mustang Drive carries approximately (79%) of the entire traffic entering the intersection.

A part of the California MUTCD guideline criteria also calls for a reduction in the required minimum volumes when the critical approach speed (*or 85th-percentile speed*) on the major street exceeds 40 MPH. If this is the case, the minimum vehicular volumes to be met for a multiway stop installation are reduced to 70%. As both roadways have a posted or un-posted ‘*prima facie*’ residential speed limit of 25 MPH, the 70% minimum volumes for a multi-way stop sign analysis are not applicable.

Traffic Volumes (continued)

It is important to note that the hourly vehicle traffic counts shown in Table 2 above are given for the highest hour of traffic for each direction, and serve as a good indicator to compare with the required minimum hourly traffic volumes in the California MUTCD multi-way stop guidelines. It should also be mentioned that the average hourly minimum volumes for a multi-way stop application are to be satisfied for any eight (8) hours of an average day.

Table 3 below shows the California MUTCD minimum traffic volume guidelines for a Multi-way Stop Application in comparison with the highest 8-hour traffic count data at this intersection. Both Parts 1 and 2 of the minimum volume warrants below must be satisfied in order to fulfill the traffic volume warrant.

TABLE 3

**MULTIWAY STOP SIGN WARRANT FOR MINIMUM TRAFFIC VOLUMES
MUSTANG DRIVE AT RED CORRAL ROAD**

Part 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any (8) hours of an average day, <u>Results:</u> No, average (70) vehicles per hour Meets only 23% of required average major street hourly traffic volumes	<i>and</i>	Part 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same (8) hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, <u>Results:</u> No, average (19) vehicles per hour Meets only 10% of required minor street hourly traffic volumes	<i>but</i>	Part 3. If the 85th -percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are (70) percent of the above values. <u>Results:</u> No < 40 MPH Posted 25 MPH
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As shown above, the average hourly intersection approach traffic volumes for the highest 8-hour period did not satisfy both Parts 1 and 2 required volumes (*23% major street / 10% minor street*). Consequently, the traffic volume warrant is not satisfied.

Speeds

Both Mustang Drive and Red Corral Road have a posted or *prima facie* speed limit of 25 MPH. A 24-hour speed profile was also performed on both roadways on Thursday, September 26, 2013 resulting in an average speed of 30 MPH and an 85th percentile speed (critical speed) of 36 MPH on Mustang Drive, and an average speed of 26 MPH and an 85th percentile speed of 33 MPH on Red Corral Road.

These measured speeds are higher than posted and actually somewhat higher than expected for two-lane local collector/residential roadways. Field observations confirmed that vehicles were not regularly speeding over these speeds near the intersection, but were typical for an urbanized two-lane local roadway environment.

Visibility

Impaired visibility, or sight distance, due to the geometry of the intersection was carefully considered during our field-review of the surrounding urban residential environment. The geometry of the intersection does have slight horizontal and vertical curvature on its approaches; however, it was determined in the field that special traffic signage for improved visibility of the intersection, or other advanced signage, is not necessary.

Driver sight distance was measured from Red Corral Road. The measured distance was derived from the stopping sight distance guidelines found in the California MUTCD (*see Appendix D*). In this reference, a 25 MPH roadway speed recommends a minimum Stopping Sight Distance of 155 feet, while 30 MPH recommends 200 feet. A 200 foot minimum sight distance was used for our evaluation. More specifically, this stopping sight distance was field-measured from a typical ‘stopped’ vehicle location on Red Corral Road towards the oncoming lanes of traffic on Mustang Drive. An orange cone was set at this distance, and a photograph was taken from a stopped vehicle’s perspective.

Visibility (continued)

(See sight distance photos in Exhibit 3 on the following page).

As Exhibit 3 shows, sight distance when looking from Red Corral Road did have a clear line of sight to the cone. It should be mentioned that on-street parked vehicles may hinder this sight distance; however, it appears that on-street parking demand is minimal at/near this intersection. Consequently, the minimum stopping visibility is considered satisfied from the side street of this T-intersection.

EXHIBIT 3



MULTIWAY STOP ANALYSIS SUMMARY

The analysis of the four (4) main criteria provided in the California MUTCD regarding Multi-way Stop Applications showed that this intersection did not meet the minimum guidelines to justify stopping the major roadway (Mustang Drive). The four main criteria analyzed were: 1) As an interim measure where traffic control signals are justified; 2) Reported collisions – a correctible crash problem; 3) Traffic and pedestrian volumes, speeds, and delay; and 4) Where a combination of the above criteria are satisfied to 80 percent.

In summary, the collision history at the intersection resulted in (0) SWITRS-reported collisions during the last (6) years of available data, where the minimum guideline calls for at least five (5) correctible collisions in a 12-month period. The average minimum hourly traffic volumes for a multi-way stop that are to be satisfied for any eight (8) hours in an average day were not close to being satisfied. Excessive delay to the minor roadway was not observed in terms of waiting for a gap on the major roadway. Therefore, since intersection collision history and traffic volumes do not satisfy the minimum guidelines, it can also be derived that a traffic signal is not justified at this intersection. The 80% combined criteria were also not met as both the collision history and minimum traffic volumes guidelines were not satisfied to this percentage.

Nonetheless, engineering judgment should always be included in any decision regarding traffic safety improvements. Intersection lighting was verified and found to be adequate as there was typical local roadway lighting on one street light post located on the southwest corner. Further intersection information was gathered in the field in regards to pedestrian, bicycle, and equestrian activity which was determined as low-to-moderate activity. In terms of visibility and roadway curvature, it was determined in the field that this intersection does not require further consideration for any special signage, since the minimum sight distance was satisfied. However, due to the slight roadway curvature and higher-than-posted speeds, a STOP sign facing southbound traffic may be considered.

