



City of Laguna Hills Traffic Commission

Scott Miller
Chair

Neel Patel
Vice Chair

Mark Jones
Commissioner

Mike Caputo
Commissioner

Special Meeting Agenda
Wednesday, August 12, 2026 - 5:30 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, 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.

2. Presentations

3. Administrative Reports

3.1 Discussion of Request from Acacia Knolls Residents to Park on the South Side of Beckenham Street

Recommendation: That the Traffic Commission receive the report.

3.2 Discussion of Citywide Speed-Related Traffic Concerns and the Residential Streets Traffic Management Policy

Recommendation: That the Traffic Commission: 1. Receive a presentation from City staff; and 2. Provide direction to City staff concerning Residential Streets Traffic Management Policy, No. 350.

4. Informational Items

4.1 Sheriff's Department Verbal Report

4.2 City Engineer's Verbal Report

5. Commissioner Comments

Adjournment

The next Regular Meeting of the Traffic Commission will be September 16, 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 Knotty Pine Park by August 7, 2026, at 5:00p.m.



Joe Ames, P.E., T.E., Assistant 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 assure access.

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



City of Laguna Hills Traffic Commission Staff Report

Date: August 12, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Discussion of Request from Acacia Knolls Residents to Park on the South Side of Beckenham Street

Recommendation: That the Traffic Commission receive the report.

Background:

During the July 15, 2026, Traffic Commission Regular Meeting, City staff provided the results of the petition-ballot process to establish a Residential Permit Parking District for Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Avenida Avalon, Luton Street, Costeau Street, Salford Street, Derby Circle, York Circle, Sunset Place West, Sunset Place East, and Sunset Place. City staff also reviewed a presentation that Assistant City Manager/City Engineer Joe Ames made to City Council on June 23, 2026, concerning parking issues. During public comments on this item, one public speaker, Mr. George Falcone, indicated that the proposed permit parking district would negatively impact the ability of Acacia Knolls residents to park around Beckenham Park. A second public speaker, Mr. Gary Steinberg, requested that parking be re-opened on the south side of Beckenham Street.

On July 28, 2026, Mr. Falcone contacted Mr. Ames by telephone and inquired if the south side of Beckenham Street could be opened to only Acacia Knolls residents using the established parking permit program process. Mr. Ames stated the Traffic Commission would need to consider the request and provide direction to City staff, and stated it would be helpful to receive e-mails from his neighbors indicating interest in the idea. Mr. Ames followed up with an e-mail, attached. Subsequently, Mr. Ames received several e-mails from residents in Acacia Knolls, attached.

There is no prior precedent for the City establishing permit parking on a City street for the exclusive benefit of an adjoining private residential community. There is prior precedent for establishing permit parking on a City street for the exclusive benefit of an adjoining commercial building. That current permit parking zone established on the north side of Laguna Hills Drive, west of Paseo de Valencia, benefits the medical office building at the north-west corner of Paseo de Valencia and Laguna Hills Drive. The permit parking zone was originally created in 2003 as a temporary measure "for the primary purpose of assisting overflow parking for high school staff and construction workers (during construction occurring at Laguna Hills High School at the time) and also allowing the adjacent professional medical office building employees to utilize the parking zone" (July 12, 2005, Item No. 7.5A, City Council Agenda Report). After construction at Laguna Hills High School concluded, Resolution No. 2005-07-12-2 made the permit parking zone permanent to provide for medical office staff parking. City Council and Traffic Commission Agenda Reports concerning the establishment of the Laguna Hills Drive permit parking zone are attached.

City staff recommends that the Traffic Commission receive this report.

Optionally, the Traffic Commission may wish to provide direction to City staff on this request. However, the Traffic Commission may desire to wait to provide direction on this request because a City Council/Planning Agency Special Joint Meeting with the Traffic Commission is scheduled for September 16, 2026. The objective of that meeting will be to provide the Traffic Commission and City staff direction on parking permit and street sweeping-related issues. At the September 16, 2026, Special Meeting, the City Engineer will review portions of his June 23, 2026, City Council presentation that reviewed Citywide parking issues, emphasizing the "displacement effect" of parked vehicles caused by adding residential permit parking districts without addressing the underlying need to provide parking where parking demand is the greatest. In the City Engineer's opinion, the recent establishment of open parking on the south side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia was the first step in providing parking where parking demand is the greatest.

Attachments:

1. City Council Agenda Reports: July 15, 2005; October 28, 2003; September 23, 2003; Resolution 2005-07-12-2
2. Traffic Commission Agenda Report: June 15, 2005

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

**ISSUE: REQUEST TO EXTEND THE PERMIT PARKING ZONE ON THE
NORTHSIDE OF LAGUNA HILLS DRIVE, WESTERLY OF PASEO DE
VALENCIA**

SUMMARY:

In the fall of 2003, at the request of Laguna Hills High School and due to on-site construction impacting their parking lots, the Traffic Commission recommended and the City Council then adopted a Resolution establishing a temporary Permit Parking Zone on the northside of Laguna Hills Drive beginning 200 feet westerly of Paseo de Valencia for the primary purpose of assisting overflow parking for high school staff and construction workers and also allowing the adjacent professional medical office building employees to utilize the parking zone. The Permit Parking Zone is no longer necessary to accommodate the construction at Laguna Hills High School. The ownership of the adjacent professional building has requested that the Permit Parking Zone be permitted on a continuous basis to assist them with their parking demands. While parking on an arterial highway is discouraged, this permit parking is the equivalent of a time based parking control and has not resulted in any current traffic control difficulties on the street. Staff can support the requested extension of the Permit Parking Zone. The Traffic Commission, at the meeting of June 15, 2005, reviewed the existing Permit Parking Zone at the subject location and recommended to the City Council the continuation of the program.

BACKGROUND:

As described in the attached staff reports to the City Council of October 28, 2003, and September 23, 2003, (including a vicinity map), a Permit Parking Zone was established by Resolution of the City Council for the northside of Laguna Hills Drive from 200 to 1,000 feet westerly of Paseo de Valencia to accommodate temporary parking deficits at the Laguna Hills High School due to campus construction activities. The Resolution established the Permit Parking Zone, authorized permits to be issued to employees of

**RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION
ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA
HILLS, CALIFORNIA, ESTABLISHING A PERMIT PARKING ZONE ON A PORTION
OF LAGUNA HILLS DRIVE."**

JULY 12, 2005, ITEM NO. 7.5A

071205/DEPT/PUBLICSERVICES/CHAR/CITYCOUNCIL/AGENDA/PERMIT PARKING ZONE

0860-50
900002258

Agenda Report
Request to Extend the Permit Parking Zone on
The Northside of Laguna Hills Drive Westerly of
Paseo de Valencia
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Laguna Hills High School, construction workers dedicated to the campus construction, and employees of the adjacent professional medical office building at the northwesterly corner of Laguna Hills Drive at Paseo de Valencia. The Permit Parking Zone was scheduled to expire as of June 30, 2005.

