



Michael Caputo
Chair

Neel Patel
Vice Chair

Mark Jones
Commissioner

Scott Miller
Commissioner

Mark Schaff
Commissioner

City of Laguna Hills Traffic Commission

Regular Meeting Agenda
Wednesday, November 19, 2025 - 6:00 PM

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, as determined by the Chair, 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 Commissioner Members

1. Public Comment

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 as determined by the Chair and a total time limit of thirty minutes.

2. Minutes Approval

2.1 Approval of Minutes for the September 17, 2025, Traffic Commission Meeting

Recommendation: That the Traffic Commission approve the minutes of the September 17, 2025, Traffic Commission meeting.

3. Presentations

4. Administrative Reports

4.1 Review of Avenida de la Carlota Safety Measures

Recommendation: That the Traffic Commission recommend: 1. City staff implement "first step measures" identified in the Hartzog & Crabill, Inc., evaluation report by requesting increased speed enforcement by Police Services, and adding, if practical and as determined by the City Engineer, Avenida de la Carlota on the speed trailer location rotational list, and 2. Return to the Traffic Commission in six months, or as soon as practical thereafter, with the results of any speed enforcement performed by Police Services.

4.2 Nottingham Court at Devonshire Road Speeding and Multi-Way Stop Control Evaluation

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

4.3 Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide direction to City staff.

5. Informational Items

5.1 Sheriff's Department Verbal Report

5.2 City Engineer's Verbal Report

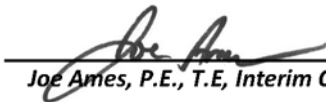
6. Commissioner Comments

Adjournment

The next Regular Meeting of the Traffic Commission will be January 21, 2026, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, JOE AMES, P.E., T.E., Assistant City Manager 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 November 13, 2025, at 5:00p.m.,



Joe Ames, P.E., T.E., Interim City Manager

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 Public Works Director/City Engineer at (949) 707-2651. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure 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**

**REGULAR MEETING
MINUTES
Wednesday, September 17, 2025**

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.

The meeting was called to order at 6:00 p.m. by Vice Chair Patel.

PLEDGE OF ALLEGIANCE

Vice Chair Patel led the pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS

Attendee Name	Title	Status	Arrived
Mike Caputo	Chair	Absent	
Neel Patel	Vice Chair	Present	
Mark Jones	Commissioner	Present	
Scott Miller	Commissioner	Present	
Mark Schaff	Commissioner	Present	

1. PUBLIC COMMENTS

Kevin Bonny, a resident, requested a yellow stripe around the corner of Barents from Hillary.

Jennifer Balladares, a resident, lives in the apartments on Via Lomas. She said the residents leave too much space between the vehicles in order to save spaces for their multiple cars. She requested that the City paint individual parking spaces on Via Lomas to maximize the available parking.

2. MINUTES

2.1 Minutes

Recommendation: That the Traffic Commission approve the minutes of the September 17, 2025, Traffic Commission meeting.

RESULT:	APPROVED [4-0]
MOVER:	Scott Miller, Commissioner
SECONDER:	Mark Jones, Commissioner
AYES:	Mark Jones, Commissioner, Scott Miller, Commissioner, Neel Patel, Vice Chair, Mark Schaff, Commissioner
NOES:	None
ABSENT:	Mike Caputo, Chair

3. PRESENTATIONS

There were no Presentations.

4. ADMINISTRATIVE REPORTS

4.1 Vista Viejo at Bridlewood Drive Sight Distance and Multi-Way Stop Control Evaluation

Assistant Engineer Smantha Vu reviewed the information provided in the staff report, and responded to Commissioner requests for additional information.

Aaron Meyers, a resident, thanked Commissioner Miller and the Sheriff's Department for meeting him at Vista Viejo and Bridlewood Drive to review the existing conditions. Mr. Meyers requested that the City install a three-way stop with marked crosswalks.

Recommendation: That the Traffic Commission recommend the installation of a multi-way stop control and crosswalks at the intersection of Vista Viejo and Bridlewood Drive.

RESULT:	APPROVED [4-0]
MOVER:	Neel Patel, Vice Chair
SECONDER:	Scott Miller, Commissioner
AYES:	Mark Jones, Commissioner, Scott Miller, Commissioner, Neel Patel, Vice Chair, Mark Schaff, Commissioner
NOES:	None
ABSENT:	Mike Caputo, Chair

4.2 Aliso Hills Drive at La Cienega and Aliso Hills Drive at El Segundo Street Sight Distance and Multi-Way Stop Control Evaluation

Commissioner Miller recused himself from Item 4.2.

Interim City Manager Joe Ames reviewed the information provided in the staff report, and responded to Commissioner requests for additional information.

Elizabeth Stolarski Bell, a resident, asked if the east leg of Aliso Hills Drive and El Segundo intersection was considered for the traffic study, or just the west leg of the intersection? Ms. Stolarski Bell is in favor of the installation of a rectangular rapid flashing beacons system.

Oscar Londeno, a resident, is opposed to the signage prohibiting pedestrian crossings.

Recommendation: That the Traffic Commission continue the item at the next meeting, and work with HCI to offer additional information and traffic control recommendations.

RESULT:	APPROVED [3-0-1]
MOVER:	Neel Patel, Vice Chair
SECONDER:	Mark Schaff, Commissioner
AYES:	Mark Jones, Commissioner, Neel Patel, Vice Chair, Mark Schaff, Commissioner
NOES:	None
ABSTAIN:	Scott Miller, Commissioner
ABSENT:	Mike Caputo, Chair

5. INFORMATIONAL ITEMS

5.1. Sheriff's Department Verbal Report

Administrative Sergeant Avalos provided a verbal report to the Commission.

5.2. City Engineer's Verbal Report

Interim City Manager/City Engineer Joe Ames provided a verbal report to the Commission.

6. COMMISSIONER COMMENTS

Commissioner Schaff indicated he is interested in creating an ad hoc committee of two Commissioners to explore topics important to the Commission that deserve robust discussion, such as parking policy, street sweeping, and e-bikes. The ad hoc committee would then bring these items to the Traffic Commission for further discussion and action.

Commissioner Jones indicated he is interested in narrowing down specific topics and creating policies, such as how the Commission addresses downhill speed, parking issues, etc.

Commissioner Miller indicated he likes the current function of the Traffic Commission, and thinks the Commission currently acts as an ad hoc committee of the City Council. Commissioner Miller mentioned that Mayor Pro Tem Caskey tasked the Commission with reviewing the City's street sweeping and parking enforcement policy, and hopes the City Council will assign annual topics for the Commission to review.

Vice Chair Patel said he agreed with Commissioner Miller, and would like to discuss the topics for the upcoming year. Vice Chair Patel encouraged Commissioners to recommend future agenda items during Commissioner comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Vice Chair Patel declared the meeting adjourned at 8:29 p.m.

Julie Comella, Traffic Commission Secretary

ATTEST:

Neel Patel, Vice Chair

Approved at the meeting of November 19, 2025



City of Laguna Hills Traffic Commission Staff Report

Date: November 19, 2025
To: Chair and Commission Members
From: Joe Ames, Interim City Manager/City Engineer
Issue: Review of Avenida de la Carlota Safety Measures

Recommendation: That the Traffic Commission recommend: 1. City staff implement “first step measures” identified in the Hartzog & Crabill, Inc. evaluation report by requesting increased speed enforcement by Police Services, and adding, if practical and as determined by the City Engineer, Avenida de la Carlota on the speed trailer location rotational list, and 2. Return to the Traffic Commission in six months, or as soon as practical thereafter, with the results of any speed enforcement performed by Police Services.

Background:

Staff received a request from a citizen to evaluate measures to deter speeding on Avenida de la Carlota between Lake Forest Drive and Commerce Center Drive. The request was prompted in response to a single-vehicle fatality accident that occurred in front of 23046 Avenida de la Carlota on April 30, 2025 at approximately 9:40 a.m., where a motorist driving a Tesla apparently careened off the roadway at the curve, crashed, and the vehicle caught fire with the occupant trapped inside. While the official investigation report has not been released, it is believed the accident was caused by excessive speeding, and that there will be no roadway conditions identified as contributing to the accident.

Upon receiving the request, City staff contacted Hartzog and Crabill, Inc. (HCI), the City’s traffic engineering consultant, to perform an analysis of speed control measures.

HCI completed the following as part of the evaluation report:

- Received ADT speed-count data, as well as pedestrian/bicycle count data.

- Prepared a 5-Year SWITRS collision history report for this segment of Avenida de La Carlota.
- Conducted a field-review of this segment, and noted existing signing & striping.
- Prepared an evaluation report that includes the above data and a summary of its findings.

In the attached report, HCI recommended the following:

In overall review of the evaluation findings, since the 85th-percentile speeds were verified as higher than the 45 MPH speed limit (but considered within typical range for this type of roadway) along this curvy roadway segment, an incremental approach is suggested below for the City's consideration in addressing travel speeds on this roadway. Initial and follow-up steps include:

1st Steps:

- *Increase law enforcement presence as often as available, or as resources permit.*
- *Place a portable radar speed trailer near the midpoint of the roadway segment, as often as available.*

2nd Steps:

- *Install new 45 MPH speed limit signs, with a vehicle speed feedback signs, to remind drivers of the speed limit and their actual speeds.*
- *The existing Curve 35 warning sign facing eastbound traffic may be relocated to a better place where approaching drivers are able to clearly see them and react toward slowing down before entering the curve. Install a new Curve 35 warning sign at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive, facing northbound Avenida de La Carlota traffic.*
- *Install new Chevron warning signs facing both southbound and westbound at the curve located just south of Lake Forest Drive.*
- *Install new Chevron warning signs at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive facing eastbound traffic.*
- *Install a Traffic Signal Ahead warning sign facing westbound traffic in advance of Lake Forest Drive.*
- *Install a T-Intersection Ahead warning sign in advance of Plaza Pointe Drive.*

An exhibit showing the above 2nd Step suggestions for this roadway segment has been prepared and is included in Appendix C for the City's consideration.

If the 2nd steps are approved, an engineered roadway signing & striping plan is recommended for their respective and proper relocation/installation.

City staff recommends that "first step" measures be implemented and evaluated first. Regarding "first step" measures, specifically the recommendation to place the City's radar trailer on Avenida de la Carlota, it may not be practical to place the radar trailer due to space constraints on the roadway. City staff has not yet evaluated if this is possible, hence, the modified recommendation in this agenda report where the City Engineer will make the final determination.

Fiscal Impact:

The cost to implement the recommended "first step" measures is negligible and can be absorbed into the existing Public Works operating budget.

The cost to implement the recommended "second step" measures, as described and depicted in the evaluation report, is estimated at \$40,000. Given the significant anticipated expense, if second step measures are recommended by the Traffic Commission, City staff would likely take the recommendation to City Council for review and approval, and request a budget amendment to the Public Works operating budget.

Location of Fatality Single-Vehicle Accident on April 30, 2025



Location of vehicle impact depicted by red line.

Location of curve where vehicle lost control depicted by red arrow.

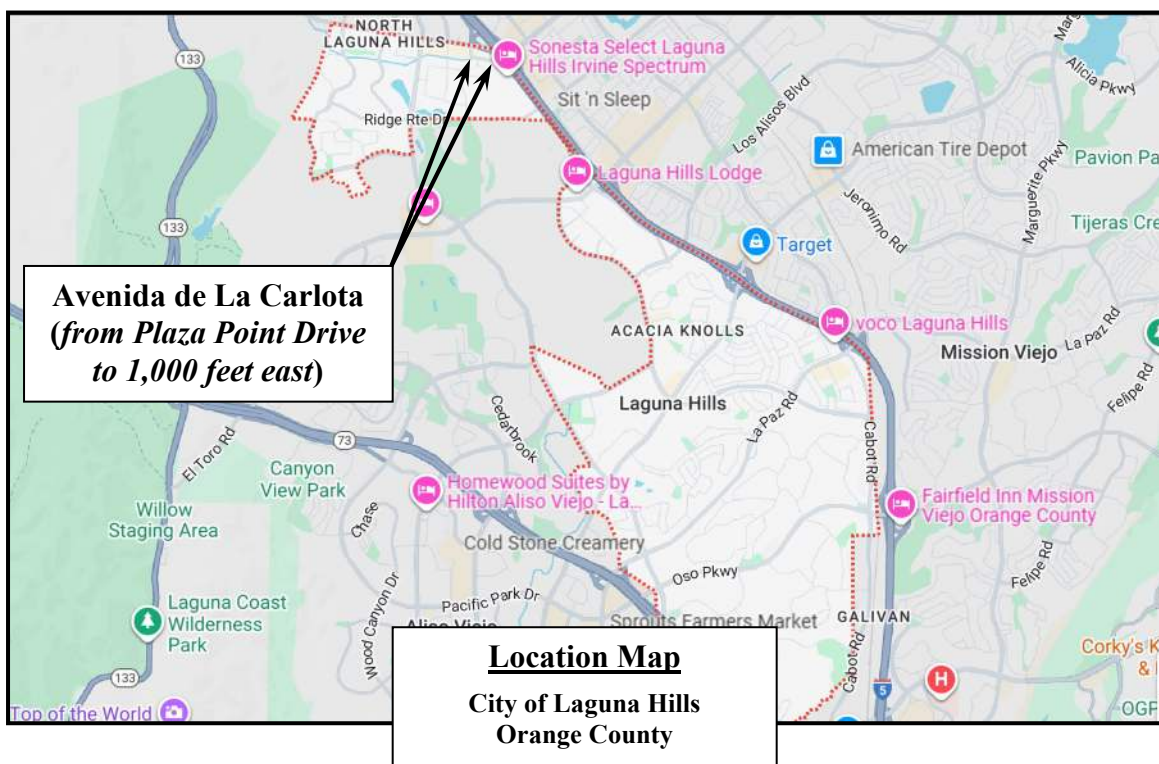
EVALUATION OF ROADWAY TRAFFIC SPEEDS

ON AVENIDA DE LA CARLOTA, EAST OF PLAZA POINTE DRIVE, IN THE CITY OF LAGUNA HILLS, CA SEPTEMBER 12, 2025

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) to complete an evaluation of vehicular traffic speeds along Avenida de La Carlota. The evaluation limits on Avenida de La Carlota are from Plaza Pointe Drive to approximately 1,000 feet east.