CONCLUSION / RECOMMENDATION

In overall consideration of the existing conditions at the intersection of Mustang Drive and Red Corral Road, and no warrants found satisfied, a multi-way stop sign installation is not recommended at this time. Due to slight roadway curvature and measured higher-than-posted speeds, a posted STOP sign facing the southbound approach of Red Corral Road is recommended to assist with the assignment of right-of-way at this intersection. The cost for this sign installation is approximately \$250.00.

APPENDIX A

**MULTIWAY STOP APPLICATIONS
GUIDELINES:**

CALIFORNIA MUTCD

Standard:

03 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1 and 2B-1(CA).

Option:

04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used.

05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

06 A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.

07 Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.

08 Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 and 2B-1(CA) based on the number of approach lanes on the side street approach.

Guidance:

09 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 and 2B-1(CA) that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;**
- B. Number and angle of approaches;**
- C. Approach speeds;**
- D. Sight distance available on each approach; and**
- E. Reported crash experience.**

03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;**
- B. A street entering a designated through highway or street; and/or**
- C. An unsignalized intersection in a signalized area.**

04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 YIELD or STOP signs should not be used for speed control.

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

08 A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Standard:

10 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;**
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

10a STOP signs shall not be erected at any entrance to an intersection controlled by traffic signals. Refer to CVC 21355(a).

11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

¹⁵ Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

⁰¹ When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

⁰² The STOP sign shall be an octagon with a white legend and border on a red background.

⁰³ Secondary legends shall not be used on STOP sign faces.

⁰⁴ At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.

⁰⁵ The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

⁰⁶ Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

⁰⁷ The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

⁰⁸ *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

⁰⁹ An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

¹⁰ The design and application of Stop Beacons are described in Section 4L.05.

¹¹ A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

¹² STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

¹³ When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

¹⁴ Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Department of Transportation's District Directors.

Option:

¹⁵ Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

¹⁶ No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of the Department of Transportation. Refer to CVC 21353.

Support:

¹⁷ The Department of Transportation will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications

Guidance:

- 01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
 - A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.*

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*

- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

Guidance:

- 03 The decision to install multi-way stop control should be based on an engineering study.*
- 04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. Minimum volumes:*
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:*
 - A. The need to control left-turn conflicts;*
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.**
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.**
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.**
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.**
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.**

Standard:

02 A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.

03 Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.

02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

02a YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.

03 STOP signs and YIELD signs shall not be mounted on the same post.

04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.

05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.

06 No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.

06a If other signs are grouped with a STOP sign, except for ONE WAY (R6-1 & R6-2) signs and Street Name (D3-1 or G7-1(CA)) signs (see Sections 2B.40 & 2D.43), they shall be installed below the STOP sign.

Guidance:

07 STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).

APPENDIX B

SWITRS COLLISION HISTORY

City of Laguna Hills
SWITRS Collision Database
Intersection of Mustang Drive and Red Corral Road
January 1, 2007 - December 31, 2012

CASE ID	COLLISION DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	ROAD SURF.
<i>No Collisions Reported .</i>															

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		
			12 - Traffic Signals and Signs		
			13 - Hazardous Parking		
			14 - Lights		
			15 - Brakes		
			16 - Other Equipment		
			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

Road Surface

- A - Dry
- B - Wet
- C - Snowy or Icy
- D - Slippery
- Not Stated

1/15/2014 ITEM NO. 4.2

APPENDIX C

INTERSECTION COUNT DATA

**AVERAGE DAILY TRAFFIC (ADT)
COUNT DATA**

VOLUME

Mustang Dr W/o Red Corral Rd

Day: Thursday
Date: 9/26/2013City: Laguna Hills
Project #: CA13_1242_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	574					580	1,154
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	0	0		12:00			6	7	13	
00:15			1	0	1		12:15			5	5	10	
00:30			0	0	0		12:30			12	2	14	
00:45			0	1	1	1	12:45			3	26	6	20
01:00			0	0	0		13:00			6	8	14	
01:15			0	0	0		13:15			9	12	21	
01:30			1	0	1		13:30			16	10	26	
01:45			0	1	0	0	13:45			10	41	5	35
02:00			0	0	0		14:00			3	13	16	
02:15			0	0	0		14:15			7	12	19	
02:30			0	0	0		14:30			11	12	23	
02:45			0	0	0		14:45			12	33	12	49
03:00			0	0	0		15:00			16	8	24	
03:15			0	0	0		15:15			11	6	17	
03:30			0	0	0		15:30			12	12	24	
03:45			1	1	0	1	15:45			12	51	13	39
04:00			2	0	2		16:00			15	8	23	
04:15			0	3	3		16:15			14	12	26	
04:30			0	1	1		16:30			7	8	15	
04:45			2	4	2	6	16:45			8	44	7	35
05:00			0	1	1		17:00			15	6	21	
05:15			0	2	2		17:15			11	7	18	
05:30			0	2	2		17:30			16	17	33	
05:45			0	1	6	1	17:45			17	59	14	44
06:00			0	2	2		18:00			10	12	22	
06:15			1	4	5		18:15			7	13	20	
06:30			2	8	10		18:30			13	11	24	
06:45			3	6	11	25	18:45			10	40	7	43
07:00			4	4	8		19:00			14	8	22	
07:15			8	10	18		19:15			18	11	29	
07:30			9	30	39		19:30			16	5	21	
07:45			12	33	11	55	19:45			8	56	2	26
08:00			17	27	44		20:00			8	6	14	
08:15			7	9	16		20:15			7	7	14	
08:30			20	10	30		20:30			6	3	9	
08:45			11	55	6	52	20:45			7	28	2	18
09:00			3	10	13		21:00			6	3	9	
09:15			6	16	22		21:15			3	7	10	
09:30			7	7	14		21:30			6	8	14	
09:45			5	21	4	37	21:45			5	20	4	22
10:00			5	11	16		22:00			3	2	5	
10:15			6	7	13		22:15			1	2	3	
10:30			2	7	9		22:30			0	0	0	
10:45			3	16	9	34	22:45			2	6	0	4
11:00			11	1	12		23:00			1	1	2	
11:15			4	10	14		23:15			1	0	1	
11:30			5	9	14		23:30			0	1	1	
11:45			9	29	7	27	23:45			1	3	0	2
TOTALS	167				243	410	TOTALS	407				337	744
SPLIT %	40.7%				59.3%	35.5%	SPLIT %	54.7%				45.3%	64.5%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						574	580						1,154
AM Peak Hour			07:45	07:15	07:15		PM Peak Hour			17:00	17:30	17:30							
AM Pk Volume			56	78	124		PM Pk Volume			59	56	106							
Pk Hr Factor			0.700	0.650	0.705		Pk Hr Factor			0.868	0.824	0.803							
7 - 9 Volume	0	0	88	107	195		4 - 6 Volume	0	0	103	79	182							
7 - 9 Peak Hour			07:45	07:15	07:15		4 - 6 Peak Hour			17:00	17:00	17:00							
7 - 9 Pk Volume	0	0	56	78	124		4 - 6 Pk Volume	0	0	59	44	103							
Pk Hr Factor	0.000	0.000	0.700	0.650	0.705		Pk Hr Factor	0.000	0.000	0.868	0.647	0.780							