As indicated in the attached letter of May 20, 2005, from a representative of the professional office building located at 25261 Paseo de Valencia, Laguna Woods, a request has been made to continue the Permit Parking Program. The stated purpose for the need for the Permit Parking Zone is to allow the employees of the office building to park on Laguna Hills Drive such that the on-site parking lot spaces are available for patient customer parking.

The request to extend the Permit Parking Zone for the professional medical office building raises two issues. The first issue is a question as to the very necessity to provide off-site parking for this office building that, by "Code," should have sufficient on-site parking for both employees and customers. One view of this issue is that the off-site parking can be a supplement to business opportunities and the more customers the better for a business. The other view of the issue is that the services being provided by the professional medical office building have exceeded the allowable space for the business parking and that some of the operations should move to other building locations such that off-site parking and its impact to the roadway is not necessary.

Additional considerations pertaining to this request are 1) the City Council has established a policy of prohibiting parking on arterial highways and, 2) the existing bike lane on Laguna Hills Drive is blocked by the parking vehicles. The City Council policy of prohibiting parking on arterial highways was established to eliminate truck parking on arterial highways, enhance street sweeping operations, and to maintain good traffic flow on our arterial highways. However, the City Council has allowed some exceptions to this policy in the form of time-based parking and, in the present case, permit parking. The time-based parking occurs on the southside of Laguna Hills Drive adjacent to the Laguna Hills High School to accommodate overflow high school parking and similar parking exists on Paseo de Valencia and La Paz Road in the vicinity of Valencia Elementary School to accommodate overflow school parking. The permit parking is essentially a time-based parking control and fits within the exceptions to the no parking on arterial highways policy established by the City Council. The bike lane issue was not addressed with the current permit parking because the permit parking was established as a temporary occurrence. However, should the permit parking be extended on a continuing basis, it will be necessary to remove, by sandblasting, the existing bike lane and shift it southerly such that bicycles have a clear marked pathway between the bike lane and the parked vehicles.

JULY 12, 2005, ITEM NO. 7.5A

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Request to Extend the Permit Parking Zone on
The Northside of Laguna Hills Drive Westerly of
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An alternative to the permit parking is to establish time-based parking. Similar to the time-based parking on the southside of Laguna Hills Drive, parking could be allowed for all vehicles from 6:00 a.m. to 10:00 p.m. However, it is not desirable to have high school age drivers parking across the street from school due to concerns they will make mid-block crossings. The time based parking may be fully utilized by the nearby housing development and short-term truck parking could result; both of which would deplete the parking supply.

In reviewing each of these matters, staff can support the extension of the permit parking program as it can be terminated at any time by the City Council should the permit parking become problematic for the various reasons stated, or for reasons not readily identifiable at this time.

FISCAL IMPACT:

The Permit Parking Zone has already been established on the northside of Laguna Hills Drive and, with the exception of staff time to renew permits, and the relocation of the bike lane (estimated at \$1,000), there will be no new costs for the extension of this program.

CEQA FINDINGS:

Categorical Exemption: Title 14, California Code of Regulations, Section 15321, Class 21, Enforcement Actions by Regulatory Agencies.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING A PERMIT PARKING ZONE ON A PORTION OF LAGUNA HILLS DRIVE."

ATTACHMENTS:

- Resolution
- October 28, 2003, and September 23, 2003, staff reports
- May 20, 2005, Letter from Steve McNicholas, DDS.MS

RESOLUTION NO. 2005-07-12-2

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, ESTABLISHING A PERMIT
PARKING ZONE ON A PORTION OF LAGUNA HILLS
DRIVE

WHEREAS, Vehicle Code Section 22507, subdivision (a), authorizes the City to establish preferential parking on public streets and to adopt provisions that are reasonable and necessary to ensure the effectiveness of the preferential parking program; and

WHEREAS, Vehicle Code Section 22507, subdivision (b), authorizes the City to establish preferential parking permits for designated groups on specified streets if the City determines that the use of the permits will not adversely affect parking conditions for residents and merchants in the area; and

WHEREAS, the City has determined that parking permits will not adversely affect parking conditions for residents and merchants in the area because there are no residential properties that front the area, and the one adjacent professional office building will benefit because their employees may apply for parking permits; and

WHEREAS, the City Council of Laguna Hills has determined that the permit parking program is a 'Project' pursuant to California Environmental Quality Act (Pub. Resources Code, Section 21000 et seq.) ("CEQA").

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The permit parking program is categorically exempt from CEQA pursuant to the following Categorical Exemption: Title 14, California Code of Regulations, Section 15321, Class 21, Enforcement Actions by Regulatory Agencies

SECTION 2. A permit parking area is hereby established on the northerly side of Laguna Hills Drive from 200 feet to 1000 feet westerly of Paseo de Valencia.

SECTION 3. The City Engineer is authorized to establish rules and procedures, and to produce signs, forms, and other materials necessary, or appropriate, to implement the provisions of the permit parking program.

SECTION 4. The permit parking program shall be subject to the following provisions:

- A. Applications for parking permits may be made by the adjacent professional office building.
- B. Applications shall be the sole responsibility of the applicant, and shall be filed with the City Engineer, or his designated representative.
- C. Each applicant must be 18 years of age or older.
- D. Each applicant will receive one parking decal per vehicle registered to the applicant. Decals will only be issued for personal passenger vehicles; construction or commercial vehicles do not qualify for a decal.
- E. Any permit decal issued pursuant to this section to a person shall be valid on a yearly basis and is issued to the owner of the vehicle. Parking permits are non-transferable.
- F. A permit parking decal shall be, at all times, prominently displayed at the front left corner of the driver's dashboard.
- G. Applicants for parking permits shall pay a \$15 administrative fee.
- H. Overnight parking is prohibited between the hours of 10:00 p.m. and 6:00 a.m.

PASSED, APPROVED, AND ADOPTED this 12th day of July 2005.



