



CITY OF LAGUNA HILLS TRAFFIC COMMISSION

REGULAR MEETING AGENDA

Wednesday, November 16, 2016 – 7:00 PM

Steven Beeuwsaert - Chair

Mark Jones - Vice Chair

Greg Staar - Commissioner

Michael Caputo - Commissioner

Larry Woodruff - Commissioner

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. PUBLIC COMMENTS

This is the time to address the City Council on any matter not listed on this Agenda that is within the subject matter jurisdiction of the City Council. Public Comments are limited to three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes.

2. MINUTES**2.1 Minutes**

Recommendation: That the Traffic Commission Approve the Minutes of September 21, 2016.

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

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

4.2 Request for Golf Cart Crossings of Paseo De Valencia

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

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

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

6. COMMISSIONER COMMENTS**7. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be January 18, 2017, at 7:00 PM in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills California.

CERTIFICATION

I, KENNETH H. ROSENFELD, Director of Public Services/City Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at

Laguna Hills City Hall, Laguna Hills Community Center, and the Courtyard at La Paz Center by November 10, 2016 at 5:00 pm.



Director of Public Services/City Engineer

November 10, 2016

Date

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the City Engineer at (714) 707-2650. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

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



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 16, 2016
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Minutes

RECOMMENDATION: That the Traffic Commission Approve the Minutes of September 21, 2016.

ATTACHMENTS:

- TC Minutes 9-21-16

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
SEPTEMBER 21, 2016**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Beeuwsaert at 7:00 PM in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Beeuwsaert.

ROLL CALL OF COMMISSION MEMBERS

Present: Chair Beeuwsaert, Commissioner Mike Caputo, and Commissioner Larry Woodruff

Absent: Vice Chair Mark Jones and Commissioner Greg Staar

1. PUBLIC COMMENTS

Commerce Center Drive Parking

Mr. Geza Simon, a business owner and tenant on Commerce Center Drive, addressed the Traffic Commission regarding the need for parking restrictions and requested the City limit parking on Commerce Center Drive from 6:00 a.m. to 10:00 p.m. daily.

Mr. Farid Bahrami, a business owner and tenant on Commerce Center Drive, addressed the Traffic Commission and requested the same parking restrictions as Mr. Simon, and asked the Sheriff's Department for enforcement.

2. MINUTES

THE TRAFFIC COMMISSION APPROVED THE MINUTES OF THE JULY 20, 2016, REGULAR MEETING, BY M/CHAIR BEEUWSAERT, S/COMMISSIONER WOODRUFF.

APPROVED BY A VOTE OF 3-0 (VICE CHAIR JONES AND COMMISSIONER CAPUTO ABSENT)

3. PRESENTATIONS

There were no Presentations.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
SEPTEMBER 21, 2016**

4. ADMINISTRATIVE REPORTS

4.1 REVIEW OF ON-STREET PARKING ON RAMONA STREET

Director of Public Services/City Engineer Kenneth H. Rosenfield, indicated Staff was contacted by the Lomas Lagunas Homeowner's Association regarding parking on both sides of Ramona Street and at the curb return at Yolanda Street/Ramona Street, in front of the residence at 26355 Yolanda Street, creating conflicts with traffic flow and sight distance. In response to these concerns Staff performed four field visits to review the parking conditions on Ramona Street. As a result of the field reviews, and correspondence from the Homeowner's Association, Staff is recommending that parking be eliminated on the easterly side of Ramona Street and on the northerly side of Yolanda Street beginning 20 feet before the curb return onto Ramona Street.

Staff received an email from Cathy Kaiser, resident of Villa Solana Apartments, regarding her concern about the potential parking restrictions on Ramona Street, and requested parking on Laguna Hills Drive, or consideration of parking on Moulton Parkway. Ms. Kaiser stated it is difficult to find available parking on-site at the Villa Solana Apartment Complex.

Staff received an email from Jim Mcgrath, resident of 26355 Yolanda Street, requesting a no parking restriction in front of his house, preferably have the curb painted red instead of a no parking sign installed in his yard.

Andrew Herndon, representative of the Lomas Lagunas Homeowner's Association, spoke in favor of painting the curb red at 26355 Yolanda Street in lieu of installing a no parking sign in the front yard. Mr. Herndon indicated the Lomas Lagunas Homeowner's Association would be willing to maintain the painted red curb.