VOLUME

Mustang Dr E/o Red Corral Rd

Day: Thursday
Date: 9/26/2013City: Laguna Hills
Project #: CA13_1242_002

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	345					320	665
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0	12:00			3	4	7		
00:15			1	0	1	12:15			5	2	7		
00:30			0	0	0	12:30			10	7	17		
00:45			0	1	0	12:45			2	20	7	38	
01:00			0	0	0	13:00			3	3	6		
01:15			0	0	0	13:15			6	8	14		
01:30			1	0	1	13:30			9	3	12		
01:45			0	1	0	13:45			6	24	3	41	
02:00			0	0	0	14:00			2	3	5		
02:15			0	1	1	14:15			5	6	11		
02:30			0	0	0	14:30			7	5	12		
02:45			0	0	1	14:45			4	18	11	43	
03:00			0	0	0	15:00			10	8	18		
03:15			0	0	0	15:15			10	6	16		
03:30			0	0	0	15:30			10	6	16		
03:45			1	1	0	15:45			9	39	4	63	
04:00			0	0	0	16:00			7	3	10		
04:15			0	0	0	16:15			11	4	15		
04:30			0	0	0	16:30			4	5	9		
04:45			0	2	2	16:45			8	30	4	46	
05:00			0	1	1	17:00			8	3	11		
05:15			0	1	1	17:15			6	10	16		
05:30			0	3	3	17:30			8	3	11		
05:45			0	2	7	17:45			10	32	4	52	
06:00			0	1	1	18:00			7	9	16		
06:15			0	1	1	18:15			4	4	8		
06:30			1	5	6	18:30			7	7	14		
06:45			2	3	7	18:45			5	23	5	48	
07:00			3	3	6	19:00			9	6	15		
07:15			4	8	12	19:15			10	6	16		
07:30			4	11	15	19:30			9	4	13		
07:45			6	17	6	19:45			2	30	3	49	
08:00			9	12	21	20:00			3	1	4		
08:15			4	6	10	20:15			2	0	2		
08:30			9	8	17	20:30			2	1	3		
08:45			8	30	5	20:45			3	10	3	15	
09:00			2	2	4	21:00			4	2	6		
09:15			3	5	8	21:15			5	0	5		
09:30			5	3	8	21:30			2	3	5		
09:45			1	11	6	21:45			5	16	2	23	
10:00			3	3	6	22:00			2	1	3		
10:15			3	9	12	22:15			6	1	7		
10:30			2	3	5	22:30			0	0	0		
10:45			3	11	6	22:45			1	9	0	11	
11:00			3	5	8	23:00			0	1	1		
11:15			4	2	6	23:15			1	1	2		
11:30			3	6	9	23:30			0	1	1		
11:45			8	18	5	23:45			0	1	1	5	
TOTALS	93				138	231	TOTALS	252				182	434
SPLIT %	40.3%				59.7%	34.7%	SPLIT %	58.1%				41.9%	65.3%

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							345
AM Peak Hour			08:00	07:15	08:00	PM Peak Hour			15:00	14:45	14:45
AM Pk Volume			30	37	61	PM Pk Volume			39	31	65
Pk Hr Factor			0.833	0.771	0.726	Pk Hr Factor			0.975	0.705	0.903
7 - 9 Volume	0	0	47	59	106	4 - 6 Volume	0	0	62	36	98
7 - 9 Peak Hour			08:00	07:15	08:00	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	30	37	61	4 - 6 Pk Volume	0	0	32	22	52
Pk Hr Factor	0.000	0.000	0.833	0.771	0.726	Pk Hr Factor	0.000	0.000	0.800	0.550	0.813