RANDAL BRESSETTE, MAYOR

ATTEST:



MARY A. CARLSON, CITY CLERK

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

I, Mary A. Carlson, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2005-07-12-2 adopted by the City Council of the City of Laguna Hills, California, at
a Regular Meeting thereof held on the 12th day of July 2005, by the following vote:

AYES: Council Members Carruth, Lautenschleger, Songstad, and
Mayor Bressette

NOES: None

ABSENT: Mayor Pro Tempore Scott

ABSTAIN: None

(SEAL)



MARY A. CARLSON, CITY CLERK

071205/dept/publicsvices/char/agenda/citycouncil/permit parking resolution

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

ISSUE: RESOLUTION ESTABLISHING A TEMPORARY PERMIT PARKING ZONE ON THE NORTHERLY SIDE OF LAGUNA HILLS DRIVE WESTERLY OF PASEO DE VALENCIA

SUMMARY:

The City Council, at the meeting of September 23, 2003, approved the concept of a temporary permit parking zone on a portion of Laguna Hills Drive to facilitate the loss of parking at Laguna Hills High School due to construction activities on the campus. The resultant overflow parking is expected to consist of construction worker private passenger vehicles and, possibly, school administrators. The adjacent professional office building staff would also be provided the opportunity to use the temporary parking. To create the permit-parking program, a Resolution must be adopted.

BACKGROUND:

Laguna Hills High School is undergoing renovation that has temporarily reduced available on-site parking spaces. As requested by the school principal, the City Council approved the concept of a temporary permit-parking zone on the northerly side of Laguna Hills Drive for an 18-month period. The permit-parking zone must be established by Resolution and will follow the procedures of our residential streets permit-parking program. However, this program will be limited to adult drivers, no students, and will expire with the completion of construction at the High School, estimated to be in June 2005. Adoption of the Resolution is recommended.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING TEMPORARY PERMIT PARKING ON A PORTION OF LAGUNA HILLS DRIVE PURSUANT TO VEHICLE CODE SECTION 22507.

102803/dept/publicservices/char/citycouncil/agenda/temporary parking permit report

OCTOBER 28, 2003, ITEM NO. 4.8

Agenda Report
Resolution Establishing a Temporary Permit
Parking Zone on the Northerly Side of Laguna
Hills Drive Westerly of Paseo de Valencia
Page 2

FISCAL IMPACT:

The establishment of a temporary permit parking zone on the northerly side of Laguna Hills Drive, from 200 to 1,000 feet westerly of Paseo de Valencia, will require the posting of three signs at an estimated cost of \$600. Funds are available for this work in the FY 2003-04 Public Works Maintenance Budget.

CEQA FINDINGS:

Categorical Exemption: Title 14, California Code of Regulations, Section 15321, Class 21, Enforcement Actions by Regulatory Agencies.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING TEMPORARY PERMIT PARKING ON A PORTION OF LAGUNA HILLS DRIVE PURSUANT TO VEHICLE CODE SECTION 22507.

ATTACHMENTS:

- Resolution

OCTOBER 28, 2003, ITEM NO. 4.8

RESOLUTION NO. 2003-10-28-3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, ESTABLISHING
TEMPORARY PERMIT PARKING ON A PORTION OF
LAGUNA HILLS DRIVE PURSUANT TO VEHICLE CODE
SECTION 22507

WHEREAS, the City Council of Laguna Hills desires to establish temporary permit parking on the northerly side of Laguna Hills Drive to mitigate the loss of parking at Laguna Hills High School caused by significant campus construction; and

WHEREAS, the City Council of Laguna Hills desires to establish the temporary permit parking area for construction workers working at Laguna Hills High School, Laguna Hills High School administrators and teachers, and employees of the adjacent professional office building; and

WHEREAS, Vehicle Code section 22507, subdivision (a), authorizes the City to establish preferential parking on public streets and to adopt provisions that are reasonable and necessary to ensure the effectiveness of the preferential parking program; and

WHEREAS, Vehicle Code section 22507, subdivision (b), authorizes the City to establish preferential parking permits for designated groups on specified streets if the City determines that the use of the permits will not adversely affect parking conditions for residents and merchants in the area; and

WHEREAS, the City has determined that temporary parking permits will not adversely affect parking conditions for residents and merchants in the area because the temporary permit parking area is currently a no parking anytime zone, there are no residential properties that front the area, and the one adjacent professional office building will benefit because their employees may apply for temporary parking permits; and

WHEREAS, the City Council of Laguna Hills has determined that the temporary permit parking program is a "project" pursuant to California Environmental Quality Act (Pub. Resources Code, Section 21000 et seq.) ("CEQA"); and

WHEREAS, the City Council of Laguna Hills has determined that the temporary permit parking program is categorically exempt from CEQA pursuant to the following Categorical Exemption: Title 14, California Code of Regulations, Section 15321, Class 21, Enforcement Actions by Regulatory Agencies.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. A temporary permit parking area is hereby established on the northerly side of Laguna Hills Drive from 200 feet to 1000 feet westerly of Paseo de Valencia for construction workers working at Laguna Hills High School, Laguna Hills High School administrators and teachers, and employees of the adjacent professional office building.

SECTION 2. The temporary permit parking program will generally be effective from December of 2003 until June of 2005 to coordinate with significant campus construction at Laguna Hills High School and may be extended by the City Engineer until the construction is completed.

SECTION 3. The City Engineer is authorized to establish rules and procedures, and to produce signs, forms, and other materials necessary, or appropriate, to implement the provisions of the temporary permit parking program.

SECTION 4. The temporary permit parking program shall be subject to the following provisions:

- A. Applications for temporary parking permits may be made by the following: construction workers working at Laguna Hills High School; Laguna Hills High School administrators and teachers; and employees of the adjacent professional office building.
- B. Applications shall be the sole responsibility of the applicant, and shall be filed with the City Engineer, or his designated representative.
- C. Each applicant will receive one permit parking decal per vehicle registered to the applicant. Decals will only be issued for personal vehicles; construction vehicles do not qualify for a decal.
- D. Any permit decal issued pursuant to this section to a person shall be valid so long as the person to whom the permit is issued owns the vehicle and so long as the construction continues at Laguna Hills High School. Temporary parking permits are non-transferable.
- E. A permit parking decal shall be, at all times, prominently displayed at the front left corner of the driver's dashboard.

PASSED, APPROVED, AND ADOPTED this 28th day of October 2003.