This segment of Avenida de La Carlota is located in the north part of the City, just south of Lake Forest Drive (*see Location Map below*). The overall roadway generally runs diagonally in the north-south directions; however, this particular segment runs east-west (i.e., parallel to Lake Forest Drive). The roadway segment is entirely within the City of Laguna Hills jurisdiction. At the present time, there are no traffic controls along this segment of Avenida de La Carlota (i.e., uncontrolled).



***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

BACKGROUND

Avenida de La Carlota, from Plaza Pointe Drive to 1,000 feet east, is an east-west, arterial roadway with large business office/hospital/parking lot properties on both sides of the street. The roadway is approximately 64 feet wide curb-to-curb. The 4-lane roadway provides for two lanes of traffic in each direction, which are separated by a painted Two-Way Left-Turn center lane for a certain part of the segment, and a painted double-yellow center median lane for a separate part of the segment. The roadway has concrete curb, gutter, and sidewalk improvements on both sides.

On-street parking is prohibited on both sides of the street via No Stopping Any Time Entire Block posted signs. There are also several street light luminaires on wood utility poles along the south-side of the roadway.

This segment of Avenida de La Carlota has 45 MPH Speed Limit signs posted in both directions.

There is a Curve 35 warning sign facing the eastbound direction of Avenida de La Carlota, in advance of the roadway curve that is located approximately 1,000 feet east of Plaza Pointe Drive.

There is also a Curve warning sign, with a 35 MPH supplemental plate, facing the westbound direction of Avenida de La Carlota, in advance of the roadway curve located west of Plaza Pointe Drive.

On the westerly end of the project segment, there is a 1-Way Stop on Plaza Pointe Drive at its T-intersection with Avenida de La Carlota (i.e., Avenida de La Carlota is uncontrolled). On the easterly end of the project segment, the roadway curves southerly and continues diagonally parallel and adjacent to the Interstate 5 (I-5) Freeway.

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

DATA COLLECTION

24-hour Vehicular Speed Counts & Pedestrian Counts

HCI coordinated the collection of 24-hour Average Daily Traffic (ADT) counts for this roadway segment of Avenida de La Carlota. The count data, which includes vehicular speed data, was taken using a machine counter with road tubes at a midpoint location on Avenida de La Carlota, between Plaza Pointe Drive and 1,000 feet east. The location was chosen to obtain the most ‘free flow’ traffic speeds between the project limits. The vehicular traffic volume/speed data was collected on one typical weekday (i.e., Tuesday). The results are summarized below:

<u>Tuesday, July 22, 2025</u>	<u>Average Speed (mph)</u>	<u>85th percentile Speed (mph)</u>
Eastbound	42	48
Westbound	44	50
Both Directions	43	49

As shown above, vehicular speeds were relatively consistent in each direction. As typically expected, the 85th percentile speed is higher than the posted speed limit of 45 MPH [average speed = 43 MPH; 85th-percentile speed = 49 MPH]. The total ADT bi-directional count on Avenida de La Carlota resulted in 7,803 vehicles.

In regards to pedestrian and bicycle activity, field observations confirmed a low activity of pedestrians that actually cross Avenida de La Carlota. In addition, 12-hour pedestrian/bicycle data was also collected on the same day as the vehicular count data (Tuesday, July 22, 2025) at the Plaza Point Drive intersection. The 12-hour data resulted in a total of five (5) pedestrians actually crossing Avenida de La Carlota, which translates to less than one (1) pedestrian per hour. ***The overall collected traffic count data can be found attached in Appendix A.***

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

DATA COLLECTION (continued)

Collision History

HCI also gathered the latest available collision history for the City of Laguna Hills from the State of California Highway Patrol (CHP) Statewide Integrated Traffic Records System website (*i-SWITRS*), which is where local agencies, such as cities, report their collisions. A comprehensive 5-year traffic collision history summary report was prepared for this roadway segment of Avenida de La Carlota.

Table 1 below provides the most recent summary of collision history that has been reported along this segment.

**TABLE 1
SWITRS COLLISION SUMMARY**

Intersection	2020-21		2022		2023		2024 – Jul. 2025	
	Date	Type of Coll.	Date	Type of Coll.	Date	Type of Coll.	Date	Type of Coll.
Avenida de La Carlota (from Plaza Pointe Dr to 1,000 Feet East)	5/15/21	Hit Object (<i>DUI</i>)	3/10	Hit Object (<i>Turning</i>)		<i>None reported</i>	3/23/24	Broadside (S v N)
	7/2/21	Hit Object (<i>DUI</i>)	5/3	Head-On (EL v S)			5/25/24	Hit Object (<i>DUI</i>)

Note: Information above is derived per the latest 5-year raw traffic collision database file gathered from CHP-SWITRS (*i-SWITRS website*).

As shown above, there have been a total of six (6) collisions reported along this roadway segment over the past (5+) years of available SWITRS collision data. There were two collisions each in years 2021, 2022, and 2024. It is noted, three collisions were categorized as Driving Under Influence (DUI). ***The SWITRS traffic collision data report prepared for this roadway segment is included in Appendix B.***

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

FIELD REVIEW

Roadway Signing & Striping

During our field-review on early Friday afternoon, August 22, 2025, HCI staff drove the Avenida de La Carlota roadway segment in both directions, in order to review the existing traffic signing & striping. Below is a summary list of existing signs and markings:

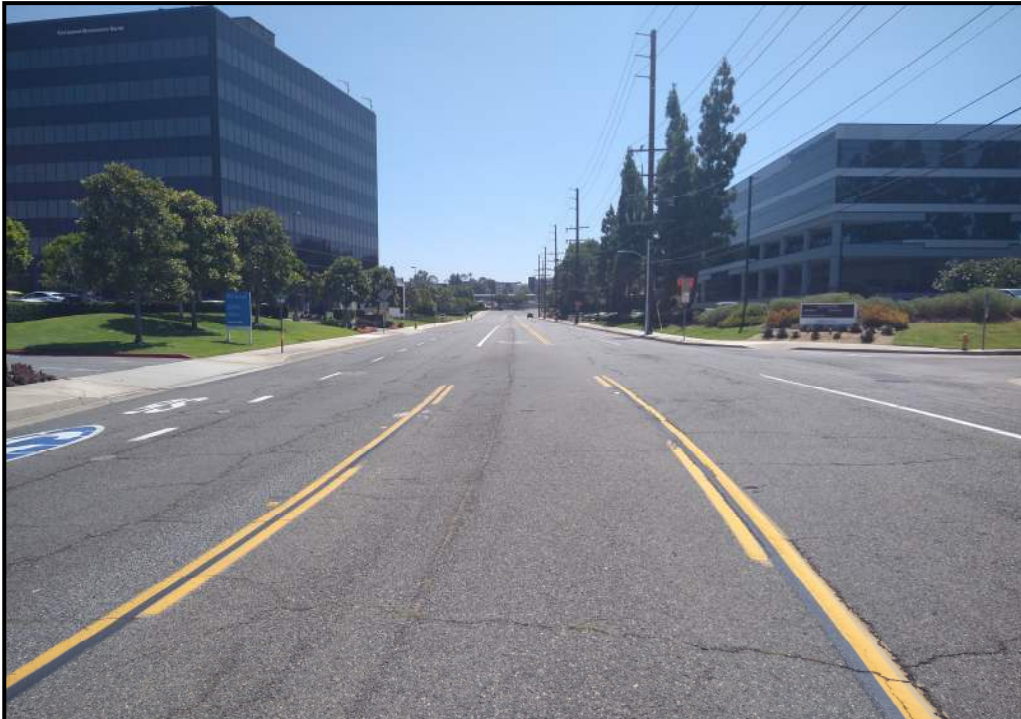
- (Qty. 5) No Stopping Any Time Entire Block signs posted on both sides.
- (Qty. 2) 45 MPH Speed Limit signs posted in both directions.
- (Qty. 1) Curve 35 warning sign facing the eastbound direction of Avenida de La Carlota, in advance of the roadway curve that is located approximately 1,000 feet east of Plaza Pointe Drive.
- (Qty. 1) Curve 35 warning sign, with yellow flashing beacon, facing northbound Avenida de La Carlota traffic before the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive.
- (Qty. 5) Chevron warning signs facing northbound Avenida de La Carlota traffic at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive.
- (Qty. 1) Curve warning sign, with 35 MPH supplemental plate, facing the westbound direction of Avenida de La Carlota, in advance of the roadway curve west of Plaza Pointe Drive.

Overall, the condition of the existing signing & striping was found acceptable.

Please see Exhibits 1 – 4 on the following pages showing recent field-review pictures of Avenida de La Carlota, from Plaza Pointe Drive to approximately 1,000 feet east.

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

EXHIBIT 1



AVENIDA DE LA CARLOTA (*Looking Eastbound*) from just before Plaza Pointe Drive



AVENIDA DE LA CARLOTA (*Looking Eastbound*) at 23041 Office Building

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

EXHIBIT 2



AVENIDA DE LA CARLOTA (*Looking Eastbound*) just past 23041 Office Building



AVENIDA DE LA CARLOTA (*Looking Eastbound*) at Curve Approx. 1,000 Feet East

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

EXHIBIT 3



AVENIDA DE LA CARLOTA (*Looking Westbound*) from Curve Approx. 1,000 Feet East



AVENIDA DE LA CARLOTA (*Looking Westbound*) at 23041 Office Building

*Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA*

EXHIBIT 4



AVENIDA DE LA CARLOTA (*Looking Westbound*) towards Plaza Pointe Drive



AVENIDA DE LA CARLOTA (*Looking Westbound*) from Plaza Pointe Drive

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

SUMMARY OF RESULTS & FINDINGS

- This segment of Avenida de La Carlota is located in the north part of the City, just south of Lake Forest Drive. The overall roadway generally runs diagonally in the north-south directions; however, this particular roadway segment runs east-west.
- The 4-lane roadway provides for two lanes of traffic in each direction, which are separated by a painted Two-Way Left-Turn center lane for a certain part of the segment and a painted double-yellow center median lane for a separate part.
- This segment of Avenida de La Carlota has 45 MPH Speed Limit signs posted in both directions.
- There is a Curve 35 warning sign facing the eastbound direction of Avenida de La Carlota, in advance of the roadway curve that is located approximately 1,000 feet east of Plaza Pointe Drive.
- There is a Curve 35 warning sign, with yellow flashing beacon, facing northbound Avenida de La Carlota traffic before the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive.
- There are Chevron warning signs facing northbound Avenida de La Carlota traffic at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive.
- There is also a Curve warning sign, with 35 MPH supplemental plate, facing the westbound direction of Avenida de La Carlota, in advance of the roadway curve located just west of Plaza Pointe Drive.
- Overall, the condition of the existing signing & striping was found acceptable.
- 1-Day, 24-hour Speed-Count Results for the roadway segment resulted in an Average Speed of 43 MPH and an 85th Percentile Speed of 49 MPH. The 85th percentile speed is considered in typical range for this type of roadway.
- There were a total of six (6) collisions reported along this roadway segment over the past (5+) years of SWITRS collision data. Three (3) out of the six (6) collisions were categorized as Driving Under Influence (DUI).
- Less than one (1) pedestrian per hour walked across Avenida de La Carlota.

***Evaluation of Roadway Traffic Speeds:
Avenida de La Carlota, from Plaza Pointe Drive to 1,000 Feet East, in Laguna Hills, CA***

RECOMMENDATIONS

In overall review of the evaluation findings, since the 85th-percentile speeds were verified as higher than the 45 MPH speed limit (but considered within typical range for this type of roadway) along this curvy roadway segment, an incremental approach is suggested below for the City's consideration in addressing travel speeds on this roadway. Initial and follow-up steps include:

1st Steps:

- Increase law enforcement presence as often as available, or as resources permit.
- Place a portable radar speed trailer near the midpoint of the roadway segment, as often as available.

2nd Steps:

- Install new 45 MPH speed limit signs, with a vehicle speed feedback signs, to remind drivers of the speed limit and their actual speeds.
- The existing Curve 35 warning sign facing eastbound traffic may be relocated to a better place where approaching drivers are able to clearly see them and react toward slowing down before entering the curve.
- Install a new Curve 35 warning sign at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive, facing northbound Avenida de La Carlota traffic.
- Install new Chevron warning signs facing both southbound and westbound at the curve located just south of Lake Forest Drive.
- Install new Chevron warning signs at the roadway curve located approximately 1,000 feet east of Plaza Pointe Drive facing eastbound traffic.
- Install a Traffic Signal Ahead warning sign facing westbound traffic in advance of Lake Forest Drive.
- Install a T-Intersection Ahead warning sign in advance of Plaza Pointe Drive.

An exhibit showing the above 2nd Step suggestions for this roadway segment has been prepared and is included in Appendix C for the City's consideration.

If the 2nd steps are approved, an engineered roadway signing & striping plan is recommended for their respective and proper relocation/installation.