VOLUME

Red Corral Rd N/o Mustang Dr

Day: Thursday
Date: 9/26/2013City: Laguna Hills
Project #: CA13_1242_003

DAILY TOTALS					NB	SB					EB	WB	Total
					211	242					0	0	453
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	2	4			6		
00:15	0	0			0	12:15	1	4			5		
00:30	0	0			0	12:30	1	1			2		
00:45	0	0			0	12:45	1	5	4	13	5	18	
01:00	0	0			0	13:00	4	3			7		
01:15	0	0			0	13:15	3	5			8		
01:30	0	0			0	13:30	8	5			13		
01:45	0	0			0	13:45	3	18	1	14	4	32	
02:00	0	0			0	14:00	1	4			5		
02:15	0	0			0	14:15	2	6			8		
02:30	0	0			0	14:30	4	6			10		
02:45	0	0			0	14:45	5	12	4	20	9	32	
03:00	0	0			0	15:00	4	5			9		
03:15	1	0			1	15:15	5	6			11		
03:30	0	0			0	15:30	3	3			6		
03:45	0	1	0		0	15:45	6	18	7	21	13	39	
04:00	1	0			1	16:00	2	5			7		
04:15	0	1			1	16:15	3	5			8		
04:30	0	1			1	16:30	2	6			8		
04:45	1	2	1	3	2	16:45	2	9	3	19	5	28	
05:00	0	0			0	17:00	3	3			6		
05:15	0	1			1	17:15	5	4			9		
05:30	2	2			4	17:30	9	7			16		
05:45	0	2	0	3	0	17:45	8	25	4	18	12	43	
06:00	0	0			0	18:00	5	2			7		
06:15	1	3			4	18:15	6	5			11		
06:30	1	3			4	18:30	8	3			11		
06:45	2	4	3	9	5	18:45	5	24	4	14	9	38	
07:00	2	1			3	19:00	7	4			11		
07:15	4	5			9	19:15	7	6			13		
07:30	2	11			13	19:30	0	2			2		
07:45	5	13	4	21	9	19:45	5	19	2	14	7	33	
08:00	6	13			19	20:00	5	3			8		
08:15	3	3			6	20:15	2	6			8		
08:30	7	2			9	20:30	0	3			3		
08:45	2	18	3	21	5	20:45	1	8	3	15	4	23	
09:00	1	6			7	21:00	2	2			4		
09:15	3	4			7	21:15	1	0			1		
09:30	2	4			6	21:30	0	0			0		
09:45	3	9	1	15	4	21:45	2	5	0	2	2	7	
10:00	2	3			5	22:00	1	0			1		
10:15	3	1			4	22:15	1	0			1		
10:30	1	4			5	22:30	2	0			2		
10:45	0	6	4	12	4	22:45	0	4	0		0	4	
11:00	4	1			5	23:00	1	0			1		
11:15	1	1			2	23:15	0	0			0		
11:30	2	3			5	23:30	0	1			1		
11:45	1	8	2	7	3	23:45	0	1	0	1	0	2	
TOTALS	63	91			154	TOTALS	148	151			299		
SPLIT %	40.9%	59.1%			34.0%	SPLIT %	49.5%	50.5%			66.0%		

DAILY TOTALS					NB	SB					EB	WB	Total
					211	242					0	0	453
AM Peak Hour	07:45	07:15			07:15	PM Peak Hour	17:30	15:45			17:30		
AM Pk Volume	21	33			50	PM Pk Volume	28	23			46		
Pk Hr Factor	0.750	0.635			0.658	Pk Hr Factor	0.778	0.821			0.719		
7 - 9 Volume	31	42	0	0	73	4 - 6 Volume	34	37	0	0	71		
7 - 9 Peak Hour	07:45	07:15			07:15	4 - 6 Peak Hour	17:00	16:00			17:00		
7 - 9 Pk Volume	21	33	0	0	50	4 - 6 Pk Volume	25	19	0	0	43		
Pk Hr Factor	0.750	0.635	0.000	0.000	0.658	Pk Hr Factor	0.694	0.792	0.000	0.000	0.672		

**24-HOUR SPEED PROFILE
DATA**

SPEED

Mustang Dr e/o Red Corral Rd

Day: Thursday
Date: 9/26/2013

City: Laguna Hills
Project #: CA13_1242_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	2	2	1	2	0	0	0	0	0	0	0	7
06:00	1	1	1	4	6	4	0	0	0	0	0	0	0	17
07:00	2	2	6	17	15	1	2	0	0	0	0	0	0	45
08:00	3	1	7	17	27	5	1	0	0	0	0	0	0	61
09:00	1	1	3	7	12	3	0	0	0	0	0	0	0	27
10:00	3	1	2	7	13	6	0	0	0	0	0	0	0	32
11:00	3	1	2	7	19	4	0	0	0	0	0	0	0	36
12:00 PM	2	1	5	12	9	7	2	0	0	0	0	0	0	38
13:00	0	0	7	11	15	7	1	0	0	0	0	0	0	41
14:00	1	3	4	11	14	9	1	0	0	0	0	0	0	43
15:00	2	1	3	11	23	18	4	1	0	0	0	0	0	63
16:00	1	1	3	11	19	10	1	0	0	0	0	0	0	46
17:00	3	2	1	16	18	12	0	0	0	0	0	0	0	52
18:00	3	4	2	13	20	5	1	0	0	0	0	0	0	48
19:00	2	1	3	11	23	9	0	0	0	0	0	0	0	49
20:00	3	2	1	4	4	1	0	0	0	0	0	0	0	15
21:00	1	0	3	10	5	4	0	0	0	0	0	0	0	23
22:00	1	0	3	3	3	1	0	0	0	0	0	0	0	11
23:00	2	0	0	1	2	0	0	0	0	0	0	0	0	5
Totals	34	22	58	177	251	109	13	1						665
% of Totals	5%	3%	9%	27%	38%	16%	2%	0%						100%