L. ALLAN SONGSTAD, JR., MAYOR

ATTEST:


MARY A. CARLSON, CITY CLERK

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

I, Mary A. Carlson, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2003-10-28-3 adopted by the City Council of the City of Laguna Hills, California, at
a Regular Meeting thereof held on the 28th day of October 2003, by the following vote:

AYES: Council Members Bressette, Carruth, Scott, Mayor Pro
Tempore Lautenschleger, and Mayor Songstad

NOES: None

ABSENT: None

ABSTAIN: None

(SEAL)


MARY A. CARLSON, CITY CLERK

CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

ISSUE: TEMPORARY PERMIT PARKING ZONE ON LAGUNA HILLS DRIVE

SUMMARY:

Laguna Hills High School is undertaking a major renovation project to improve the campus. The work will necessarily result in the temporary displacement of numerous parking stalls. The project will last up to 18 months and the High School Principal, Mr. Frank Manzo, has requested consideration of allowing parking on the north side of Laguna Hills Drive as needed for the construction workers on a permit basis. Staff is supportive of this concept of temporary permit parking on the north side of Laguna Hills Drive provided the parking permits are limited to adults and not issued to student drivers.

BACKGROUND:

The City's Municipal Code allows the establishment of Residential Permit Parking areas as established by Resolution of the City Council to include designation of the boundaries of the parking area and the nature of the parking limitations that will apply to the parking area. Currently, the City has two residential permit parking zones, one along Rapid Falls Road near Cabot Park and the other along Stockport Street and Wilkes Places near Stockport Park. The Permit Parking Program is administered by the Public Services Department.

Laguna Hills High School, located at the intersection of Paseo de Valencia and Laguna Hills Drive, is undergoing a major renovation to improve the campus facilities. The Principal of the school, Mr. Frank Manzo, has submitted the attached letter of August 24, 2003, describing the expected work and the impact the project will have on existing parking. In order to provide the maximum amount of parking for students on the campus site, Mr. Manzo has suggested allowing permit parking of a temporary nature on the north

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE THE CONCEPT OF A TEMPORARY PERMIT PARKING ZONE ON THE NORTH SIDE OF LAGUNA HILLS DRIVE AND DIRECT STAFF TO PREPARE AN AMENDMENT TO THE MUNICIPAL CODE TO ALLOW A PERMIT PARKING ZONE ON AN ARTERIAL HIGHWAY.

092303/DEPT/PUBLICSERVICES/CHAR/AGENDA/CITYCOUNCIL/PERMIT PARKING LAGUNA HILLS DRIVE

SEPTEMBER 23, 2003, ITEM NO. 4.12

side of Laguna Hills Drive from Paseo de Valencia to Indian Hill Lane. Please see attached vicinity map. The need to use the proposed Permit Parking Zone will vary depending upon the number of construction activities occurring at any one time.

Currently, parking is prohibited on the north side of Laguna Hills Drive. The south side of Laguna Hills Drive does allow parking between specified hours and effectively provides overflow parking for students to park on the same side of the street as the high school. Conversely, the north side of Laguna Hills Drive does not allow parking so that students are not tempted to make an unsafe crossing on this arterial highway. However, to address the temporary need for additional parking, Mr. Manzo is suggesting that parking permits be limited to the construction workers and school officials, (and perhaps the business operator of the professional office at the northwest corner of Laguna Hills Drive and Paseo de Valencia in the City of Laguna Woods). Staff views this proposal as reasonable and a potential solution to this temporary parking need.

If a Permit Parking Zone is established on the north side of Laguna Hills Drive, it should be clear that it is temporary and will expire 18 months from its established date. The actual use of the Permit Parking Zone will vary depending upon the number of workers and trades involved in various stages of work at the high school and the need for any school officials or the adjacent business owner to park on the street. Staff proposes that the Permit Parking Zone begin approximately 150 feet westerly of Paseo de Valencia and end 500 feet before Indian Hill Lane to avoid traffic congestion at these corners and site distance restrictions. The existing bike lane on the north side of Laguna Hills Drive will have to be adjusted during the existence of the temporary Permit Parking Zone.

The establishment of the proposed temporary Permit Parking Zone on the north side of Laguna Hills Drive will require an Amendment of the Municipal Code to allow such zones on arterial highways as the Code only currently applies to residential streets. Should the City Council support this proposal, staff will return with the Code Amendment at the next meeting and begin preparations for the Permit Parking Zone. The Zone could be established by December 1, 2003.

FISCAL IMPACT:

The establishment of a Permit Parking Zone on the north side of Laguna Hills Drive will require the installation of approximately four signs and the printing of the parking permit documents at a total estimated cost of \$800. Funds are available for this work in the current fiscal year Public Works Maintenance Budget.