APPENDIX A

ADT SPEED-COUNT DATA & PEDESTRIAN/BICYCLE COUNT DATA

SPEED

23046 Avenida de La Carlota

Day: Tuesday

Date: 7/22/2025

City: Laguna Hills

Project #: CA25_010070_001w

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
0:00 AM	0	0	0	0	2	2	3	2	2	1	0	0	0	12
1:00	0	1	0	0	0	0	3	8	6	0	0	1	0	19
2:00	0	0	0	0	0	0	3	2	2	1	0	0	0	8
3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4:00	0	0	0	0	1	3	0	1	2	1	1	0	0	9
5:00	0	0	0	1	1	5	11	7	4	1	0	0	0	30
6:00	0	0	1	0	0	8	18	20	9	2	1	0	0	59
7:00	1	0	0	1	1	10	46	35	24	2	1	0	0	121
8:00	2	1	0	1	3	20	72	49	23	1	0	0	0	172
9:00	6	1	0	0	3	36	67	66	22	4	1	0	0	206
10:00	0	0	0	1	8	28	108	70	22	7	1	0	0	245
11:00	3	0	0	0	7	53	87	82	22	4	1	0	0	259
12:00 PM	3	2	0	2	4	35	97	71	33	10	0	0	0	257
13:00	4	0	1	1	4	36	107	105	36	4	0	0	0	298
14:00	7	3	1	3	2	52	76	82	23	4	1	0	0	254
15:00	2	0	0	0	4	31	98	99	28	8	1	0	0	271
16:00	5	0	1	1	7	22	64	82	35	8	2	3	0	230
17:00	7	1	0	0	7	20	79	67	29	5	1	0	0	216
18:00	4	0	1	0	3	18	42	65	17	9	0	0	0	159
19:00	1	0	0	1	3	20	41	51	20	4	0	0	0	141
20:00	0	0	0	1	1	12	30	28	11	4	0	1	0	88
21:00	1	0	0	2	2	13	21	22	8	2	0	0	0	71
22:00	0	0	0	0	1	8	9	9	4	3	0	0	0	34
23:00	0	0	0	0	0	0	6	10	1	1	0	0	0	18
Totals	46	9	5	15	64	432	1089	1034	383	86	11	5		3179
% of Totals	1%	0%	0%	0%	2%	14%	34%	33%	12%	3%	0%	0%		100%

AM Volumes	12	3	1	4	26	165	419	343	138	24	6	1	0	1142
% AM	0%	0%	0%	0%	1%	5%	13%	11%	4%	1%	0%	0%		36%
AM Peak Hour	9:00	1:00	6:00	5:00	10:00	11:00	10:00	11:00	7:00	10:00	4:00	1:00		11:00
Volume	6	1	1	1	8	53	108	82	24	7	1	1		259
PM Volumes	34	6	4	11	38	267	670	691	245	62	5	4	0	2037
% PM	1%	0%	0%	0%	1%	8%	21%	22%	8%	2%	0%	0%		64%
PM Peak Hour	14:00	14:00	13:00	14:00	16:00	14:00	13:00	13:00	13:00	12:00	16:00	16:00		13:00
Volume	7	3	1	3	7	52	107	105	36	10	2	3		298
Directional Peak Periods All Speeds			AM 7-9 Volume 293 ↔ 9%			NOON 12-2 Volume 555 ↔ 17%			PM 4-6 Volume 446 ↔ 14%			Off Peak Volumes Volume 1885 ↔ 59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Avenida de La Carlota	East Bound	35	42	42	48	52	4624
Avenida de La Carlota	West Bound	39	44	44	50	53	3179

VOLUME

23046 Avenida de La Carlota

Day: Tuesday
Date: 7/22/2025

City: Laguna Hills
Project #: CA25_010070_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						4,624	3,179
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00	0	0	6	4	10	30	12:00	0	0	77	58	135	596
0:15	0	0	3	2	5		12:15	0	0	80	78	158	
0:30	0	0	6	4	10		12:30	0	0	87	57	144	
0:45	0	0	3	18	2		12:45	0	0	95	339	64	
1:00	0	0	4	4	8	28	13:00	0	0	86	89	175	647
1:15	0	0	4	7	11		13:15	0	0	88	77	165	
1:30	0	0	0	3	3		13:30	0	0	92	74	166	
1:45	0	0	1	9	5		13:45	0	0	83	349	58	
2:00	0	0	4	0	4	18	14:00	0	0	96	59	155	602
2:15	0	0	2	3	5		14:15	0	0	82	73	155	
2:30	0	0	2	0	2		14:30	0	0	81	62	143	
2:45	0	0	2	10	5		14:45	0	0	89	348	60	
3:00	0	0	1	1	2	7	15:00	0	0	89	63	152	626
3:15	0	0	0	0			15:15	0	0	87	78	165	
3:30	0	0	3	1	4		15:30	0	0	87	52	139	
3:45	0	0	1	5	0		15:45	0	0	92	355	78	
4:00	0	0	0	2	2	20	16:00	0	0	92	70	162	673
4:15	0	0	1	1	2		16:15	0	0	108	52	160	
4:30	0	0	2	4	6		16:30	0	0	127	56	183	
4:45	0	0	8	11	2		16:45	0	0	116	443	52	
5:00	0	0	7	5	12	66	17:00	0	0	139	71	210	759
5:15	0	0	4	7	11		17:15	0	0	127	54	181	
5:30	0	0	8	7	15		17:30	0	0	149	52	201	
5:45	0	0	17	36	11		17:45	0	0	128	543	39	
6:00	0	0	18	7	25	177	18:00	0	0	87	48	135	464
6:15	0	0	35	12	47		18:15	0	0	64	40	104	
6:30	0	0	27	19	46		18:30	0	0	78	36	114	
6:45	0	0	38	118	21		18:45	0	0	76	305	35	
7:00	0	0	29	21	50	270	19:00	0	0	65	46	111	339
7:15	0	0	34	25	59		19:15	0	0	52	25	77	
7:30	0	0	39	28	67		19:30	0	0	44	25	69	
7:45	0	0	47	149	47		19:45	0	0	37	198	45	
8:00	0	0	59	31	90	414	20:00	0	0	39	24	63	218
8:15	0	0	70	40	110		20:15	0	0	31	12	43	
8:30	0	0	54	59	113		20:30	0	0	35	31	66	
8:45	0	0	59	242	42		20:45	0	0	25	130	21	
9:00	0	0	73	65	138	465	21:00	0	0	24	25	49	163
9:15	0	0	50	42	92		21:15	0	0	24	16	40	
9:30	0	0	66	51	117		21:30	0	0	25	15	40	
9:45	0	0	70	259	48		21:45	0	0	19	92	15	
10:00	0	0	66	61	127	513	22:00	0	0	20	15	35	102
10:15	0	0	63	54	117		22:15	0	0	21	8	29	
10:30	0	0	71	64	135		22:30	0	0	9	6	15	
10:45	0	0	68	268	66		22:45	0	0	18	68	5	
11:00	0	0	63	74	137	569	23:00	0	0	9	5	14	37
11:15	0	0	80	62	142		23:15	0	0	1	7	8	
11:30	0	0	87	64	151		23:30	0	0	4	4	8	
11:45	0	0	80	310	59		23:45	0	0	5	19	2	
TOTALS	1435				1142	2577	TOTALS	3189				2037	5226
SPLIT %	55.7%				44.3%	33.0%	SPLIT %	61.0%				39.0%	67.0%

DAILY TOTALS			NB	SB							EB	WB	Total		
			0	0							4,624	3,179	7,803		
AM Peak Hour			11:15	10:30	11:30	PM Peak Hour			17:00	12:45	16:45				
AM Pk Volume			324	266	583	PM Pk Volume			543	304	760				
Pk Hr Factor			0.931	0.899	0.922	Pk Hr Factor			0.911	0.854	0.905				
7 - 9 Volume			0	0	391	293	684	4 - 6 Volume			0	0	986	446	1432
7 - 9 Peak Hour					8:00	7:45	8:00	4 - 6 Peak Hour					17:00	16:30	16:45
7 - 9 Pk Volume			0	0	242	177	414	4 - 6 Pk Volume			0	0	543	233	760
Pk Hr Factor			0.000	0.000	0.864	0.750	0.916	Pk Hr Factor			0.000	0.000	0.911	0.820	0.905

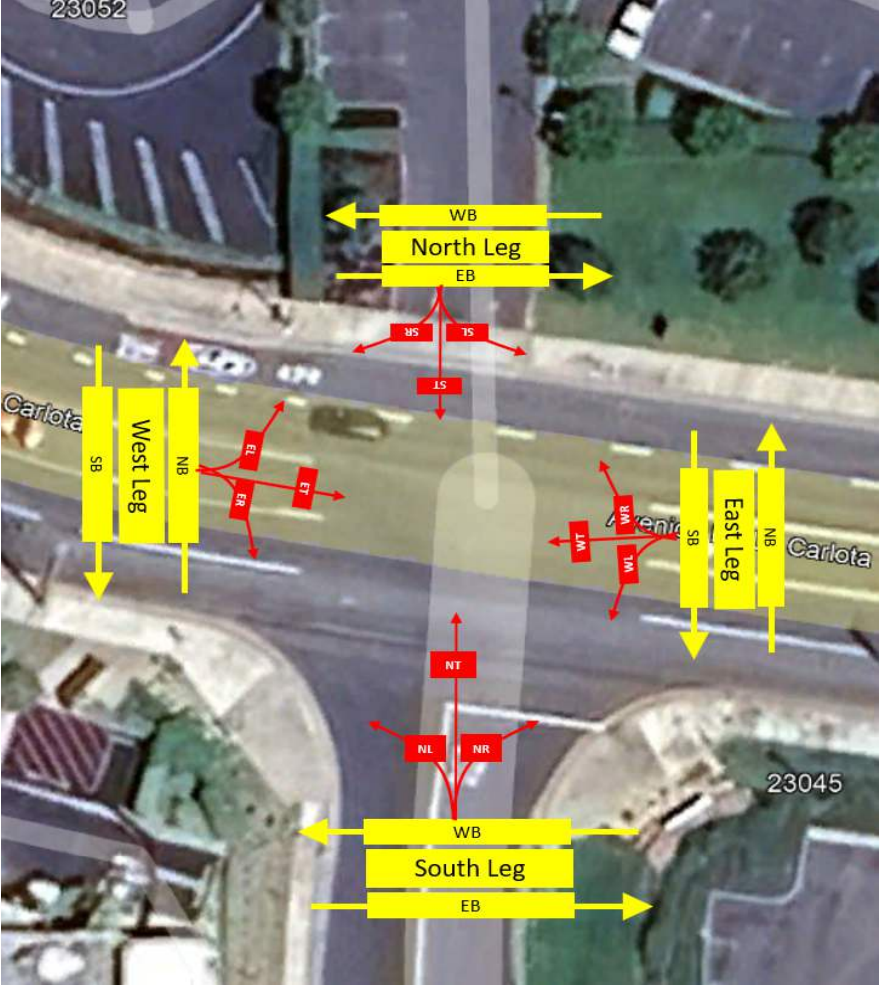
Pedestrian & Bikes Study

Location: Plaza Pointe Dr/Regus - Laguna Hills - Carlota Plaza Dwy & Avenida de La Carlota
City: Laguna Hills

Date: 7/22/2025
Day: Tuesday

TIME	Peds								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	1	0	1	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	2	0	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	1
11:45 AM	1	0	0	5	0	0	0	0	6
12:00 PM	1	0	0	2	0	1	1	0	5
12:15 PM	0	0	4	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	2	0	0	0	0	0	2
1:00 PM	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	2	0	0	0	2	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	2	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
Totals	5	2	14	9	0	4	1	0	35

TIME	Bikes																	TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	NU	SU	EU	WU		
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
2:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
5:30 PM	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	0	1	0	0	1	0	7	1	0	2	0	0	0	0	0	15	



APPENDIX B

5-YEAR SWITRS INTERSECTION COLLISION HISTORY

CITY OF LAGUNA HILLS
AVENIDA DE LA CARLOTA, FROM PLAZA POINTE DRIVE TO 1,000 FEET EAST
5-YEAR SWITRS COLLISION DATABASE
JAN. 1, 2020 THRU JUL. 31, 2025

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTER.	WEATH. 1	COLL. SEVER.	PRIM. COLL. FACT.	PCF VIOL. CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH		ROAD SURF.	VEH. DIR.
1)	9271089	20210515	155	AVENIDA DE LA CARLOTA	PLAZA POINT DR	198	N	N	A	2	A	1	23152	N	E	I	A	N
2)	9379844	20210702	1945	AVE DE LA CARLOTA	AVENIDA DE LA CARLOTA	21	W	N	A	0	A	1	23152	M	E	I	A	W
3)	9405875	20220310	132	AVENIDA DE LA CARLOTA	PLAZA POINTE DR	60	N	N	A	0	A	8	22107	N	E	I	A	S
4)	9407828	20220503	1636	AVINEDA DE LA CARLOTA	PLAZA POINTE DR	22	N	N	A	4	A	9	21802	N	A	D	A	EL v S
5)	9695121	20240323	1250	AVENIDA DE LA CARLOTA	PLAZA POINTE DR	26	S	N	B	3	A	3	22350	N	D	C	B	S v N
6)	9703838	20240525	1446	AVENIDA DE LA CARLOTA	PLAZA POINTE DR	918	S	N	A	3	A	1	23152	N	E	I	A	N

NOTES:

Weather 1
A - Clear
B - Cloudy
C - Raining
D - Snowing
E - Fog
F - Other
G - Wind
-- Not Stated

Collision Severity
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
0 - PDO (Property Damage Only)

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
-- 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

PCF Violation Category

01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
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

Hit and Run

F - Felony
M - Misdemeanor
N - Not Hit & Run

Type of Collision

A - Head-On
B - Sideswipe
C - Rear-End
D - Broadside
E - Hit Object
F - Overturned
G - Vehicle/Pedestrian
H - Other
-- Not Stated