AM Volumes	13	7	23	63	96	26	3	0	0	0	0	0	0	231
% AM	2%	1%	3%	9%	14%	4%	0%							35%
AM Peak Hour	08:00	07:00	08:00	07:00	08:00	10:00	07:00							08:00
Volume	3	2	7	17	27	6	2							61
PM Volumes	21	15	35	114	155	83	10	1	0	0	0	0	0	434
% PM	3%	2%	5%	17%	23%	12%	2%	0%						65%
PM Peak Hour	17:00	18:00	13:00	17:00	15:00	15:00	15:00	15:00						15:00
Volume	3	4	7	16	23	18	4	1						63
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			106	↔	16%	79	↔	12%	98	↔	15%	382	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mustang Dr	Summary	24	31	30	36	39	665

SPEED

Mustang Dr e/o Red Corral Rd

Day: Thursday

Date: 9/26/2013

City: Laguna Hills

Project #: CA13_1242_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
07:00	0	2	3	7	5	0	0	0	0	0	0	0	0	17
08:00	1	1	4	9	13	1	1	0	0	0	0	0	0	30
09:00	0	0	1	0	9	1	0	0	0	0	0	0	0	11
10:00	0	1	1	4	5	0	0	0	0	0	0	0	0	11
11:00	0	1	1	4	11	1	0	0	0	0	0	0	0	18
12:00 PM	0	1	2	6	5	4	2	0	0	0	0	0	0	20
13:00	0	0	5	4	8	6	1	0	0	0	0	0	0	24
14:00	0	1	1	3	6	6	1	0	0	0	0	0	0	18
15:00	0	1	2	5	17	10	4	0	0	0	0	0	0	39
16:00	0	1	1	8	12	7	1	0	0	0	0	0	0	30
17:00	0	2	1	10	9	10	0	0	0	0	0	0	0	32
18:00	0	2	1	4	13	2	1	0	0	0	0	0	0	23
19:00	0	0	0	8	14	8	0	0	0	0	0	0	0	30
20:00	1	2	0	3	3	1	0	0	0	0	0	0	0	10
21:00	0	0	2	9	3	2	0	0	0	0	0	0	0	16
22:00	0	0	3	2	3	1	0	0	0	0	0	0	0	9
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	2	15	28	89	140	60	11							345
% of Totals	1%	4%	8%	26%	41%	17%	3%							100%

AM Volumes	1	5	10	27	46	3	1	0	0	0	0	0	0	93				
% AM	0%	1%	3%	8%	13%	1%	0%							27%				
AM Peak Hour	08:00	07:00	08:00	08:00	08:00	08:00	08:00							08:00				
Volume	1	2	4	9	13	1	1							30				
PM Volumes	1	10	18	62	94	57	10	0	0	0	0	0	0	252				
% PM	0%	3%	5%	18%	27%	17%	3%							73%				
PM Peak Hour	20:00	17:00	13:00	17:00	15:00	15:00	15:00							15:00				
Volume	1	2	5	10	17	10	4							39				
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Speeds			Volume			%	Volume			%	Volume			%	Volume			
			47	↔		14%	44	↔		13%	62	↔		18%	192	↔		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mustang Dr	East Bound	25	31	31	37	39	345
Mustang Dr	West Bound	22	30	28	35	39	320

1/15/2014 ITEM NO. 4.2

SPEED

Mustang Dr e/o Red Corral Rd

Day: Thursday
Date: 9/26/2013

City: Laguna Hills
Project #: CA13_1242_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	2	2	1	2	0	0	0	0	0	0	0	7
06:00	1	1	1	3	4	4	0	0	0	0	0	0	0	14
07:00	2	0	3	10	10	1	2	0	0	0	0	0	0	28
08:00	2	0	3	8	14	4	0	0	0	0	0	0	0	31
09:00	1	1	2	7	3	2	0	0	0	0	0	0	0	16
10:00	3	0	1	3	8	6	0	0	0	0	0	0	0	21
11:00	3	0	1	3	8	3	0	0	0	0	0	0	0	18
12:00 PM	2	0	3	6	4	3	0	0	0	0	0	0	0	18
13:00	0	0	2	7	7	1	0	0	0	0	0	0	0	17
14:00	1	2	3	8	8	3	0	0	0	0	0	0	0	25
15:00	2	0	1	6	6	8	0	1	0	0	0	0	0	24
16:00	1	0	2	3	7	3	0	0	0	0	0	0	0	16
17:00	3	0	0	6	9	2	0	0	0	0	0	0	0	20
18:00	3	2	1	9	7	3	0	0	0	0	0	0	0	25
19:00	2	1	3	3	9	1	0	0	0	0	0	0	0	19
20:00	2	0	1	1	1	0	0	0	0	0	0	0	0	5
21:00	1	0	1	1	2	2	0	0	0	0	0	0	0	7
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
23:00	2	0	0	1	1	0	0	0	0	0	0	0	0	4
Totals	32	7	30	88	111	49	2	1						320
% of Totals	10%	2%	9%	28%	35%	15%	1%	0%						100%

AM Volumes	12	2	13	36	50	23	2	0	0	0	0	0	0	138
% AM	4%	1%	4%	11%	16%	7%	1%							43%
AM Peak Hour	10:00	06:00	07:00	07:00	08:00	10:00	07:00							08:00
Volume	3	1	3	10	14	6	2							31
PM Volumes	20	5	17	52	61	26	0	1	0	0	0	0	0	182
% PM	6%	2%	5%	16%	19%	8%		0%						57%
PM Peak Hour	17:00	14:00	12:00	18:00	17:00	15:00		15:00						14:00
Volume	3	2	3	9	9	8		1						25
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			59	↔	18%	35	↔	11%	36	↔	11%	190	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mustang Dr	East Bound	25	31	31	37	39	345
Mustang Dr	West Bound	22	30	28	35	39	320