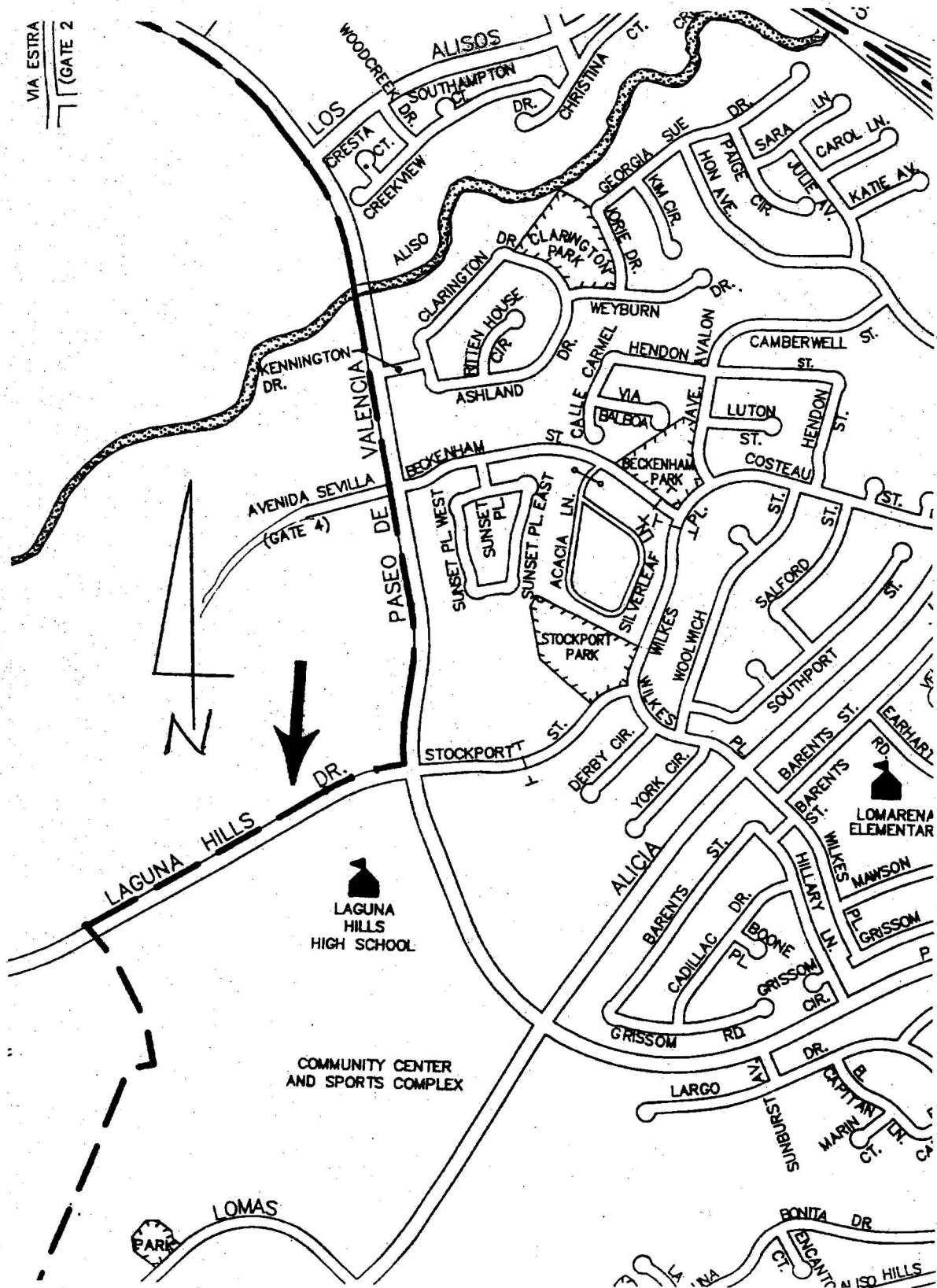
SEPTEMBER 23, 2003, ITEM NO. 4.12

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE THE CONCEPT OF A TEMPORARY PERMIT PARKING ZONE ON THE NORTH SIDE OF LAGUNA HILLS DRIVE AND DIRECT STAFF TO PREPARE AN AMENDMENT TO THE MUNICIPAL CODE TO ALLOW A PERMIT PARKING ZONE ON AN ARTERIAL HIGHWAY.

ATTACHMENTS:

Vicinity Map
Letter from Frank Manzo Dated August 24, 2003

SEPTEMBER 23, 2003, ITEM NO. 4.12



VICINITY MAP

SEP 23 2003 ITEM 4.12

LAGUNA HILLS HIGH SCHOOL

25401 Paseo de Valencia
Laguna Hills, California 92653
Phone: (949) 770-5447
Frank Manzo, Principal



"Preparing today's students to
succeed in tomorrow's world."

August 24, 2003

A National School of Excellence

RECEIVED

AUG 27 2003

CITY OF LAGUNA HILLS

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

Subject: The Laguna Hills High School Expansion Project

Dear Ken:

The first physical changes on the Laguna Hills High School campus began during the week of August 4 with the removal of several portable classrooms and the demolition of our food service building. These changes signal the beginning of our expansion project that is expected to require 15 to 18 months to complete. In anticipation of the extensive work on the campus and the many workmen from the various trades, Laguna Hills High School is requesting parking be permitted on the north side of Laguna Hills Drive during the construction period.

Due to the limited physical space on campus, a portion of our parking has been designated as a materials lay down area, resulting in a loss of parking spaces. We are presently taking steps to reduce the number of students driving to school and are seeking additional methods to mitigate the impact of workmen parking on the campus as well.

In order to prevent students from utilizing the north side of Laguna Hills Drive, I suggest developing a permit process to restrict the parking. Permits could be issued to our site construction manager who would be responsible for issuing the permits to workmen. In addition, employees of the commercial building on the corner of Paseo de Valencia and Laguna Hills Drive may also be issued permits, thus making spaces available for our students on the south side of Laguna Hills Drive.

SEP 23 2003 ITEM 4 . 12

**SADDLEBACK VALLEY
UNIFIED SCHOOL DISTRICT**

25631 PETER A. HARTMAN WAY
MISSION VIEJO, CALIFORNIA 92691
(949) 586-1234

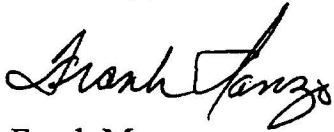
Jerry C. Gross, Ph.D.
SUPERINTENDENT

BOARD OF EDUCATION
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- 2 -

Thank you for considering this request. Our goal is to minimize the impact of our construction project on our surrounding neighbors and to be a positive, contributing member of the community. Throughout the many years, your support on our behalf is recognized and truly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Manzo", written in a cursive style.

Frank Manzo
Principal

SEP 23 2003 ITEM 4 . 12

JUL 12 2005 ITEM 7 . 5 . A
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frank j.
wilkinson
D.D.S., INC.

steven n.
mc nicholas
D.D.S., M.S., INC.

leslie a.
werksman
D.D.S.

5-20-2005

Mr. Ken Rosenfield
City of Laguna Hills
24035 El Toro Rd.
Laguna Hills, Ca 92653

RECEIVED
MAY 23 2005
CITY OF LAGUNA HILLS

Re: Parking on the North side of Laguna Hills Drive

Dear Mr. Rosenfield,

I am writing you on behalf of the doctors and staff in the building located at 25261 Paseo de Valencia. We now have 9 doctors and 31 staff members in our building serving the community of Laguna Hills. Parking for our patients in the building parking lot has become enough of a problem that all staff and doctors are required to park offsite. The permitted parking on the north side of Laguna Hills Drive has worked out well for us, and I feel for our patients in the community.

Parking in this area has not caused any difficulty in traffic flow, or nuisance to our neighbors across the wall in Leisure World. It has also allowed us to free space in the building parking lot. Should we loose this privilege, our next closest option for parking would be in the high school parking lot, or down the street in the community center parking lot.

The current permits for parking on the north side of Laguna Hills Drive are due to expire at the end of June. We ask that the City continue to allow permitted parking in this area, and to consider making those permits permanent.