Staff noted that a sign installation has significantly less maintenance requirements than painted curb which is annually repainted.

THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF A NO PARKING ANYTIME ZONE ON THE EASTERLY SIDE OF RAMONA STREET FROM ALICIA PARKWAY TO YOLANDA STREET AND RESTRICT PARKING AT THE CORNER OF YOLANDA STREET AND RAMONA STREET TO IMPROVE TRAFFIC FLOW AND SIGHT DISTANCE. M/COMMISSIONER CAPUTO, S/COMMISSIONER WOODRUFF.

APPROVED BY A VOTE OF 3-0 (VICE CHAIR JONES AND COMMISSIONER CAPUTO ABSENT)

Attachment: TC Minutes 9-21-16 (1113 : Minutes)

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
REGULAR MEETING MINUTES
SEPTEMBER 21, 2016**

5. INFORMATIONAL ITEMS

5.1 SHERIFF'S DEPARTMENT VERBAL REPORT

Sergeant Prince gave a verbal report updating the Traffic Commission on traffic issues in the City. Sergeant Prince indicated the Sheriff's Department is in the process of procuring a new 2017 BMW Police Motorcycle with a wet clutch, which will save thousands of dollars in maintenance costs over the 2008 dry clutch model it is replacing.

5.2 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer.

6. COMMISSIONER COMMENTS

Commissioner Woodruff requested a future location for the radar trailer placement on the west side of Pike Drive by Mackenzie Park.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Vice Chair Jones declared the meeting adjourned at 7:28 p.m.

Prepared By:

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

Approved By:

STEVEN BEEUWSAERT, CHAIR

Attachment: TC Minutes 9-21-16 (1113 : Minutes)



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 16, 2016
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Request for the Establishment of On-Street Parking Controls on
Commerce Center Drive

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

SUMMARY:

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

On-Street Parking Controls on Commerce Center Drive

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BACKGROUND:

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

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

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

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

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

On-Street Parking Controls on Commerce Center Drive

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

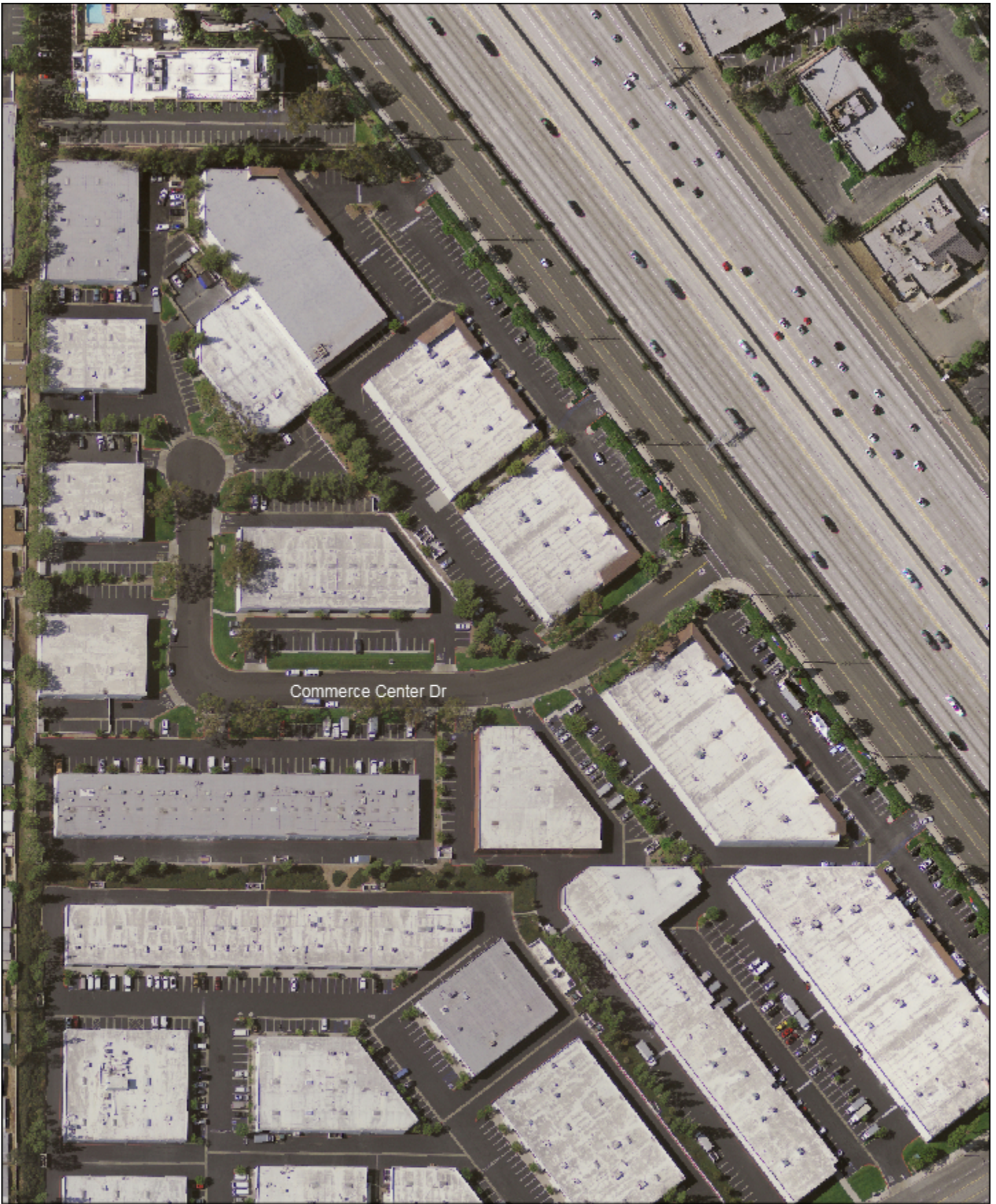
Based on the site evaluations, and in order to address the long term parking concern, staff recommends the establishment of a No Parking Anytime Zone from 9:00 p.m. to 6:00 a.m. on Commerce Center Drive.