Road Surface

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

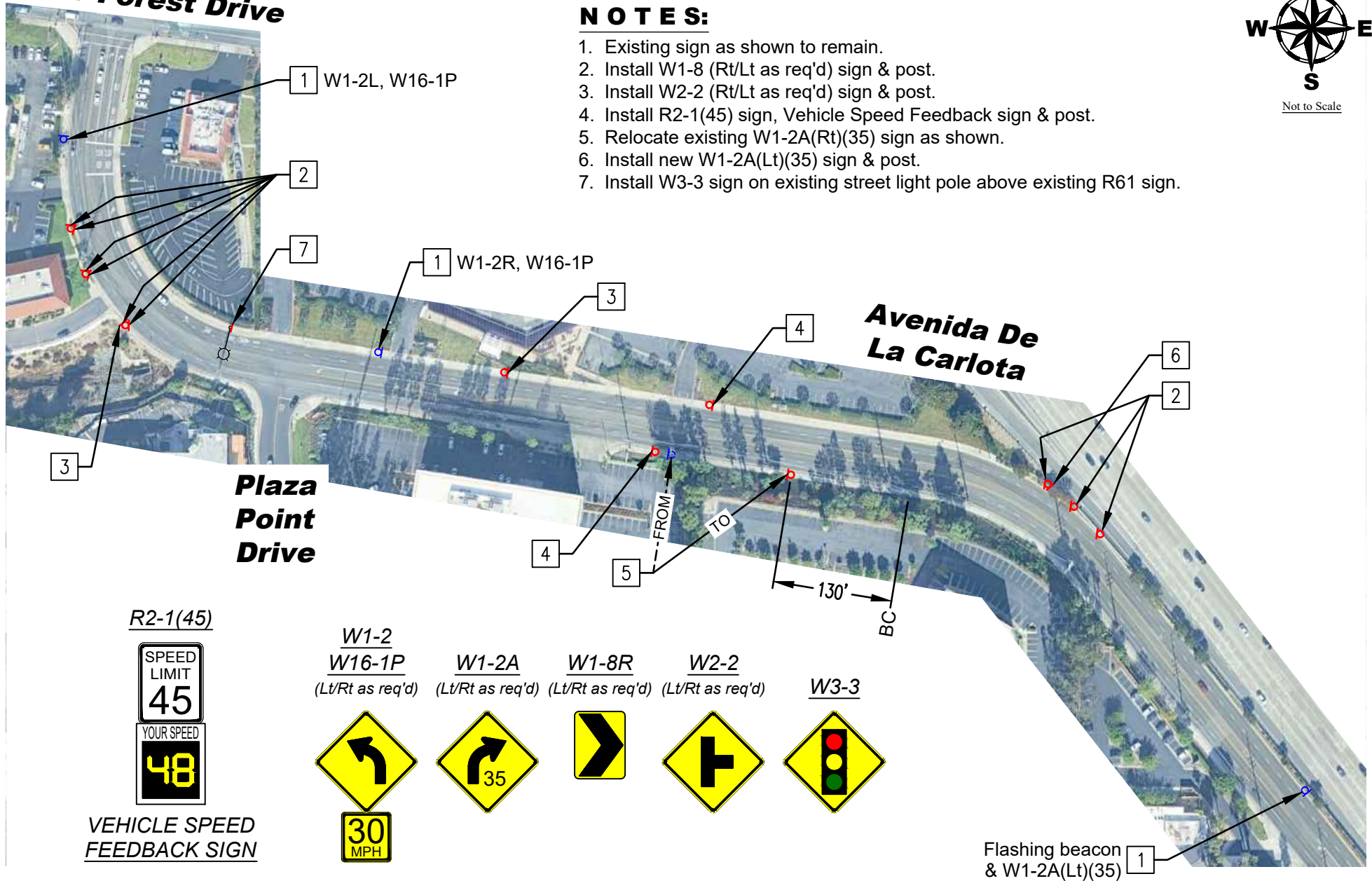
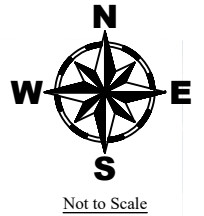
APPENDIX C

EXHIBIT SHOWING SUGGESTIONS/RECOMMENDATIONS

Lake Forest Drive

NOTES:

1. Existing sign as shown to remain.
2. Install W1-8 (Rt/Lt as req'd) sign & post.
3. Install W2-2 (Rt/Lt as req'd) sign & post.
4. Install R2-1(45) sign, Vehicle Speed Feedback sign & post.
5. Relocate existing W1-2A(Rt)(35) sign as shown.
6. Install new W1-2A(Lt)(35) sign & post.
7. Install W3-3 sign on existing street light pole above existing R61 sign.



R2-1(45)



VEHICLE SPEED
FEEDBACK SIGN

W1-2
W16-1P
(Lt/Rt as req'd)



W1-2A
(Lt/Rt as req'd)



W1-8R
(Lt/Rt as req'd)



W2-2
(Lt/Rt as req'd)



W3-3



Flashing beacon
& W1-2A(Lt)(35)

1

SIGNING IMPROVEMENTS

Avenida De La Carlota - Lake Forest Drive to $\pm 2,100'$ east
CITY OF LAGUNA HILLS





City of Laguna Hills Traffic Commission Staff Report

Date: November 19, 2025
To: Chair and Commission Members
From: Samantha Vu, Assistant Engineer
Issue: Nottingham Court at Devonshire Road Speeding and Multi-Way Stop Control Evaluation

Recommendation: That the Traffic Commission receive and file.

Background:

Staff received a request from a resident of the community to evaluate speeding on Nottingham Court, from Oso Parkway to Bradford Lane and the need for multi-way stop control at the intersection of Nottingham Court at Devonshire Road due to concerns regarding safety and speeding vehicles. Upon receiving the request, City staff contacted Hartzog and Crabill, Inc. (HCI), the City's traffic engineering consultant, to perform a multiway stop control warrant analysis.

As a reminder, the California Manual of Uniform Traffic Control Devices provides guidelines (warrants) which should be met prior to installation of multi-way stop control. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

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:

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.

In the attached report, HCI found that:

- Speeds are summarized in Table 1.

Table 1: Nottingham Court Speed Survey (Aug. 5th, 2025)				
	Between Chelsea Lane and Devonshire Road		South of Strafford Place	
	Average Speed (MPH)	85 th Percentile Speed (MPH)	Average Speed (MPH)	85 th Percentile Speed (MPH)
Eastbound	23	26	19	26
Westbound	22	27	20	26
Both Directions	23	27	20	26

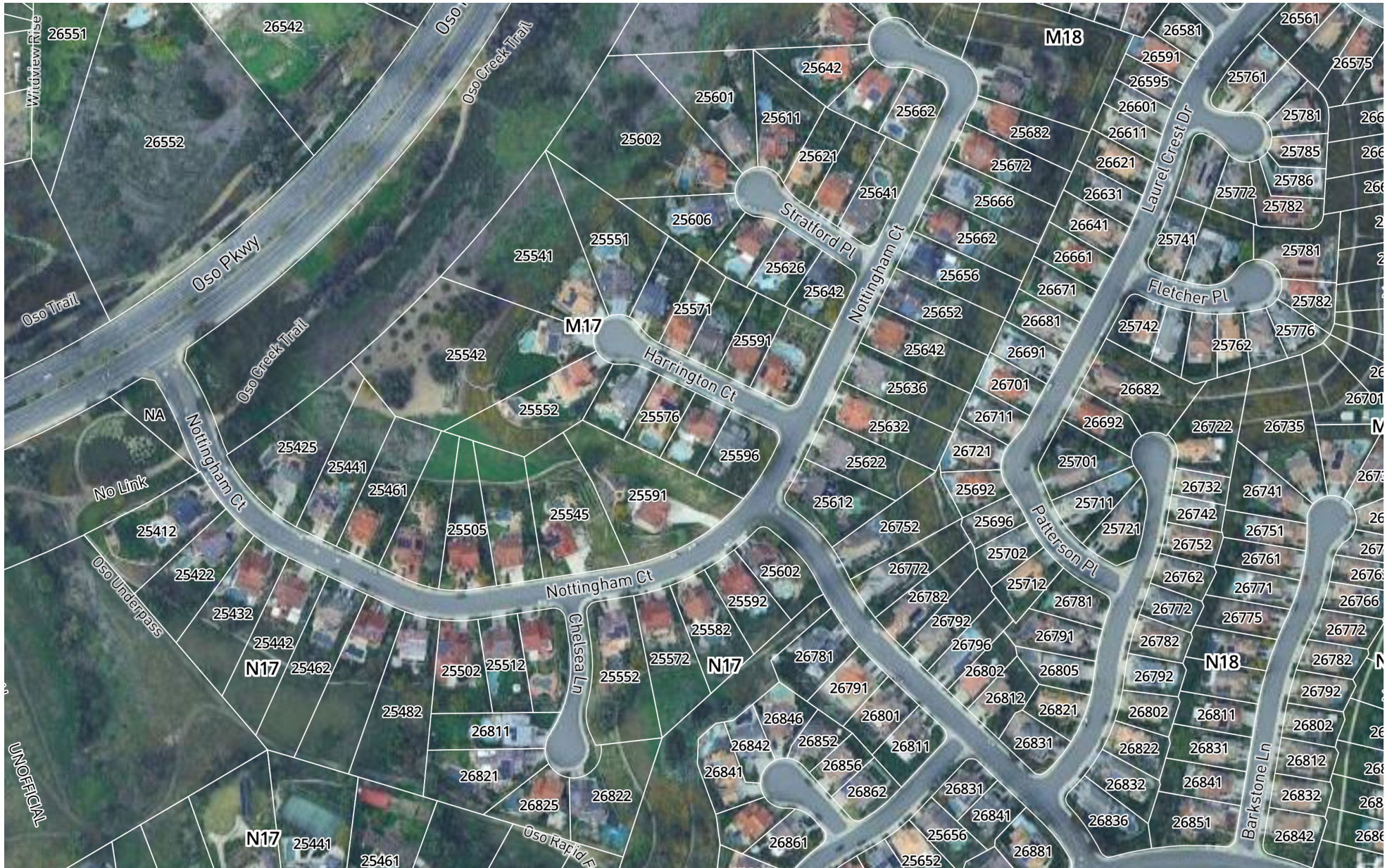
- Two (2) collisions occurred on Nottingham Court in a 5-year period.
 - June 22, 2023: Head-On collision caused by Improper Turning north of Chelsea Lane
 - October 24, 2024: Rear-End collision caused by Driving Under the Influence at Harrington Court
- The intersection experiences only 18% of the required vehicular volume entering the intersection from the major street approaches and only 6% of the required combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approach.
- Visibility for approaching drivers on Nottingham Court at Devonshire Road is sufficient.
- The combined criteria were not met. Furthermore, the combined criteria does not meet 70% of the requirements either.

Based on this summarized data, HCI and city staff do not recommend multi-way stop control at the intersection.

Fiscal Impact:

There is no fiscal impact associated with this report.

Vicinity Map



1" = 265 ft

Nottingham at Devonshire
Road

11/13/2025



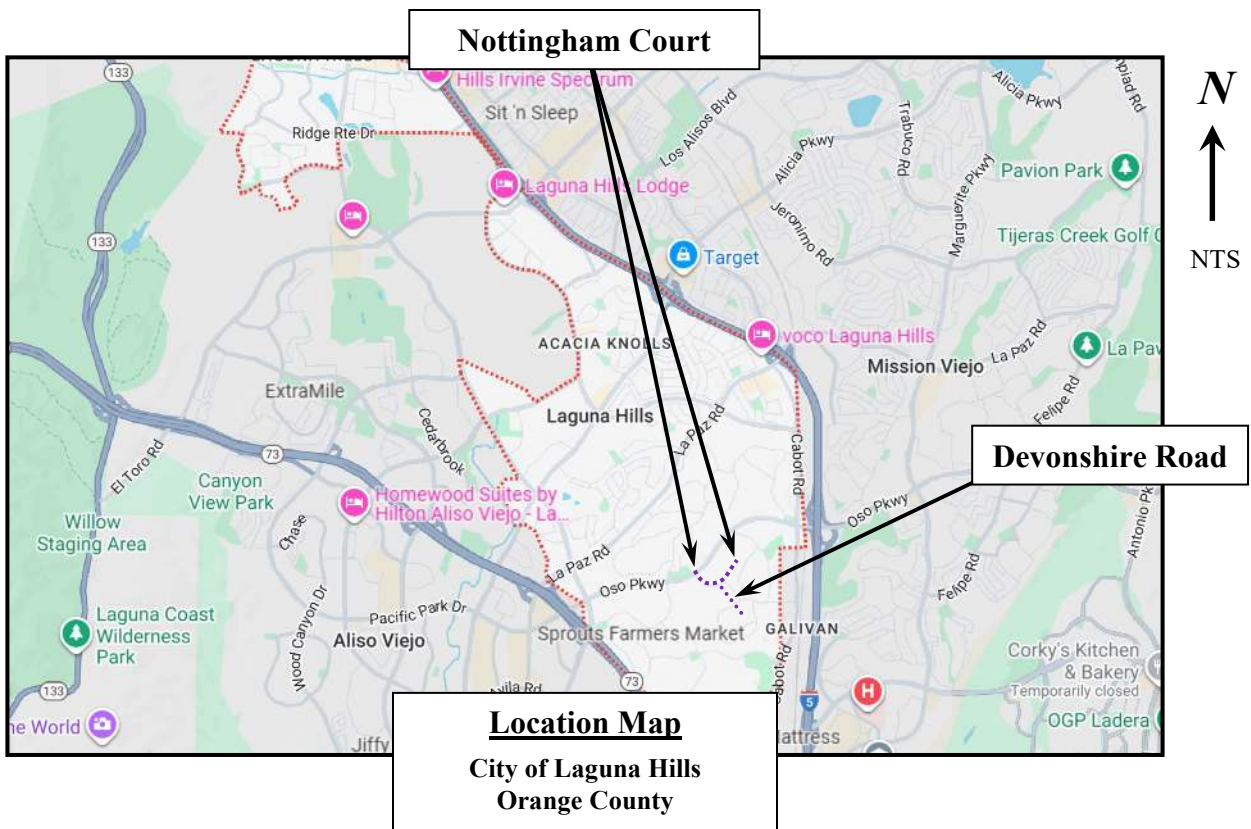
This map may represent a visual display of related geographic information. Data provided here is not a guarantee of actual field conditions. To ensure complete accuracy, please contact the responsible staff for the most up-to-date information.