Yours respectfully,


Steve McNicholas DDS. MS

25261 PASEO DE VALENCIA
SUITE 3
LAGUNA HILLS, CA 92653
(949) 581 8890
FAX (949) 581 3902

DIPLOMATES AMERICAN BOARD OF ENDODONTICS

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

**ISSUE: REQUEST TO EXTEND THE PERMIT PARKING ZONE ON THE
NORTHSIDE OF LAGUNA HILLS DRIVE WESTERLY OF PASEO DE
VALENCIA**

SUMMARY:

In the fall 2003, at the request of Laguna Hills High School and due to on-site construction impacting their parking lots, the Traffic Commission recommended and the City Council then adopted a Resolution establishing a temporary Permit Parking Zone on the northside of Laguna Hills Drive beginning 200 feet westerly of Paseo de Valencia for the primary purpose of assisting overflow parking for high school staff and construction workers and also allowing the adjacent professional medical office building employees to utilize the parking zone. The Permit Parking Zone is no longer necessary to accommodate the construction at Laguna Hills High School. The adjacent professional building has requested that the Permit Parking Zone be permitted on a continuous basis to assist them with their parking demands. While parking on an arterial highway is discouraged, this permit parking is the equivalent of a time based parking control and has not resulted in any current traffic control difficulties on the street. Staff can support the requested extension of the Permit Parking Zone and this issue is presented to the Traffic Commission and review.

BACKGROUND:

As described in the attached staff reports to the City Council of October 28, 2003, and September 23, 2003, (including a vicinity map), a Permit Parking Zone was established by Resolution of the City Council for the northside of Laguna Hills Drive from 200 to 1,000 feet westerly of Paseo de Valencia to accommodate temporary parking deficits at the Laguna Hills High School due to campus construction activities. The Resolution established the Permit Parking Zone, authorized permits to be issued to employees of

**RECOMMENDATION: THAT THE TRAFFIC COMMISSION REVIEW THE
TEMPORARY PERMIT PARKING ZONE ON THE NORTHSIDE OF LAGUNA HILLS
DRIVE AND RECOMMEND TO THE CITY COUNCIL THE CONVERSION OF THIS
PERMIT PARKING ZONE TO A PERMANENT PERMIT PARKING ZONE.**

JUNE 15, 2005, ITEM NO. 4.2

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Laguna Hills High School, construction workers dedicated to the campus construction and employees of the adjacent professional medical office building at the northwesterly corner of Laguna Hills Drive at Paseo de Valencia. The Permit Parking Zone is scheduled to expire as of June 30, 2005.

As indicated in the attached letter of May 20, 2005, from a representative of the professional office building located at 25261 Paseo de Valencia, Laguna Woods, a request has been made to continue the Permit Parking Program. The stated purpose for the need for the Permit Parking Zone is to allow the employees of the office building to park on Laguna Hills Drive such that the on-site parking lot spaces are available for patient customer parking.

The request to extend the Permit Parking Zone for the professional medical office building raises two issues. The first issue is a question as to the very necessity to provide off-site parking for this office building that, by "Code," should have sufficient on-site parking for both employees and customers. One view of this issue is that the off-site parking can be a supplement to business opportunities and the more customers the better for a business. The other view of the issue is that the services being provided by the professional medical office building have exceeded the allowable space for the business parking and that some of the operations should move to other building locations such that off-site parking is not necessary.

Additional considerations pertaining to this request are 1) the City Council has established a policy of prohibiting parking on arterial highways and, 2) the existing bike lane on Laguna Hills Drive is blocked by the parking vehicles. The City Council policy of prohibiting parking on arterial highways was established to eliminate truck parking on arterial highways, enhance street sweeping operations, and to maintain good traffic flow on our arterial highways. However, the City Council has allowed some exceptions to this policy in the form of time-based parking and, in the present case, permit parking. The time-based parking occurs on the southside of Laguna Hills Drive adjacent to the Laguna Hills High School to accommodate overflow parking and similar parking exists on Paseo de Valencia and La Paz Road in the vicinity of Valencia Elementary School to accommodate overflow school parking. The permit parking is essentially a time-based parking control and fits within the exceptions to the no parking on arterial highways policy established by the City Council. The bike lane issue was not addressed with the current permit parking because the permit parking was established as a temporary occurrence. However, should the permit parking be extended on a more permanent basis, it will be necessary to remove, by sandblasting, the existing bike lane and shift it southerly such that bicycles have a clear marked pathway between the bike lane and the parked vehicles for safe passage of the area.

JUNE 15, 2005, ITEM NO. 4.2

An alternative to the permit parking is to establish time-based parking. Similar to the time-based parking on the southside of Laguna Hills Drive, parking could be allowed for all vehicles from 6:00 a.m. to 10:00 p.m. However, it is not desirable to have high school age drivers parking across the street from school due to concerns they will make mid-block crossings. The parking may be fully utilized by the nearby housing development and short-term truck parking could result.

In reviewing each of these matters, staff can support the extension of the permit parking program as it can be terminated at any time by the City Council should the permit parking become problematic for the various reasons stated, or for reasons not readily identifiable at this time.

FISCAL IMPACT:

The Permit Parking Zone has already been established on the northside of Laguna Hills Drive and, with the exception of staff time to renew permits, and the relocation of the bike lane (estimated at \$1,000), there will be no new costs for the extension of this program.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION REVIEW THE TEMPORARY PERMIT PARKING ZONE ON THE NORTHSIDE OF LAGUNA HILLS DRIVE AND RECOMMEND TO THE CITY COUNCIL THE CONVERSION OF THIS PERMIT PARKING ZONE TO A PERMANENT PERMIT PARKING ZONE.

ATTACHMENTS:

Staff Reports to the City Council of October 28, 2003, and September 23, 2003, including a vicinity map
Letter of May 20, 2005



City of Laguna Hills Traffic Commission Staff Report

Date: August 12, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Discussion of Citywide Speed-Related Traffic Concerns and the Residential Streets Traffic Management Policy

Recommendation: That the Traffic Commission: 1. Receive a presentation from City staff; and 2. Provide direction to City staff concerning Residential Streets Traffic Management Policy, No. 350.

Background:

This item was continued from the July 15, 2026, Traffic Commission Regular Meeting.