FISCAL IMPACT:

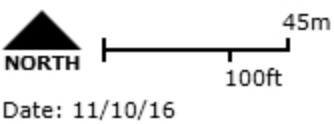
The installation of four “No Parking Anytime from 9:00 p.m. to 6:00 a.m.” signs have an anticipated cost of \$600. Funds are available for this work in the 2016-17 Fiscal Year Public Works Maintenance Budget.

ATTACHMENTS:

- Commerce Center Drive Vicinity Map



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



VICINITY MAP
COMMERCE CENTER DRIVE





City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 16, 2016
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Request for Golf Cart Crossings of Paseo De Valencia

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

SUMMARY:

A resident of the City of Laguna Woods has requested the City of Laguna Hills approve one or more Golf Cart Crossings of Paseo de Valencia to allow residents of Laguna Woods Village to utilize their Golf Carts to access goods and services within the nearby Urban Village area easterly of Paseo de Valencia. An analysis of this request was planned to be made in consideration of traffic safety and State laws related to authorizing such crossings. The State law review prepared by the office of the City Attorney determined that the City does not have the legal authority to authorize Golf Cart Crossings of Paseo de Valencia due to several factors described herein. However, defined "low speed vehicles" may cross Paseo de Valencia without any further designation. As a result of these determinations, the traffic safety review of this request was not undertaken. It is recommended the Traffic Commission receive and file this report.

BACKGROUND:

The City Council was recently addressed by residents of Laguna Woods Village, the retirement development in the City of Laguna Woods, to authorize Golf Carts to cross Paseo De Valencia, a public street, at signal controlled intersections at both Calle De La Plata and Health Center Drive, private streets. This matter was previously reviewed by the Traffic Commission on September 19, 2007, as shown in the attached Staff Report.

Request for Golf Cart Crossings of Paseo De Valencia

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At that time, no action was taken on the request as it was determined there was a lack of legal authority to authorize the crossings and there were general traffic safety concerns. However, since that time, there have been some changes to State Laws, primarily related to low speed vehicles and planning for Golf Cart use, which has led to this review of the current request.

Although the Laguna Hills Municipal Code is silent as to any regulation of Golf Carts or low-speed vehicles, there are several sections of the California Vehicle Code and Streets and Highways Code that control the legality of Golf Carts and low-speed vehicles on city streets and highways. It is necessary to review the following definitions of the types of vehicles and highways for a thorough discussion of the law.