**EVALUATION OF ROADWAY TRAFFIC SPEEDS ON
NOTTINGHAM COURT, FROM OSO PARKWAY TO BRADFORD LANE, AND
MULTIWAY STOP CONTROL FOR NOTTINGHAM COURT AT DEVONSHIRE ROAD
IN THE CITY OF LAGUNA HILLS, CA
OCTOBER 21, 2025**

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) to complete an evaluation of vehicular traffic speeds along Nottingham Court. The evaluation limits on Nottingham Court are from Oso Parkway to Bradford Lane. A multiway Stop analysis for the T-intersection of Nottingham Court and Devonshire Road is also to be evaluated.

This segment of Nottingham Court is located just south of Oso Parkway and east of Moulton Parkway (*see Location Map below*). The circuitous roadway segment generally runs diagonally in the east-west directions, entirely within the City of Laguna Hills jurisdiction. At the present time, there is one 1-Way Stop-controlled T-intersection within this segment of Nottingham Court, which is located at Devonshire Road.



BACKGROUND

Nottingham Court, from Oso Parkway to Bradford Lane, is a circuitous, diagonal east-west, local roadway with single-family residential properties on either side of the street. The roadway is approximately (40) feet wide curb-to-curb. The 2-lane roadway provides for one lane of traffic in each direction, which are not separated by any centerline striping except for a short segment at/near Oso Parkway. The roadway has concrete curb, gutter and sidewalk improvements on both sides.

On-street parking is allowed on both sides of the street.

There are also several roadway street lights along both sides of the roadway.

There is one Equestrian Crossing (with applicable warning signage and pavement markings) across Nottingham Court located just south of Oso Parkway.

Nottingham Court has one 25 MPH Speed Limit sign posted west of Chelsea Lane, and one 25 MPH Speed Limit sign posted west of Devonshire Road.

As mentioned, there is one 1-Way Stop-controlled T-intersection within this segment of Nottingham Court, located at Devonshire Road.

The other side-street intersections along Nottingham Court (i.e., Chelsea Lane, Harrington Court, Stratford Place, and Bradford Lane) do not have any Stop signs installed on any approach.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

DATA COLLECTION

24-hour Vehicular Speed Counts

HCI coordinated the collection of 24-hour Average Daily Traffic (ADT) counts. These counts, including speed data, were taken using a machine counter and road tubes at two (2) midpoint locations along Nottingham Court, between Oso Parkway and Bradford Lane. These locations were chosen to obtain the most ‘free flow’ traffic speeds between the project limits. The vehicular traffic volume/speed data was collected on one typical weekday (i.e., Tuesday). The first location was gathered **between Chelsea Lane and Devonshire Road** with results summarized below:

<u>Tuesday, August 5, 2025</u>	<u>Average Speed (MPH)</u>	<u>85th percentile Speed (MPH)</u>
Eastbound	23	26
Westbound	22	27
Both Directions	23	27

The second location was gathered **south of Strafford Place** with results summarized below:

<u>Tuesday, August 5, 2025</u>	<u>Average Speed (MPH)</u>	<u>85th percentile Speed (MPH)</u>
Eastbound	19	26
Westbound	20	26
Both Directions	20	26

As shown above, vehicular speeds were relatively consistent in each direction for both locations. As typically expected, the 85th percentile speed is slightly higher than the posted speed limit of 25 MPH [average speed = 23 MPH; 85th-percentile speed = 27 MPH]. The highest total ADT bi-directional count on Nottingham Court resulted in 725 vehicles.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

DATA COLLECTION *(continued)*

Pedestrian and Bicycle Counts

In regards to pedestrian and bicycle activity, field observations confirmed a low activity of pedestrians, especially which cross Nottingham Court.

In addition, 12-hour pedestrian/bicycle data was also collected on the same day as the vehicular count data (i.e., Tuesday, August 5, 2025) at the Devonshire Road intersection.

The 12-hour data resulted in a total of (17) pedestrians that crossed Nottingham Court, which translates to just over one (1) pedestrian per hour.

The overall collected traffic count data can be found attached in Appendix A.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

DATA COLLECTION (continued)

Collision History

HCI also gathered the latest available raw collision history data for the City of Laguna Hills from the State of California Highway Patrol (CHP) Statewide Integrated Traffic Records System (*SWITRS*), which is where local agencies, such as cities, report their collisions. A comprehensive 5-year traffic collision history summary report was prepared for this segment of Nottingham Court.

Table 1 below provides a quick view of the most recent summary of collision history that has been reported along this roadway segment.

**TABLE 1
SWITRS COLLISION SUMMARY**

Intersection	2020-21		2022		2023		2024 – Jul. 2025	
	Date	Type of Coll.	Date	Type of Coll.	Date	Type of Coll.	Date	Type of Coll.
Nottingham Court (from Oso Parkway to Bradford Lane)		None reported		None reported	06/22	Head-On	10/24/24	Rear-End (DUI)

Note: Information above is derived per the latest 5-year raw traffic collision database file gathered from CHP-SWITRS (*SWITRS website*).

As shown above, there have been two (2) collisions reported along this roadway segment over the past (5-1/2) years of available SWITRS collision data. It is noted, the 2023 collision was categorized as Improper Turning north of Chelsea Lane, while the 2024 collision was categorized as Driving Under Influence at Harrington Court. ***The SWITRS traffic collision data report prepared for this segment is included in Appendix B.***

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

FIELD REVIEW

Roadway Signing & Striping

During our field-review on a recent Friday afternoon, HCI staff drove and walked the Nottingham Court roadway segment in both directions, in order to review the existing traffic signing & striping. As mentioned in the Background section, there is no roadway centerline striping dividing Nottingham Court, with exception to a short segment at/near Oso Parkway.

Below is a summary list of existing signs and markings:

- (Qty. 1 each) Stop sign and Stop pavement marking, including a Right Turn Only sign, at Oso Parkway.
- (Qty. 1) White marked crosswalk across Nottingham Court at Oso Parkway.
- (Qty. 4) “Horse Crossing” warning signs (installed at the crossing as well as in advance), and supplemental “Horse Xing” pavement markings on each approach.
- (Qty. 2) Yield pavement markings at the Horse Xing.
- (Qty. 1) Stop Ahead warning sign and supplemental pavement markings in advance of Oso Parkway.
- (Qty. 2) 25 MPH speed limit signs: one near Chelsea Lane and the other at Devonshire Road.
- (Qty. 2) Neighborhood Watch signs.
- (Qty. 1) Not A Through Street warning sign.

Please see Exhibits 1 – 4 on the following pages showing recent field-review pictures of Nottingham Court, from Oso Parkway to Bradford Lane.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

EXHIBIT 1



NOTTINGHAM COURT (*Looking Easterly*) from Oso Parkway



NOTTINGHAM COURT (*Looking Eastbound*) towards Chelsea Lane

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

EXHIBIT 2



NOTTINGHAM COURT (*Looking Eastbound*) towards Devonshire Road



NOTTINGHAM COURT (*Looking Easterly*) towards Stratford Place

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

EXHIBIT 3



NOTTINGHAM COURT (*Looking Westerly*) from Bradford Lane



NOTTINGHAM COURT (*Looking Westerly*) towards Devonshire Road

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

EXHIBIT 4



NOTTINGHAM COURT (*Looking Westbound*) from Chelsea Lane



NOTTINGHAM COURT (*Looking Westerly*) towards Oso Parkway

MULTIWAY STOP SIGN ANALYSIS

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 on 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 multi-way (3-Way) stop at the intersection of Nottingham Court and Devonshire Road.

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 multi-way stop sign installation is typically not recommended.

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 C.

MULTIWAY STOP SIGN ANALYSIS (continued)

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 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... 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. Such crashes include right-turn and left-turn collisions, as well as right-angle collisions (i.e., broadside, or head-on) and pedestrian-vehicle collisions. Other types categorized as ‘sideswipe’, ‘rear-end’, and ‘hit object’ collisions are generally not considered susceptible to correction, unless further review indicates otherwise. As mentioned, the latest available collision history was gathered by HCI from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS), which is where local jurisdictions such as cities report their collisions.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

MULTIWAY STOP SIGN ANALYSIS (continued)

Collision History (cont'd)

As previously shown above on Page 5, there have been two (2) collisions reported along the roadway segment of Nottingham Road over the past (5-1/2) years of available SWITRS collision data, but none at the 1-Way Stop-controlled Devonshire Road. The 2023 collision was categorized as Improper Turning north of Chelsea Lane, while the 2024 collision was categorized as Driving Under Influence at Harrington Court. As such, the collision history for this intersection did not meet the minimum five (5) reported crashes occurring in a 12-month period that are susceptible to correction by a multi-way stop installation.

The SWITRS traffic collision data report prepared for this segment is included in Appendix B.

Traffic Volumes

As previously shown above on Page 3, HCI collected Average Daily Traffic (ADT) vehicular approach counts to the intersection of Nottingham Court and Devonshire Road on Tuesday, August 5, 2025 in order to account for vehicles that typically use this T-intersection. The ADT approach count for Nottingham Court is 678 vehicles per day with the highest AM peak-hour approach volume having 60 vehicles, and 65 vehicles in the PM peak-hour. The ADT approach count for Devonshire Road is 180 vehicles with the highest AM peak-hour approach volume having 18 vehicles, and 17 vehicles in the PM peak-hour. Table 2 (next page) provides a breakdown of the approach volumes.

The traffic volume data collected for this intersection is included in Appendix A.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

MULTIWAY STOP SIGN ANALYSIS (continued)

**TABLE 2
HIGHEST 24-HOUR INTERSECTION APPROACH VEHICLE COUNTS**

Street	Direction	ADT Volume	Directional Split	Highest Hourly Volume
Nottingham Court	Eastbound	500	74%	57 (5 – 6PM)
	Westbound	178	26%	19 (9 – 10AM)
Devonshire Road				
	Northbound	180	100%	18 (11AM - 12PM)

Nottingham Court is considered the ‘through’ or ‘major’ street at this residential T-intersection since it carries higher volumes from both approaches, and drivers are not required to slow down, or even stop, before proceeding straight through the intersection. In comparison, Devonshire Road is considered the ‘minor’ street as northbound drivers on Devonshire Road are required to stop at Nottingham Court and look both ways before proceeding to make a left-turn or right-turn. It is typically expected that the traffic volumes on the minor street are significantly less than those on the major street. As can be seen from the table above, this is the case, as Devonshire Road carries approximately 21% of the entire traffic entering the intersection (Nottingham Court carries 79% of entering traffic). 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 that is the case, the minimum vehicular volumes to be met for a multiway stop sign installation are reduced to 70%. Based on speed data counts, the 85th percentile speed was 27 MPH. As the 85th percentile speed limit is less than the 40 MPH limit required to reduce traffic volumes, the 70% minimum volumes for a multi-way stop sign analysis are not applicable, and the 100% minimum volumes were analyzed on the next page.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

MULTIWAY STOP SIGN ANALYSIS (continued)

It is important to note that the highest hourly vehicle traffic counts shown in Table 2 above are given for the highest one-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 must 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 (not just for one hour in a 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 collected 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
NOTTINGHAM COURT AT DEVONSHIRE 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, Results: No, average (55) vehicles per hour Only 18% of the required hourly traffic volume	and	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, Results: No, average (12) vehicles per hour Only 6% of the required hourly traffic volume	but	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. Results: Not applicable
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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 (*18% major street / 6% minor street*). Therefore, the minimum traffic volume warrant is not satisfied.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

MULTIWAY STOP SIGN ANALYSIS (continued)

Visibility

Impaired visibility, or restricted sight distance, due to the geometry of the intersection of Nottingham Court and Devonshire Road, and other possible obstructions were carefully considered during our field-review of the surrounding residential neighborhood property environment. The geometry of the intersection includes an approximate 90° angle, which is favorable for side-street sight distance. Nottingham Court has a consistent, gradual incline in the eastbound direction, while Devonshire Road has a slight, gradual incline in the southbound direction.

Driver sight distance was measured from the side-street approach to the intersection, as northbound traffic on Devonshire Road has a 1-Way Stop requiring drivers to stop, before proceeding to make a left-turn or right-turn onto Nottingham Court. 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. However, the 85th percentile speed was 27 MPH. Therefore, a 30 MPH speed limit was used as a more conservative measure, which has a minimum sight distance of 200 feet. This distance was used when looking towards approaching, uncontrolled traffic along Nottingham Court. More specifically, this stopping sight distance was field-measured from a typical ‘stopped’ vehicle location on Devonshire Road at the intersection looking towards the oncoming lanes of cross-traffic on Nottingham Court. An orange cone was placed at this distance and a photograph was taken from a stopped driver’s perspective (i.e., approximately 3.5 feet in height). (*See sight distance photos in Exhibit 5 on the following page*). As shown, when looking from Devonshire Road, a driver does have a clear line of sight to the minimum sight distance of 200 feet when looking both ways on Nottingham Court.

*Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA*

EXHIBIT 5



***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

MULTIWAY STOP SIGN ANALYSIS (continued)

Engineering judgment should always be included in any decision regarding traffic safety improvements. Intersection lighting was found adequate as there is one street light located west of the intersection.

In regards to pedestrian and bicycle activity, field observations confirmed a low-to-medium activity of both at this intersection. In addition, 12-hour pedestrian/bicycle data was also collected at the Devonshire Road intersection. The 12-hour data resulted in a total of (17) pedestrians that crossed Nottingham Court, which translates to just over one (1) pedestrian per hour. ***The overall collected traffic count data can be found attached in Appendix A.***

It was also determined that northbound Devonshire Road drivers do have a clear line of sight when stopped and looking both ways at Nottingham Court traffic.

Therefore, based upon engineering judgment, it is determined that stopping traffic on Nottingham Court at Devonshire Road is not required to enhance traffic safety at this T-intersection.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

SUMMARY OF RESULTS & FINDINGS

- The 2-lane roadway of Nottingham Court provides for one lane of traffic in each direction, which are not separated by any centerline striping except at Oso Parkway. The roadway has concrete curb, gutter and sidewalk improvements on both sides. On-street parking is allowed on both sides of the street.
- There is one 1-Way Stop-controlled T-intersection within this segment of Nottingham Court. The Stop control is located on Devonshire Road.
- There is one Equestrian Crossing (with applicable warning signage and pavement markings) across Nottingham Court located just south of Oso Parkway.
- Nottingham Court has two (2) 25 MPH Speed Limit signs posted on this segment: one west of Chelsea Lane, and the other just west of Devonshire Road.
- As typically expected, the 85th percentile speed on Nottingham Court was recorded as slightly higher than posted speed limit of 25 MPH [average speed = 23 MPH; 85th-percentile speed = 27 MPH]. The highest total ADT bi-directional count on Nottingham Court resulted in 725 vehicles in a 24-hour period.
- 12-hour pedestrian data resulted in a total of (17) pedestrians that crossed Nottingham Court at Devonshire Road, which translates to just over one (1) pedestrian per hour.
- There have been two (2) collisions reported along the Nottingham Court segment over the past (5-1/2) years of available SWITRS collision data. One collision was categorized as Improper Turning north of Chelsea Lane, while the other collision was categorized as Driving Under Influence at Harrington Court.
- It was also determined that northbound Devonshire Road drivers do have a clear line of sight when stopped and looking both ways at Nottingham Court traffic.

***Evaluation of Vehicular Traffic Speeds:
Nottingham Court, from Oso Parkway to Bradford Lane, in the City of Laguna Hills, CA***

RECOMMENDATIONS

Based on the vehicular speed results recorded within the expected range, as well as low roadway collision history, there is no indication to support the implementation of hardscape or other signing & striping improvements on the segment of Nottingham Court, between Oso Parkway and Bradford Lane.

In addition, a multiway Stop analysis at the intersection of Nottingham Court and Devonshire Road did not satisfy the warrant requirements. As such, a multiway stop sign installation at this intersection is not required.

There are no other recommendations at this time.

APPENDIX A

ADT SPEED-COUNT DATA & PEDESTRIAN/BICYCLE COUNT DATA

SPEED

Nottingham Ct Bet Chelsea Ln & Devonshire Rd

Day: Tuesday
Date: 8/5/2025

City: Laguna Hills
Project #: CA25_020281_001n

Eastbound

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
0:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	1	2	0	0	0	0	0	0	0	0	0	4
6:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5
7:00	1	4	8	4	0	0	0	0	0	0	0	0	0	17
8:00	0	2	8	1	0	0	0	0	0	0	0	0	0	11
9:00	1	4	22	13	1	0	0	0	0	0	0	0	0	41
10:00	0	1	13	12	2	0	0	0	0	0	0	0	0	28
11:00	3	3	15	6	0	0	0	0	0	0	0	0	0	27
12:00 PM	0	7	20	16	2	0	0	0	0	0	0	0	0	45
13:00	0	3	18	11	0	0	0	0	0	0	0	0	0	32
14:00	0	3	15	18	2	0	0	0	0	0	0	0	0	38
15:00	0	7	24	7	1	0	0	0	0	0	0	0	0	39
16:00	0	4	17	21	2	0	0	0	0	0	0	0	0	44
17:00	1	8	32	12	2	0	0	0	0	0	0	0	0	55
18:00	0	5	22	13	3	0	0	0	0	0	0	0	0	43
19:00	0	2	15	6	0	0	0	0	0	0	0	0	0	23
20:00	0	3	10	10	0	0	0	0	0	0	0	0	0	23
21:00	0	6	6	2	0	0	0	0	0	0	0	0	0	14
22:00	0	1	7	1	0	0	0	0	0	0	0	0	0	9
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Totals	6	66	258	157	15									502
% of Totals	1%	13%	51%	31%	3%									100%

AM Volumes	5	17	70	40	3	0	0	0	0	0	0	0	0	135
% AM	1%	3%	14%	8%	1%									27%
AM Peak Hour	11:00	7:00	9:00	9:00	10:00									9:00
Volume	3	4	22	13	2									41
PM Volumes	1	49	188	117	12	0	0	0	0	0	0	0	0	367
% PM	0%	10%	37%	23%	2%									73%
PM Peak Hour	17:00	17:00	17:00	16:00	18:00									17:00
Volume	1	8	32	21	3									55
Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%					
		28	6%	77	15%	99	20%	298	59%					

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Nottingham Ct	Eastbound	20	23	23	26	28	502
Nottingham Ct	Westbound	17	22	22	27	29	223

SPEED

Nottingham Ct S/O Strafford Pl

Day: Tuesday

Date: 8/5/2025

City: Laguna Hills

Project #: CA25_020281_002n

Eastbound

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
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
6:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
7:00	1	2	1	1	0	0	0	0	0	0	0	0	0	5
8:00	1	1	1	2	1	1	0	0	0	0	0	0	0	7
9:00	4	4	2	3	1	0	0	0	0	0	0	0	0	14
10:00	1	5	2	0	1	0	0	0	0	0	0	0	0	9
11:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
12:00 PM	2	4	1	1	0	1	0	0	0	0	0	0	0	9
13:00	3	2	5	1	0	0	0	0	0	0	0	0	0	11
14:00	3	3	0	1	0	0	0	0	0	0	0	0	0	7
15:00	3	4	2	2	0	0	0	0	0	0	0	0	0	11
16:00	2	4	2	1	1	0	0	0	0	0	0	0	0	10
17:00	2	0	0	2	0	0	0	0	0	0	0	0	0	4
18:00	0	3	0	3	0	0	0	0	0	0	0	0	0	6
19:00	1	1	0	2	0	0	0	0	0	0	0	0	0	4
20:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
21:00	1	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Totals	27	42	19	19	5	3								115
% of Totals	23%	37%	17%	17%	4%	3%								100%

AM Volumes	8	19	8	6	4	2	0	0	0	0	0	0	0	47
% AM	7%	17%	7%	5%	3%	2%								41%
AM Peak Hour	9:00	10:00	9:00	9:00	6:00	8:00								9:00
Volume	4	5	2	3	1	1								14
PM Volumes	19	23	11	13	1	1	0	0	0	0	0	0	0	68
% PM	17%	20%	10%	11%	1%	1%								59%
PM Peak Hour	13:00	12:00	13:00	18:00	16:00	12:00								13:00
Volume	3	4	5	3	1	1								11
Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%					
		12	10%	20	17%	14	12%	69	60%					

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Nottingham Ct	Eastbound	14	18	19	26	30	115
Nottingham Ct	Westbound	15	19	20	26	31	115

VOLUME

Nottingham Ct & Devonshire Rd

Day: Tuesday
Date: 8/5/2025

Highest 8 Hours.

City: Laguna Hills
Project #: CA25_020281_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					180	0						500	178	858	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0		1	0	1		12:00	0		12	2	14			
0:15	1		0	0	1		12:15	1		11	3	15			
0:30	1		0	0	1		12:30	2		10	4	16			
0:45	0	2	0	1	0	3	12:45	4	7	10	43	17	62		
1:00	0		0	0	0		13:00	3		6	6	15			
1:15	0		0	0	0		13:15	5		5	2	12			
1:30	0		0	0	0		13:30	4		7	6	17			
1:45	0		1	1	1	1	13:45	5	17	12	30	21	65		
2:00	0		0	0	0		14:00	6		10	5	21			
2:15	0		0	0	0		14:15	3		6	4	13			
2:30	0		0	0	0		14:30	6		13	3	22			
2:45	0		0	0	0		14:45	2	17	9	38	12	68		
3:00	0		0	0	0		15:00	1		8	1	10			
3:15	0		0	0	0		15:15	3		10	2	15			
3:30	1		0	0	1		15:30	2		10	3	15			
3:45	0	1	0	0	0	1	15:45	3	9	9	37	18	58		
4:00	0		0	0	0		16:00	2		10	3	15			
4:15	0		0	0	0		16:15	4		9	4	17			
4:30	0		0	0	0		16:30	0		19	6	25			
4:45	0		0	1	1	1	16:45	1	7	7	45	12	69		
5:00	0		0	0	0		17:00	2		9	3	14			
5:15	0		0	0	0		17:15	5		22	2	29			
5:30	0		3	2	5		17:30	1		13	2	16			
5:45	1	1	1	4	4	9	17:45	5	13	13	57	19	78		
6:00	0		0	1	1		18:00	4		18	2	24			
6:15	0		1	0	1		18:15	9		11	4	24			
6:30	0		0	1	1		18:30	2		7	0	9			
6:45	1	1	4	5	6	9	18:45	1	16	7	43	10	67		
7:00	1		2	0	3		19:00	4		8	1	13			
7:15	2		4	3	9		19:15	2		7	2	11			
7:30	1		5	1	7		19:30	1		5	1	7			
7:45	5	9	6	17	13	32	19:45	2	9	3	23	7	38		
8:00	0		2	3	5		20:00	3		6	2	11			
8:15	1		3	7	11		20:15	2		7	1	10			
8:30	2		2	4	8		20:30	3		9	0	12			
8:45	2	5	4	11	7	31	20:45	3	11	2	24	8	41		
9:00	3		9	2	14		21:00	2		4	0	6			
9:15	0		10	4	14		21:15	5		6	2	13			
9:30	2		12	5	19		21:30	3		0	0	3			
9:45	5	10	10	41	23	70	21:45	3	13	4	14	7	29		
10:00	2		6	4	12		22:00	1		4	0	5			
10:15	2		8	2	12		22:15	2		3	0	5			
10:30	2		6	2	10		22:30	1		1	0	2			
10:45	0	6	8	28	13	47	22:45	0	4	1	9	1	13		
11:00	0		7	2	9		23:00	2		1	2	5			
11:15	3		6	4	13		23:15	1		1	0	2			
11:30	3		4	5	12		23:30	0		0	0	0			
11:45	12	18	10	27	24	58	23:45	1	4	0	2	1	8		
TOTALS	53		135		74		TOTALS	127		365		104		596	
SPLIT %	20.2%		51.5%		28.2%		SPLIT %	21.3%		61.2%		17.4%		69.5%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					180	0						500	178	858	
AM Peak Hour	11:00		11:45	9:15	9:00		PM Peak Hour	13:15		17:15	13:30	17:15			
AM Pk Volume	18		43	21	70		PM Pk Volume	20		66	19	88			
Pk Hr Factor	0.375		0.896	0.656	0.761		Pk Hr Factor	0.833		0.750	0.792	0.759			
7 - 9 Volume	14	0	28	21	63		4 - 6 Volume	20	0	102	25	147			
7 - 9 Peak Hour	7:00		7:00	7:45	7:45		4 - 6 Peak Hour	17:00		16:30	16:00	16:30			
7 - 9 Pk Volume	9	0	17	16	37		4 - 6 Pk Volume	13	0	57	17	80			
Pk Hr Factor	0.450	0.000	0.708	0.571	0.712		Pk Hr Factor	0.650	0.000	0.648	0.708	0.690			

Pedestrian & Bikes Study

Location: Devonshire Rd & Nottingham Ct
City: Laguna Hills

Date: 8/5/2025
Day: Tuesday

TIME	Peds								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	1	0	0	0	0	1	1	3
7:45 AM	1	1	0	0	2	1	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	2	0	0	1	0	0	0	3
8:45 AM	0	1	0	1	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	2	0	0	0	0	0	2
9:30 AM	0	0	1	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	1	0	0	0	1	1	3
6:15 PM	0	0	0	1	0	0	0	1	2
6:30 PM	1	0	0	0	0	0	1	0	2
6:45 PM	0	0	0	0	0	0	0	0	0
Totals	3	8	6	2	5	2	4	6	36

TIME	Bikes																TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	NU	SU	EU	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1



APPENDIX B

5-YEAR SWITRS INTERSECTION COLLISION HISTORY

CITY OF LAGUNA HILLS
NOTTINGHAM COURT, FROM OSO PARKWAY TO BRADFORD LANE
5-YEAR SWITRS COLLISION DATABASE
JAN. 1, 2020 THRU JUL. 31, 2025

CASE ID	COLL. 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	ROAD SURF.
9599412	20230622	910	NOTTINGHAM CT	CHELSEA LN	53	N	N	B	4	A	8	22107	N	A	C	A
9752943	20241024	1945	NOTTINGHAM CT	HARRINGTON CT	0		Y	A	3	A	1	23152	N	C	E	A

NOTES:

Weather 1
A - Clear
B - Cloudy
C - Raining
D - Snowing
E - Fog
F - Other
G - Wind
-- Not Stated

Collision Severity
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
0 - PDO (Property Damage Only)

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
-- 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

PCF Violation Category

01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
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

Hit and Run

F - Felony
M - Misdemeanor
N - Not Hit & Run

Type of Collision

A - Head-On
B - Sideswipe
C - Rear-End
D - Broadside
E - Hit Object
F - Overturned
G - Vehicle/Pedestrian
H - Other
-- Not Stated

Road Surface

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

ATTACHMENT C

CA MUTCD STOP SIGN WARRANT GUIDELINES

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).