On April 30, 2026, the Traffic Commission held a Special Meeting. One of the items on the Special Meeting agenda, "Strategic Planning Workshop to Discuss a Comprehensive Approach to Traffic Related Concerns," included discussion of Citywide speed-related traffic concerns.

At the conclusion of that item, the Traffic Commission recommended that City staff return to Traffic Commission with (1) a review of the Compass Data Collection program (a software program provided by the Orange County Transportation Authority that captures anonymized vehicle data); and (2) a literature review of the acceptable prevailing speed threshold for residential streets identified in the existing Laguna Hills Residential Streets Traffic Management Policy, No. 350. In addition, the Traffic Commission recommended that the Traffic Commissioners be prepared to present their individual, recommended edits to Policy No. 350.

Because the first item listed above requires real-time review of a proprietary software program that can only be accessed by City staff and the second item

requires additional context not easily conveyed in an agenda report, City staff will be making a presentation at this meeting in response to items 1 and 2, above.

Attachments:

1. Residential Streets Traffic Management Policy

CITY OF LAGUNA HILLS



CITY COUNCIL POLICY
SUBJECT: RESIDENTIAL STREETS TRAFFIC
MANAGEMENT POLICY
POLICY No. 350

Effective Date: January 1995
Last Revision: August 28, 2018

PURPOSE:

The City Council, Traffic Commission, and staff of the City of Laguna Hills have developed this policy to provide guidance and uniform procedures to address resident concerns regarding traffic safety in our neighborhoods. We desire to resolve, to the extent feasible, our residents' concerns for residential street traffic safety issues. These issues will be documented and addressed through the use of available traffic engineering standards and police enforcement tools. The involvement of the neighborhood in fostering a consensus view of the issues and their resolution will be encouraged. Solutions to documented traffic safety issues will be addressed on an incremental basis from least to greatest actions as necessary to resolve the issue based upon traffic engineering practices.

POLICY:

I. INITIATING AN EVALUATION

The Traffic Engineering Staff shall initiate an evaluation of a traffic safety issue on a residential street when any of the following occurs:

- a. A resident has contacted City staff by telephone, letter, or e-mail. Residents are encouraged to utilize the City's website at www.lagunahillsca.gov to access the Request Tracker system to bring issues of concern to the staff's attention.
- b. A resident has addressed the City Council or Traffic Commission raising a traffic safety issue on a residential street.
- c. The Traffic Commission requests, or the City Council directs, an evaluation of a traffic safety issue on a residential street.
- d. The Staff observation of a traffic safety issue.

A single contact by a resident, with concurrence of the City's Traffic Engineer, is sufficient to initiate an evaluation of the stated concern. If the identified issue had previously been evaluated in the prior 18-month period, then the resident will be informed of the results of that previous

evaluation. No further evaluation will be performed until additional time elapses or the Traffic Engineer determines a need has arisen or the City Council so directs. If the traffic safety issue of concern is of a routine nature involving the adjustment, removal, or placement of minor traffic control devices as defined by the Traffic Engineer, then staff will address the issue directly without further evaluation. All other traffic safety concerns on residential streets will proceed through The Evaluation Process.

II. THE EVALUATION PROCESS

When a resident raises a traffic safety concern on a residential street involving the speed of traffic, the total volume of traffic, the amount of pass through traffic, traffic collision events, or pedestrian access issues, the following will occur:

- a. The Police Services Department will be advised of the issue for potential enforcement, as resources permit. Police enforcement of traffic laws is recognized as a first line of defense in resolving certain traffic safety issues. If, in the opinion of the Traffic Engineer, police enforcement is the primary solution to the issue, further evaluation will be suspended until the results of the enforcement activity can be reviewed. The Traffic Engineer will make a review of the impact of enforcement within 90 days of the initiation of enforcement.
- b. An evaluation of the traffic safety issue will be undertaken following the determination of the need for, or results of, enforcement as described above. An evaluation may involve the collection of traffic speed data, volume data, pass through volume data, traffic collision history reviews, and field reviews that will typically be performed within 60 days of the request.
- c. An evaluation report by the Traffic Engineer will be scheduled before the next available meeting of the Traffic Commission. If the issue of concern can be documented by data collection, traffic collision history and/or field reviews as being a traffic safety issue, then an incremental approach to a resolution of the issue will be recommended to the Traffic Commission.
- d. The resident raising the issue will be presented a copy of the staff report prior to the Traffic Commission meeting and will also be invited to attend the meeting to address the issue before the Traffic Commission.

- e. Following any action of the Traffic Commission that results in implementation of a change on a residential street and requires a legislative action by the City Council, a staff report will be prepared and presented to the next available City Council meeting for approval or modification of the recommendation. Otherwise, staff will proceed to implement non-legislative changes on a residential street in accordance with the budget and Traffic Engineering standards. The Traffic Commission meeting, and subsequent City Council meeting process, is typically completed within a 30-day time frame. Should changes to traffic control devices be approved by the City Council, the subsequent work is typically completed in the following 30-day time frame.

III. DATA COLLECTION

The evaluation and data collection effort of a traffic safety issue on a residential street will follow established traffic engineering practices and procedures as outlined within the State Traffic Manual, California Vehicle Code, and other professional literature. The evaluation and traffic data collection effort will typically include the following:

- a. A field review of the location to confirm that the street meets the California Vehicle Code definition (CVC Section 515) for a Residential Street and that the designated speed limit is 25 mph.
- b. An evaluation of the roadway geometrics to determine if appropriate visibility exists (sight distance) on the approach to intersections and to document any unusual conditions that may raise traffic safety concerns.
- c. A review of the most recent three or more year history of available traffic collision records to determine if there are any significant trends in collisions.
- d. Collection of 24-hour traffic volumes.
- e. Collection of peak hour pass through traffic volume counts by manual methods. The peak hour pass through traffic volume count will be assumed to be typical of daily conditions.
- f. Performance of spot speed studies by radar to determine the prevailing speed of traffic. The spot speed studies will be performed during off-peak times of the day to represent normal driving conditions of the reasonable driver. For information only, as needed, when the traffic safety issue of concern is believed to be occurring

at a particular time of day, a 24-hour Speed Profile will be collected. The spot speed radar studies will be performed for periods of time sufficient to collect the number of vehicles necessary for a valid statistical sampling of the traffic speed on the street. Alternative traffic speed data collection methods may be used as deemed appropriate by the Traffic Engineer. The prevailing speed of traffic, the 85th percentile, will be considered to be the normal traffic speed on the street unless there is prevalent speed-related traffic collision history.