1/15/2014 ITEM NO. 4.2

SPEED

Red Corral Rd n/o Mustang Dr

Day: Thursday
Date: 9/26/2013

City: Laguna Hills
Project #: CA13_1242_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	2	1	0	0	0	0	0	0	0	0	5
05:00	0	1	0	1	0	1	2	0	0	0	0	0	0	5
06:00	1	0	2	3	5	1	1	0	0	0	0	0	0	13
07:00	4	1	11	9	9	0	0	0	0	0	0	0	0	34
08:00	1	2	9	16	9	2	0	0	0	0	0	0	0	39
09:00	3	0	7	8	6	0	0	0	0	0	0	0	0	24
10:00	1	0	4	7	4	2	0	0	0	0	0	0	0	18
11:00	0	0	3	7	4	1	0	0	0	0	0	0	0	15
12:00 PM	2	2	1	8	5	0	0	0	0	0	0	0	0	18
13:00	0	3	6	13	7	3	0	0	0	0	0	0	0	32
14:00	2	1	8	9	11	1	0	0	0	0	0	0	0	32
15:00	3	4	7	21	2	2	0	0	0	0	0	0	0	39
16:00	1	2	9	13	3	0	0	0	0	0	0	0	0	28
17:00	3	2	8	18	10	2	0	0	0	0	0	0	0	43
18:00	2	4	11	15	5	1	0	0	0	0	0	0	0	38
19:00	1	2	4	13	11	2	0	0	0	0	0	0	0	33
20:00	1	3	2	10	3	3	1	0	0	0	0	0	0	23
21:00	0	0	0	6	1	0	0	0	0	0	0	0	0	7
22:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Totals	27	27	96	181	97	21	4							453
% of Totals	6%	6%	21%	40%	21%	5%	1%							100%

AM Volumes	11	4	38	53	38	7	3	0	0	0	0	0	0	154
% AM	2%	1%	8%	12%	8%	2%	1%							34%
AM Peak Hour	07:00	08:00	07:00	08:00	07:00	08:00	05:00							08:00
Volume	4	2	11	16	9	2	2							39
PM Volumes	16	23	58	128	59	14	1	0	0	0	0	0	0	299
% PM	4%	5%	13%	28%	13%	3%	0%							66%
PM Peak Hour	15:00	15:00	18:00	15:00	14:00	13:00	20:00							17:00
Volume	3	4	11	21	11	3	1							43
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			73	↔	16%	50	↔	11%	71	↔	16%	259	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Red Corral Rd	Summary	21	27	26	33	36	453

1/15/2014 ITEM NO. 4.2

SPEED

Red Corral Rd n/o Mustang Dr

Day: Thursday
Date: 9/26/2013

City: Laguna Hills
Project #: CA13_1242_003n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	1	0	0	0	0	0	0	2
06:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
07:00	2	1	5	3	2	0	0	0	0	0	0	0	0	13
08:00	0	1	7	7	3	0	0	0	0	0	0	0	0	18
09:00	1	0	4	2	2	0	0	0	0	0	0	0	0	9
10:00	1	0	0	3	2	0	0	0	0	0	0	0	0	6
11:00	0	0	2	4	2	0	0	0	0	0	0	0	0	8
12:00 PM	1	1	0	1	2	0	0	0	0	0	0	0	0	5
13:00	0	2	3	7	6	0	0	0	0	0	0	0	0	18
14:00	1	0	2	5	4	0	0	0	0	0	0	0	0	12
15:00	0	2	5	10	1	0	0	0	0	0	0	0	0	18
16:00	0	1	1	6	1	0	0	0	0	0	0	0	0	9
17:00	2	2	3	11	6	1	0	0	0	0	0	0	0	25
18:00	2	4	4	9	4	1	0	0	0	0	0	0	0	24
19:00	1	2	3	6	6	1	0	0	0	0	0	0	0	19
20:00	1	2	0	4	1	0	0	0	0	0	0	0	0	8
21:00	0	0	0	5	0	0	0	0	0	0	0	0	0	5
22:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	14	19	43	87	44	3	1							211
% of Totals	7%	9%	20%	41%	21%	1%	0%							100%

AM Volumes	5	3	21	21	12	0	1	0	0	0	0	0	0	63
% AM	2%	1%	10%	10%	6%		0%							30%
AM Peak Hour	07:00	05:00	08:00	08:00	08:00		05:00							08:00
Volume	2	1	7	7	3		1							18
PM Volumes	9	16	22	66	32	3	0	0	0	0	0	0	0	148
% PM	4%	8%	10%	31%	15%	1%								70%
PM Peak Hour	17:00	18:00	15:00	17:00	13:00	17:00								17:00
Volume	2	4	5	11	6	1								25
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			31	↔	15%	23	↔	11%	34	↔	16%	123	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Red Corral Rd	North Bound	20	27	26	32	34	211
Red Corral Rd	South Bound	21	28	27	34	37	242