Option:

^{10b} YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.

Standard:

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 Caltrans 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 Caltrans. Refer to CVC 21353.

Support:

¹⁷ Caltrans 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.

ATTACHMENT D

CA MUTCD STOPPING SIGHT DISTANCE GUIDELINES

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 - 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.)

*** Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed in mph.

Table 6C-2. Stopping Sight Distance as a Function of Speed on Level Roads.
(Used as suggested longitudinal buffer space length or location for flagger station)

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 in mph.

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 Staff Report

Date: November 19, 2025
To: Chair and Commission Members
From: Joe Ames, Interim City Manager/City Engineer
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide direction to City staff.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

At the May 21, 2025, Traffic Commission meeting, City staff provided a report outlining potential costs of sign installation and enforcement, and an overview of how street sweeping is currently coordinated with trash pickup days and how it might change with the implementation of the new solid waste and recycling service contract with CR&R that takes effect on July 1, 2025.

During the May 21, 2025, Traffic Commission meeting, the Traffic Commission recommended that the City Engineer return to the Traffic Commission with a refined report on implementing a Citywide street sweeping parking restriction ordinance that includes an examination of the cost associated with placing signage only at the entrance to each housing tract, which is the minimum notification signage required by law.

At the July 16, 2025, Traffic Commission meeting, City staff presented the refined report. The July 16, 2025, Traffic Commission agenda report is attached.

During the July 16, 2025, Traffic Commission meeting, the Traffic Commission recommended that the City Engineer return to the Traffic Commission in four months after conducting additional public outreach campaign on the City's street sweeping program and after conducting a survey on the number of vehicles parked during street sweeping operations.

During the past four months, the City has engaged in the following public outreach:

Roundup Newsletter

- August 2025
- September 2025
- October 2025
- November 2025

Social Media Posts

- November 2025

Regarding observed vehicles parked during street sweeping operations, the City's contracted street sweeper conducted a survey on "arterials" (the City's street sweeping company defines "arterials" as all non-residential streets – arterial highways, collector streets of any type, and streets in commercial areas) during the period of July 28, 2025 through August 1, 2025.

The City's contracted street sweeper also conducted a survey on residential streets during the period of August 4, 2025 through August 8, 2025.

The results are as follows:

"Arterials" results:

Using the modified definition of "arterials," where the City's street sweeping company defines "arterials" as all non-residential streets – arterial highways, collector streets of any type, and streets in commercial areas, the City has 76.8 curb miles of "arterials."

Generally, no parking is allowed on arterial highways, except a portion of Los Alisos Boulevard and a portion of Laguan Hills Drive. Even in these areas, these areas are signed no parking during street sweeping.

Some residential collectors allow parking and are not signed no parking during street sweeping.

Streets in commercial areas, mostly in North Laguna Hills, are already signed no parking during street sweeping.

After subtracting out the number of curb miles where either a no parking or a no parking during street sweeping prohibition exists, 21.8 curb miles exist where vehicles can legally park. The street sweeper encountered 166 parked vehicles, which results in a ratio of approximately 29 vehicles parked per curb mile, on average – if the vehicles parked were parked legally. Unfortunately, City staff does not have data concerning if any of the vehicles were parked in violation of a no parking zone or a no parking during street sweeping prohibition.

Residential street survey results:

The curb miles for residential streets totals 62.9 curb miles. After removing streets already signed no parking during street sweeping and removing intersections where parking is not allowed due to “daylight laws” (where motorists can not park near an intersection), the number of curb miles where motorists can legally park during street sweeping operations is reduced to approximately 33.3 curb miles. The street sweeper encountered 973 parked vehicles, which results in a ratio of approximately 29 vehicles parked per curb mile, on average. Unfortunately, City staff does not have data concerning if any of the vehicles were parked in violation of a no parking zone or a no parking during street sweeping prohibition.

Conclusion:

City staff recommends that the Traffic Commission provide direction on this issue.

Fiscal Impact:

No cost associated with receiving this report. The cost of implementing a Citywide street sweeping restriction varies and is partially unknown because, while not directly related to the implementation of a Citywide street sweeping parking restriction, the cost may be impacted by the logistics and associated cost of implementing Citywide street sweeping parking restrictions in a new street sweeping contract.

Street Sweeping Curb Miles

Arterials car count	166	Survey done July 28, 2025 to August 1, 2025	
Residential Car count	973	Survey done August 4, 2025 to August 8, 2025	
			MODIFIED RATIO
Curb miles for arterial sweepin	76.78	2.16202	7.61677 vehicles per curb mile
Curb miles for residential swee	62.9	15.469	29.1981 vehicles per curb mile
Arterial Curb Miles	76.78 Miles		
Alicia	20888		
Avenida de la Carlota	22859		
Cabot	16180		
El Toro	8070		
La Paz	24964		
Laguna Hills Drive	7437		
Lake Forest	12359		
Los Alisos	4395		
Moulton	63632		
Oso	37826		
PDV	37392		
Ridge Route	12841		
Santa Maria	1929		
Santa Vittoria	8282		
North Laguna Hills	9847		
Los Alisos		828	*Excluded to not double count. This measurement is the permit area only
Laguna Hills Drive		723	*Excluded to not double count. This measurement is the permit area only
Curves+Daylight	1425		
Subtotal	290326 FT		
	54.98598 Miles		
Modified Arterial curb-miles	21.79402		
Residential Curb Miles	62.9 Miles		
Creekview neighborhood	5803		
Indian Hill	551		
Via Lomas	5114		
Gordon Road	872		
Lomas Laguna	13056		
Moulton Ranch	54653		
Mandeville	5060		
Rio grande/La Cienega	4928		
Largo Neighborhood	6771		
Overland/ Cajon	2094		
Rapid Falls	7120		
Wilkes/Woolwich	10389		
Curves+Daylight	39750		
Each curb is 35+20+20			
527 corners in residential areas			
Subtotal	156161 FT		
	29.57595 miles		
Modified Residential Curb Mile	33.32405		



City of Laguna Hills Traffic Commission Staff Report

Date: July 16, 2025
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide direction to City staff.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

At the May 21, 2025, Traffic Commission meeting, City staff provided a report outlining potential costs of sign installation and enforcement, and an overview of how street sweeping is currently coordinated with trash pickup days and how it might change with the implementation of the new solid waste and recycling service contract with CR&R that takes effect on July 1, 2025. The May 21, 2025, Traffic Commission agenda report is attached.

The Traffic Commission recommended that the City Engineer return to the Traffic Commission with a refined report on implementing a Citywide street sweeping parking restriction ordinance that includes an examination of the cost associated with placing signage only at the entrance to each housing tract, which is the minimum notification signage required by law.

Analysis: Street Sweeping Parking Restriction Implementation

Implementing parking restrictions to facilitate street sweeping offers several operational and environmental benefits but also presents certain challenges for residents and city staff. Below is a summary of the key advantages and disadvantages:

Benefits

1. Improved Street Cleanliness

Parking restrictions allow sweepers to access the full width of the curb, resulting in more effective removal of litter, leaves, and roadway debris.

2. Enhanced Stormwater Quality

Street sweeping helps prevent pollutants such as oils, metals, and trash from entering the storm drain system, contributing to cleaner local waterways and compliance with environmental regulations.

3. Improved Neighborhood Appearance

Clean streets enhance community esthetics and can signal a well-managed and cared-for neighborhood.

4. Public Health and Safety

Removing organic material and waste reduces potential slip or skidding hazards for pedestrians and vehicles.

Challenges

1. Resident Inconvenience

Required vehicle relocation during restricted hours can pose a hardship, especially in high-density or multi-family residential areas where off-street parking is limited. Parking restrictions may inconvenience out-of-town guests unfamiliar with local regulations.

2. Enforcement Demands

Effective implementation depends on consistent enforcement, which may require additional staffing or lead to increased citation processing. This additional enforcement demand may vary depending on the level of enforcement sought.

3. Risk of Penalties

Residents who are unaware of the schedule or unable to move their vehicles may be subject to parking citations, potentially causing frustration or hardship.

4. Reduced Parking Availability

Temporary removal of on-street parking during sweeping periods may exacerbate parking shortages in some areas. Communities with lower access to private parking options may be more significantly impacted by the restriction, raising concerns about fairness and accessibility.

Specific to the City of Laguna Hills, implementation of street sweeping parking restrictions may be challenging as discussed further under Analysis: Street Sweeping Operations.

Analysis: Street Sweeping Parking Restriction Signage Implementation

Installing signage to notify residents and visitors of parking restrictions during scheduled street sweeping operations can significantly improve compliance and sweeping effectiveness. However, implementation involves logistical, financial, and community-related considerations.

Benefits

1. **Improved Compliance:** Clearly posted signs reduce confusion about sweeping schedules, leading to higher rates of vehicle relocation and more effective curb-to-curb cleaning.
2. **Enhanced Public Awareness:** Permanent signage serves as a daily reminder of local street maintenance schedules, reinforcing civic responsibility.
3. **Supports Enforcement:** Signage provides a legal basis for issuing citations, improving the enforceability of municipal codes.

Police Services recommends that signage be placed at distances similar to existing residential permit parking signs at 300' apart in order to maximize the benefits of street sweeping parking restriction signage.

Challenges

1. **Installation Costs:** Initial costs include purchasing, installing, and potentially updating hundreds of signs across sweeping routes.
2. **Maintenance and Vandalism:** Signs may require periodic replacement due to weathering, or repairs following vandalism or vehicle damage.
3. **Community Resistance:** Some residents may view signage as unsightly or object to parking restrictions, especially in areas with limited off-street parking.
4. **Enforcement Sensitivity:** Strict enforcement based on posted signage may lead to complaints or public backlash, particularly during early implementation.
5. **Coordination with Existing Signage:** Careful planning is required to avoid conflicts with existing parking restrictions.
6. **Coordination with the Contractor:** Careful planning is required to develop street sweeping route maps that will allow the sweeping contractor to implement the project.

Analysis: Street Sweeping Parking Restriction Signage Installation Costs

Regarding installation costs, the City Engineer is providing the following signage alternatives and estimated costs:

Signage Alternative No. 1: Place signs approximately every 300' along streets, which is

typical for permit parking signs already installed elsewhere in the City.

Based on a spacing interval of approximately 300', which is typical for permit parking signs already installed in the City, approximately an additional 2,400 no parking during street sweeping signs will need to be installed on residential and collector streets. Most of the signs can be attached to street light poles; however, City staff estimates that 900 signs will need to be posted on dedicated telespars (metal posts).

Approximately 2,400 signs x \$90 per installed sign = \$216,000

Approximately 900 telespars x \$150 per installed telespar = \$135,000

Total estimated cost: \$351,000

Signage Alternative No. 2: Place signs only at the entrances to housing tracts, which is how the only residential tract with a street sweeping parking restriction, Moulton Ranch, not associated with residential permit parking is signed. (Other tracts with residential street sweeping parking restrictions are associated with permit parking areas.)

The minimum required signage to enforce a street sweeping parking restriction in a residential area requires only that signage be posted at the entrance to any residential tract. City staff counted the number of residential tract entrances and determined that approximately 60 signs are needed to sign in this manner. However, this alternative is not recommended by Police Services due to enforcement and notification concerns.

Approximately 60 signs x \$90 per installed sign = \$5,400

Approximately 60 telespars x \$150 per installed telespar = \$9,000

Total estimated cost: \$14,400

Analysis: Street Sweeping Parking Restriction Enforcement Costs

Regarding enforcement costs of implementing street sweeping parking restrictions, the cost of enforcement can vary depending on the personnel used for enforcement (e.g. Orange County Sheriff's Community Service Officer, private contractor, or City Code Enforcement Officer), and the duration and frequency of enforcement.

Because the City already contracts with the Orange County Sheriff's Department for parking enforcement through the use of Community Service Officers, City staff recommends that Community Service Officers be used for any street sweeping parking restrictions enforcement.

At the May 21, 2025, Traffic Commission meeting, Commissioners suggested a three-phase approach to implementation:

1. Education period
2. Warning citation period
3. Enforcement period

City staff has developed a sample Public Outreach Plan for Phase 1, attached. This is also discussed below.

Phase 2 and 3 will likely require additional temporary Community Service Officer (CSO) resources. City staff foresees that after an initial warning citation period and enforcement period, enforcement efforts could be scaled back because compliance with the street sweeping parking restrictions will likely be more widespread.

Based on this anticipated educational and enforcement process, and assuming that the parking restrictions are from 8:00 AM to 4:00 PM two days per week, Police Services recommended scheduling full 12-hour overtime shifts because CSOs will need time for handling report writing and other daily administrative and preparation tasks before and after patrols. In addition to direct enforcement time spent, CSOs can use any available remaining time for related tasks such as equipment checks, fueling, picking up or dropping off supplies, uploading data and evidence, following up on parking complaints, and coordinating with Public Works on signage or problem areas, which helps make full use of their time and supports the overall success of the program.

City staff contemplates that the initial warning citation period would consist of a 12-week period, followed by 8 weeks of strict enforcement. For only the strict enforcement period, staffing two CSOs, two days per week for 8 weeks equates to 32 overtime shifts at \$55.15 per hour each, totaling \$21,177.60. For the same level outreach is required during the initial warning citation period, staffing two CSOs, two days per week for 12 weeks equates to 48 overtime shifts totaling an additional \$31,766.40.