IV. APPROACH TO SPEEDING ISSUES

The speed limit on residential streets in the State of California is, whether posted or not, 25 mph. For a street to have this speed limit, it must meet the definition of a residential street that is found in the California Vehicle Code (CVC) in Section 515. That Code Section requires a certain number of fronting residential homes on the street within a specified distance. Some streets that are “residential in character” are actually not residential streets within the meaning of the CVC. However, if the street does meet the definition of a residential street, then the 25 mph speed limit will be presumed for all analysis.

Through numerous studies of traffic speeds on residential streets in the City, it has been found that the typical prevailing traffic speed range is between 32 and 34 mph. The prevailing speed is the speed at which 85% of the motorists drive at or below. If motorists are driving on a residential street in the 32 to 34 mph range, and they are doing so safely as evidenced by a lack of documented speed-related traffic collisions, and a field review of the location did not reveal any unusual conditions raising other concerns for traffic safety, then that speed range will not automatically trigger implementation of this Policy. Accordingly, actions to address speeding issues on residential streets will only be recommended when the prevailing speed of traffic on the street has been found to be greater than 32 to 34 mph or other unusual conditions exist on the roadway that raise traffic safety concerns as determined by the Traffic Engineer.

For residential streets that have been found to have a speeding issue meeting the above criteria, an incremental approach to controlling the speed will be undertaken. The first action will be traffic speed enforcement. The enforcement of traffic laws will be the primary tool to gain compliance of the speed limit and will also be supplemented by the placement of the radar speed trailer. The radar speed trailer is an electronic display device utilized to advise motorists of their vehicle speed

as an education effort. To the extent that a motorist is not paying attention to their speed, the use of the radar speed trailer will remind them of that condition. The reasonable driver is then expected to adjust their speed downward into the prevailing speed range.

Upon the implementation of a recommendation to address a speeding issue on a residential street, a period of time will lapse to allow the implemented action to take effect on the traffic speed. Typically, a six-month period of time will be allocated and then a follow-up review of the traffic speed will be performed, if determined necessary by the Traffic Engineer. Should the speeding issue remain; the next incremental action will be recommended.

Following the use of traffic speed enforcement and the radar speed trailer for speed control, the use of traffic control devices, regulatory signs and markings, warning signs, and striping, will be used in an effort to reduce vehicular speed. On a case-by-case basis, the Traffic Engineer will recommend signing and striping which is appropriate for the particular residential street and the issue to be addressed. Signing, for example, supplemented with striping, will be used to guide vehicles around curves or through an area which otherwise requires delineation. All signing and striping shall be consistent with established Traffic Engineering standards.

The traffic control devices to be considered for use in addressing the speed of traffic will include, but not be limited to, the following:

- a. 25 mph speed limit signs.
- b. White “25” pavement legends. Oversized legends may also be used.
- c. Curve warning signs with speed advisory plates.
- d. “Watch Downhill Speed” signs.
- e. “Strict Enforcement Area” graphic and letter sign.
- f. Ceramic raised pavement markers as rumble strips.
- g. Perpendicular painted white bars with increasing frequency to represent a speed condition.
- h. Centerline striping.

- i. Supplementary reflective raised pavement markers.
- j. Other traffic control devices as approved in the manual for Uniform Traffic Control Devices and/or the California Traffic Control Device Committee.

Stop signs are not included in the above list. Stop signs are not intended for use as a speed control device. The primary purpose for a stop sign control is the assignment of right of way. The State Traffic Manual and professional literature repeatedly identify that stop sign controls are not appropriate for speed control. Several studies have shown no appreciable change in the prevailing speed of traffic on a street by the use of stop signs. The analysis for the need for stop sign controls takes into account the volume of traffic at the intersection, the accident history at the location, and any extenuating circumstances that, in the opinion of the Traffic Engineer, add to the need for the control. The evaluation of speed on a street is not a part of this analysis. If used improperly, a stop sign may contribute to increased occurrences of collisions and a general disregard for the traffic control device. The prudent placement of stop sign controls can improve traffic safety in an area when there is a determination that the control will be perceived by the reasonable driver as an appropriate device where placed.

Only after the installation of the above described traditional and incremental techniques, and the evaluation period, will the City consider the utilization of physical controls to address the identified traffic safety issues.

V. APPROACH TO VOLUME ISSUES

Traffic volume issues typically are either concerns for the total volume of traffic or the volume of pass through traffic. While not distinctly defined, experience suggests that low volume residential streets typically carry 1,500 or fewer vehicles per day, medium volume residential streets carry typically 1,500 to 3,000 vehicles per day, and higher volume residential street typically carry greater than 3,000 vehicles per day. Many moderate to high volume residential streets have been designed as, and are expected to act as, collector streets and carry higher traffic volumes. An evaluation of traffic volume issues will attempt to determine the causes of the volume and whether or not the traffic can be distributed to other non-residential streets.

Pass through traffic volumes vary greatly and must be considered on a case-by-case basis. The primary method to address the traffic volume on a residential street will be to keep it on the arterial streets with traffic flow improvements. Measures, which shift traffic volume from one residential street to another one, are undesirable and will be avoided. The use of physical devices are to cause a shift in traffic volumes and patterns and will only be considered after careful evaluation and an environmental assessment as to the impacts of such a shift in traffic may have on other locations.

VI. PHYSICAL DEVICES

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

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

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

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

Physical devices, including speed humps, will only be considered for use where other appropriate traffic controls have failed to address the

documented traffic safety issue, where an environmental assessment has been considered and where the following minimum criteria are met.

- a. At least 67% of the affected residents of the street and adjacent area streets support the implementation of the physical device. The streets to be used to evaluate the support for the physical device will be those that reasonably can be inferred to draw traffic to the street of concern.
- b. The prevailing speed of traffic has been documented to be greater than 34 mph for at least two radar speed surveys taken 90 days apart as part of the follow-up evaluation of all other traffic controls used to address the issue.
- c. At least 1,500 vehicles traverse the street in a 24-hour period.
- d. The location meets the approval of the Police and Fire Department related to adequate response time of safety vehicles.
- e. The grade of the street shall not exceed 6%.
- f. The street must have a length of at least 1,300 feet and be able to accommodate a minimum of three speed humps unless otherwise directed by the City Council.
- g. Other issues related to traffic engineering will be considered as deemed appropriate by the City Traffic Engineer.

ATTACHMENTS:

- None