1/15/2014 ITEM NO. 4.2

SPEED

Red Corral Rd n/o Mustang Dr

Day: Thursday

Date: 9/26/2013

City: Laguna Hills

Project #: CA13_1242_003s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
06:00	1	0	0	2	4	1	1	0	0	0	0	0	0	9
07:00	2	0	6	6	7	0	0	0	0	0	0	0	0	21
08:00	1	1	2	9	6	2	0	0	0	0	0	0	0	21
09:00	2	0	3	6	4	0	0	0	0	0	0	0	0	15
10:00	0	0	4	4	2	2	0	0	0	0	0	0	0	12
11:00	0	0	1	3	2	1	0	0	0	0	0	0	0	7
12:00 PM	1	1	1	7	3	0	0	0	0	0	0	0	0	13
13:00	0	1	3	6	1	3	0	0	0	0	0	0	0	14
14:00	1	1	6	4	7	1	0	0	0	0	0	0	0	20
15:00	3	2	2	11	1	2	0	0	0	0	0	0	0	21
16:00	1	1	8	7	2	0	0	0	0	0	0	0	0	19
17:00	1	0	5	7	4	1	0	0	0	0	0	0	0	18
18:00	0	0	7	6	1	0	0	0	0	0	0	0	0	14
19:00	0	0	1	7	5	1	0	0	0	0	0	0	0	14
20:00	0	1	2	6	2	3	1	0	0	0	0	0	0	15
21:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Totals	13	8	53	94	53	18	3							242
% of Totals	5%	3%	22%	39%	22%	7%	1%							100%

AM Volumes	6	1	17	32	26	7	2	0	0	0	0	0	0	91
% AM	2%	0%	7%	13%	11%	3%	1%							38%
AM Peak Hour	07:00	08:00	07:00	08:00	07:00	08:00	05:00							07:00
Volume	2	1	6	9	7	2	1							21
PM Volumes	7	7	36	62	27	11	1	0	0	0	0	0	0	151
% PM	3%	3%	15%	26%	11%	5%	0%							62%
PM Peak Hour	15:00	15:00	16:00	15:00	14:00	13:00	20:00							15:00
Volume	3	2	8	11	7	3	1							21
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			42	↔	17%	27	↔	11%	37	↔	15%	136	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Red Corral Rd	North Bound	20	27	26	32	34	211
Red Corral Rd	South Bound	21	28	27	34	37	242

1/15/2014 ITEM NO. 4.2

APPENDIX D

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

CALIFORNIA MUTCD

Table 6C-1. Recommended Advance Warning Sign ~~Minimum~~ Spacing

Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed) - 25 mph or less	100 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 40 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* ~~Speed category to be determined by the highway agency.~~

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6C-2. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed.

Can also be used as Stopping Sight Distance as suggested buffer space length or location for flagger station.

Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6C-4 to calculate L

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION
AGENDA REPORT
TRAFFIC ENGINEER DEPARTMENT**

ISSUE: REGULATION OF PARKING IN CITY-OWNED PARKING LOTS

SUMMARY:

City staff has recently experienced issues with vehicles parking overnight in City-owned parking lots adjacent to City parks. In order for the City to regulate parking on City-owned property and parking lots, specific regulations need to be established by City Council Resolution or Ordinance, and appropriate signage providing notice of the regulations needs to be erected. Staff is proposing amending Chapter 11-12 of the Laguna Hills Municipal Code (LHMC) to address these issues. It is recommended that the Traffic Commission recommend to the City Council the amendment of Chapter 11-12 of the Laguna Hills Municipal Code to provide the tools necessary to control overnight parking in City parking lots.

BACKGROUND:

The City has been experiencing issues with vehicles parking overnight in City-owned parking lots, specifically in parking lots at the Laguna Hills Community Center and Sports Complex. These vehicles parked overnight use the limited parking spaces. In order to assess the situation, Community Center staff performed a survey of the number of cars parked at the Community Center overnight from December 2, 2013, through December 7, 2013. Each night, staff recorded the cars that were parked in the Sports Complex parking lot at 10:00 p.m. At 8:00 a.m. the following morning, staff would check the log from the previous night and indicate which cars were still there. The results indicated an average of 25 cars were parked nightly, and 11 would still remain in the parking lot until after 8:00 a.m. Staff also visually observed many vehicles parked overnight leaving the lot between 7:15 a.m. to 8:00 a.m. daily. The Sports Complex parking lot can hold approximately 66 vehicles and many special events at the Sports Complex need all available parking.

The City Attorney's office was contacted to perform a review on the matter. In a memo to City staff, the City Attorney relayed that the City has the authority to prohibit, limit, or restrict parking on all City-owned property and parking lots, including the establishment of specific parking regulations. These regulations are in accordance with California Vehicle Code (CVC) Sections 21113 and 22519, which discuss the authority to regulate parking on City property and City off-street parking facilities. CVC Section 22651 (n) provides authority to tow vehicles parked illegally on City Property.

The Traffic Commission, at its previous meeting, relayed concerns regarding vehicles parked late at night at the Community Center parking lot resulting from events at the banquet hall. These concerns were discussed with Community Center staff and will be addressed on a case-by-case basis. Also, the issue will be coordinated with the Sheriff's

Department as needed. Flexibility to regulate the parking ordinance is granted to the City Manager.

In order to prohibit overnight parking on City-owned parking lots, Chapter 11-12 of the City of Laguna Hills Municipal Code (LHMC) needs to be amended. The City Council needs to adopt an Ordinance regulating parking on City property and also identify the specifics of the procedures, including posting of signage and removal (towing) of vehicles in violation of the LHMC. A draft Ordinance has been attached to this report.

FISCAL IMPACT:

The installation of “No Overnight Parking” signs on City-owned parking lots has an estimated cost of \$1,000. Funds are available for this work in the Fiscal Year 2013-2014 Public Works Maintenance Budget.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE AMENDMENT OF CHAPTER 11-12 OF THE CITY OF LAGUNA HILLS MUNICIPAL CODE TO PROHIBIT OVERNIGHT PARKING ON CITY-OWNED PARKING LOTS.