Analysis: Street Sweeping Operations

A major challenge in implementing any street sweeping parking prohibition will be how to coordinate the proposed street sweeping parking prohibition with street sweeping operations, which in turn, is dependent on the solid waste collection schedule. Currently, street sweeping on residential streets is conducted the day after solid waste collection day on the 2nd and 4th week of the month. The collection of solid waste

from residences occurs Monday – Friday. The premise for conducting street sweeping the day after collection is to sweep up any windblown or other deposited material on the street which may occur during collection.

The new Agreement for the Collection, Transportation, Processing and Diversion of Recyclable Materials, Food Scraps, Yard Trimmings, Construction and Demolition Debris and Other Materials and for the Collection, Transportation and Disposal of Municipal Solid Waste between the City of Laguna Hills and CR&R Incorporated (“Solid Waste Agreement”) includes a proposal to change residential trash pickup days for some Laguna Hills residential properties starting July 2026 as part of the solid waste services joint-procurement with the City of Lake Forest. This Agreement took effect on July 1, 2025.

One of the proposed efficiency improvements in the new Agreement proposes to coordinate trash pickup days with Lake Forest. This would result in the City of Laguna Hills’ residential collection days being moved to Mondays and Thursdays. (Multi-family and commercial accounts would remain unchanged.) Therefore, all street sweeping operations on residential streets would need to be changed to Tuesdays and Fridays. However, City staff believes consolidating all residential street sweeping operations to the 2nd and 4th Tuesdays and Fridays of the month is not possible; therefore, it is likely street sweeping operations will need to be adjusted where some residential streets are swept on the 1st and 3rd Tuesday and Friday of the month, whereas, other residential streets are swept on the 2nd and 4th Tuesday and Friday of the month. Therefore, City staff recommends any proposed implementation of street sweeping parking restrictions be delayed until after the implementation of the proposed changes in trash pickup day for some residents.

Further complicating matters, if it is desired to allow for continuous on-street parking by structuring street sweeping times so that residents have the ability to move cars from one side of the street to the other side of the street throughout street sweeping day so as to avoid having to remove cars entirely from the roadway (e.g. the west side of the street is swept between 8 AM and 12 Noon, and the east side of the street is swept between 12 Noon and 4 PM), this may require significant additional planning and expense. Currently, the City’s street sweeping operators are free to sweep a tract in the most efficient manner, which typically results in one side of all streets within the tract being swept followed by the other side of all streets within the tract being swept.

Therefore, depending on the configuration of the streets in the tract, the time difference between one side of any particular street being swept and the other side of the same street being swept can vary widely. To illustrate this point, see attached street

sweeping route map, showing how long continuous streets versus cul-de-sac streets result in different times between two sides of the same street being swept. While not insurmountable, significant planning would need to occur to allow for continuous on-street parking, if desired.

The existing street sweeping contract expires June 30, 2026. Therefore, City staff will be placing street sweeping services out to bid in January 2026. If a street sweeping parking prohibition is directed to be implemented Citywide, this will likely have a significant impact on the cost for street sweeping operations. Usually, more restrictive and prescriptive conditions on the sweeping contractor, such as specific times when a sweeper must sweep, results in a higher bid for the services rendered.

Analysis: Public Outreach Plan

The success of any street sweeping parking restriction, regardless of the specific restriction chosen, is also largely dependent on the public outreach plan. A sample public outreach plan is attached for review.

Conclusion:

City staff recommends that the Traffic Commission provide direction on this issue.

Fiscal Impact:

Unknown, and while not directly related to the implementation of a Citywide street sweeping parking restriction, the cost may be impacted by the logistics and associated cost of implementing Citywide street sweeping parking restrictions in a new street sweeping contract.

Fiscal Impact:

Attachments:

1. TC Agenda Item 4.3 May 21, 2025
2. Current and Proposed Trash Day Map
3. Diagram Illustrative of Street Sweeping Routing
4. Sample Public Outreach Plan
5. Citywide Street Sweeping Map



City of Laguna Hills Traffic Commission Staff Report

Date: May 21, 2025
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide input on the topic and recommend City staff return to Traffic Commission at a future meeting with a written report.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

By happenstance, Assistant City Manager Ames recently attended a League of California Cities' Public Works Officers Institute Conference where one of the presentations featured the City of Ontario's recently implemented Citywide street sweeping parking restrictions, including costs for implementation. Additionally, the City recently received bids for a proposed street name sign replacement project.

Based on a spacing interval of approximately 300', which is typical for permit parking area no parking signs already installed in the City, approximately an additional 2,400 no parking during street sweeping signs will need to be installed on residential and collector streets. The estimated cost of installation of the required no parking on street sweeping day signage might range from \$175 to \$225 per sign installation location. This results in an estimated total project cost resulting in a range of \$420,000 to \$540,000.

Another cost of implementing street sweeping day parking restrictions is the cost of enforcement. The cost of enforcement will vary depending on the personnel used for enforcement (e.g. Orange County Sheriff's Deputy or Community Service Officer, private contractor, or City Code Enforcement Officer), and the duration and frequency of enforcement.

Regarding coordination with trash pickup day, currently street sweeping on residential streets is conducted the day after trash day on the 2nd and 4th week of the month. If a no parking during street sweeping restriction is proposed and adopted, City staff would propose that this schedule continue. It should be noted that there is a proposal to change residential trash pickup days for some residential properties starting July 2026 based on a new solid waste and recycling service contract awarded to CR&R, Inc. as part of a joint-procurement with the City of Lake Forest. One of the proposed efficiency improvements in the contract proposes to coordinate trash pickup days with Lake Forest. Therefore, City staff would recommend any proposed implementation of street sweeping parking restrictions should be delayed until after the implementation of the proposed changes in trash pickup day for some residents.

City staff recommends that the Traffic Commission provide input on the topic and recommend City staff return to Traffic Commission at a future meeting with a refined written report.

Fiscal Impact:

See above.

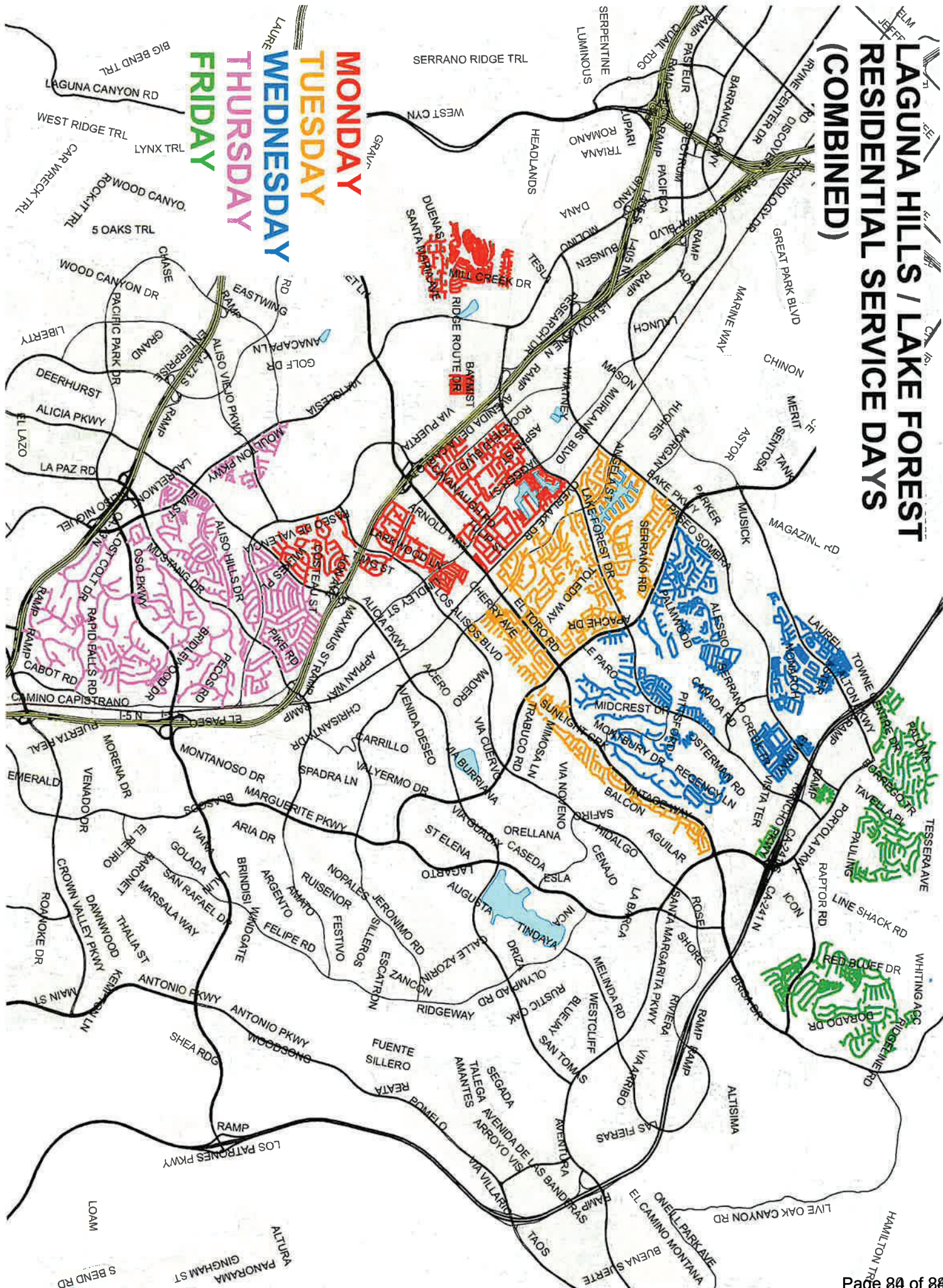
Attachments:

None

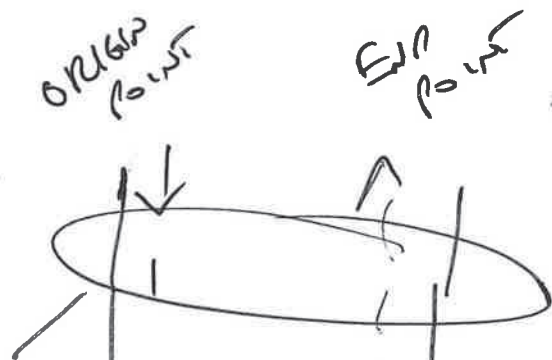
SPGS
RION

LAGUNA HILLS / LAKE FOREST RESIDENTIAL SERVICE DAYS (COMBINED)

MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY



TIME DIFFERENCE BETWEEN
TWO OPPOSITE SIDES OF STREET
BEGG SWEEP IS GREATER.



TIME DIFFERENCE
BETWEEN TWO
DIFFERENT SIDES OF
STREET BEGG
SWEEP IS
MINIMAL



Sample Public Outreach Plan for Street Sweeping Parking Restriction Signage

The purpose of this outreach plan is to inform and engage the public regarding the implementation of new parking restriction signage to support scheduled street sweeping. The goal is to ensure residents are aware of the changes, understand the benefits, and have adequate time to comply, thereby maximizing program effectiveness and minimizing community disruption.

Goals

- Educate residents and stakeholders on the benefits of curb-to-curb street sweeping.
- Promote voluntary compliance with new parking restrictions.
- Foster public trust and transparency through proactive communication.
- Address community concerns equitably and inclusively.

Key Messages

- **Cleaner Streets, Healthier Community:** Regular sweeping reduces debris, pollutants, and flooding risk.
- **Every Curb Matters:** Vehicle relocation allows for full curb access and more effective sweeping.
- **Ample Notice:** Residents will receive advance notice before enforcement begins.
- **We Welcome Feedback:** Community input is valued and will guide future refinements.

Target Audiences

- Residents (homeowners, renters, multi-family dwellings)
- Homeowners associations and property managers
- Local businesses
- Schools, libraries, and civic institutions
- Delivery and service providers
- Vulnerable populations (e.g., elderly, disabled, low-income households)

Outreach Phases & Activities

- **Phase 1 – Pre-Announcement (1–2 Months Prior to Signage Installation):**
 - City website updates with program overview, maps, and FAQs
 - Initial press release and media advisory
 - Social media messaging to raise awareness
- **Phase 2 – Notification Period (4–6 Weeks Prior):**
 - Direct mailers to affected households and businesses

- Email bulletins and e-newsletter announcements
- Flyers distributed at the Community Center and Civic Center
- Flyers distributed at any City events, if any
- Outreach materials translated into multiple languages as needed
- Phase 3 – Engagement and Education (2–3 Weeks Prior):
 - Public information meetings (virtual and/or in-person)
 - Community briefings with HOAs
- Phase 4 – Implementation and Grace Period (First 12 Weeks of Enforcement):
 - Temporary warning citations (no fines) issued for first-time noncompliance
 - Social media reminders
- Phase 5 - Strict enforcement period
- Phase 6 – Post-Implementation Follow-Up (1–2 Months After Rollout):
 - Resident feedback survey to assess awareness and satisfaction
 - Adjustment of signage or sweeping schedules, if warranted
 - Summary report of program outcomes, compliance rates, and lessons learned

Communication Channels

- City website and resident service portal
- Social media (Facebook, Instagram, Nextdoor, X/Twitter)
- City newsletters
- Community partners (HOAs)

Performance Metrics

- Number of households reached through direct mail and digital channels
- Attendance at public meetings or briefings
- Reduction in citations over time (indicating improved compliance)
- Number of feedback responses
- Changes in curb access and sweeping effectiveness based on follow-up assessments

CITYWIDE STREET SWEEPING MAP