ATTACHMENTS:

- Draft Ordinance

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING CHAPTER 11-12 OF TITLE 11 OF THE LAGUNA HILLS MUNICIPAL CODE REGARDING STOPPING AND STANDING AND PARKING TO ADD PROVISIONS REGARDING REGULATION OF PARKING ON CITY PROPERTY

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Section 11-12.095 is hereby added to Chapter 11-12 of Title 11 of the Laguna Hills Municipal Code, to read as follows:

"11-12.095 Regulation of parking on City property.

A. Overnight Parking on City Property. No person shall park or leave standing any vehicle within an off-street parking lot or facility owned or operated by the City at the following locations between the hours of 11:00 p.m. and 7:00 a.m., except as otherwise authorized by the City Manager:

1. Laguna Hills Community Center and Sports Complex Parking Lots, located at 25555 Alicia Parkway (APN _____), as depicted on a map on file with the City Clerk.

B. Additional Regulations. In addition to those regulations set forth in subsection 11-12.095.A., pursuant to California Vehicle Code Sections 21113 and 22519, the City Council may, by resolution or ordinance, establish additional regulations prohibiting, limiting, or restricting the stopping, standing, parking, or time limit parking of vehicles on property owned or operated by the City, including, without limitation, all City-owned or operated parking lots and/or parking facilities. A written statement of all regulations established in or pursuant to this Section shall, upon adoption by the City Council, be filed in the office of the City Clerk.

C. Posting of Signs; Parking in Violation of Posted Signs Prohibited. The City Manager is authorized to cause appropriate signs to be erected or posted giving notice of regulations established in or pursuant to this Section. When signs authorized by this Section are in place giving notice thereof, no person shall park or leave standing any vehicle on any property owned or operated by the City contrary to the directions or provisions of such signs."

SECTION 2. Section 11-12.100 of Chapter 11-2 of Title 11 of the Laguna Hills Municipal Code is hereby amended to read as follows:

"11-12.100 Enforcement.

A. Any violations of Sections 11-12.070, 11-12.080, 11-12.090, and/or 11-12.095 shall be deemed an infraction punishable by: (1) a fine not exceeding one hundred

dollars (\$100.00) for a first violation; (2) a fine not exceeding two hundred dollars (\$200.00) for a second violation within one year; and, (3) a fine not exceeding five hundred dollars (\$500.00) for each additional violation within one year.

B. In the event a vehicle is parked or left standing upon a street or alley in violation of Sections 11-12.070, 11-12.080, and/or 11-12.090 and is not moved as required by this chapter, any law enforcement member may remove the vehicle from the street in the manner and subject to the requirements of California Vehicle Code Section 22650, et seq.

C. In addition to the grounds for removal specified in the California Vehicle Code, and pursuant to California Vehicle Code Section 22651(n), any vehicle parked or left standing on any property owned or operated by the City contrary to the directions or provisions of signs erected or posted pursuant to Section 11-12.095 may be immediately removed by any law enforcement officer or regularly employed and salaried employee of the City who is engaged in directing traffic or enforcing parking laws and regulations of the City. Vehicles removed pursuant to this subsection shall be removed and stored either to: (a) the nearest garage; (b) a garage designated or maintained by the City or the Orange County Sheriff's Department; or (c) other place of safety as approved in writing by the City Manager, or his or her designee, or the Orange County Sheriff's Department. The City Manager or the Orange County Sheriff's Department is authorized to adopt such written regulations and procedures as necessary to implement the removal of vehicles pursuant to this subsection and to enter into such agreements with tow services as may be necessary to implement the removal remedies of this subsection."

SECTION 3. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 4. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen days after passage and adoption as may be required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the Office of the City Clerk five days prior to the date of adoption of this Ordinance; and, within fifteen days after adoption, the City Clerk shall cause to be published, the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED this _____ day of _____
2014.

ANDREW BLOUNT, MAYOR

ATTEST:

PEGGY J. JOHNS, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing Ordinance No. _____ was duly introduced
and placed upon its first reading at a Regular Meeting of the City Council on the
_____ day of _____ 2014, and that thereafter, said Ordinance
was duly adopted and passed at a Regular Meeting of the City Council held on the
_____ day of _____ 2014, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

PEGGY J. JOHNS, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

AFFIDAVIT OF POSTING
AND PUBLICATION

PEGGY J. JOHNS, being first duly sworn, deposes and says:

That she is the duly appointed and qualified City Clerk of the City of Laguna Hills;

That in compliance with State Laws of the State of California, ORDINANCE NO. _____, being:

AN ORDINANCE OF THE CITY OF LAGUNA HILLS,
CALIFORNIA, X

on the _____ day of _____ 2013, was published in the Saddleback Valley News; and was, in compliance with City Resolution No. 2004-05-25-2, on the _____ day of _____ 2013, caused to be posted in three places in the City of Laguna Hills, to wit:

Laguna Hills City Hall
Laguna Hills Community Center
La Paz Center

PEGGY J. JOHNS, CITY CLERK
Laguna Hills, California

Laguna Hills, California

CITY OF LAGUNA HILLS

February 2014

RADAR TRAILER SCHEDULE

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

CITY OF LAGUNA HILLS

March 2014

RADAR TRAILER SCHEDULE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4 Glen Canyon W/B Mid-Block 25 MPH	5 Stageline W/O Hidden Trail 25 MOH	6 Bridlewood S/O Laurel Crest 25 MPH	7	8
9	10	11	12	13	14	15
16	17	18 Nellie Gail N/O Empty Saddle 25 MPH	19 Mustang W/O Farrier 25 MPH	20 Woodbluff W/B Mid block 25 MPH	21	22
23	24	25	26	27	28	29
30	31					