- Highway is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.¹
- Golf Cart is a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver.²
- Low-speed Vehicle/Neighborhood Electric Vehicle is a motor vehicle that meets all of the following requirements: (1) Has four wheels; (2) Can attain a speed, in one mile, of more than 20 miles per hour and not more than 25 miles per hour, on a paved level surface; (3) Has a gross vehicle weight rating of less than 3,000 pounds.^{3,4} Additionally, a low-speed vehicle is also known as a neighborhood electric vehicle.⁵

In general, the California Vehicle Code preempts the regulation of traffic on local streets and highways, unless otherwise expressly authorized in the Code.⁶ Vehicle Code section

¹ Cal. Veh. Code §360

² Cal. Veh. Code §345 (emphasis added)

³ Cal. Veh. Code §385.5(a) (emphasis added)

⁴ See also Cal. Veh. Code §385.5(b) ("A low-speed vehicle is not a Golf Cart")

⁵ Cal. Veh. Code §385.5(c)

⁶ Cal. Veh. Code §21

Request for Golf Cart Crossings of Paseo De Valencia

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21716 prohibits operating a Golf Cart on any street or highway, except in a speed zone of 25 miles per hour or less. The speed limit on Paseo de Valencia is 40 miles per hour. Unless another exception applies, Laguna Hills cannot act to post signage or otherwise permit Golf Carts to cross Paseo de Valencia.

Vehicle Code sections 21115 and 21115.1 do narrowly permit local governing authorities to regulate Golf Cart traffic on streets and highways if specific circumstances exist. Section 21115 gives local authorities the power to designate portions of streets and highways for combined use by Golf Carts and regular vehicular traffic and to establish speed limits in such areas. However, several criteria must be met before the City can act in this capacity. First, the highway must be within the jurisdiction of the City. Second, the highway must also be either: adjacent to or accessible to a golf course and between the golf course and the location where the carts are stored or within a real estate golf course development or bounded by a real estate golf course development. Finally, the highway must be designed so that both Golf Carts and regular vehicles may travel it safely together. Paseo de Valencia is a highway within the jurisdiction of Laguna Hills. However, Paseo de Valencia is not adjacent or accessible to a golf course, does not provide access between a golf course and a location where Golf Carts are stored, is not within a real estate golf course development, and is not bounded by a real estate golf course development. Paseo de Valencia was also not designed for combined use by Golf Carts and regular vehicle traffic. Since Paseo de Valencia does not meet the above criteria, the City cannot designate the crossings for combined use under the authority granted in Section 21115.⁷

Similarly, Vehicle Code section 21115.1 allows a local authority to “establish crossing zones for Golf Carts during daylight hours on any city highway that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course.” While the speed limit on Paseo de Valencia meets this criterion, this street is not adjacent to a golf course, and, therefore, the City does not have the authority to designate any crossing on Paseo de Valencia for Golf Cart use at any time.

Both sections 21115 and 21115.1 also state that “Golf Cart” for purposes of those sections includes low-speed vehicles. Therefore, Laguna Hills cannot post signage or otherwise affirmatively act to allow Golf Carts or low-speed vehicles to cross Paseo De Valencia at either of the two requested intersections, or any other location.

⁷ Designated combined use streets and crossings established by §21115 require that the speed limit be reduced to 25 mph, pursuant to §21716. (See also, 73 Ops. Cal. Atty. Gen. 273, 1990.)

Request for Golf Cart Crossings of Paseo De Valencia

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However, while also regulated by the Vehicle Code, low-speed vehicles are not subject to the same restrictions as Golf Carts. With certain exceptions, a low-speed vehicle may operate on any roadway with a speed limit of 35 miles per hour or below.⁸ Low-speed vehicles are also allowed to cross a highway with a speed limit in excess of 35 miles per hour so long as the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.⁹ Since the speed limit on Paseo de Valencia exceeds 35 miles per hour, so long as the speed limits on the streets used for crossing are 35 miles per hour or less, low-speed vehicles may use the intersections requested to cross Paseo de Valencia. Per the request from the interested Laguna Woods residents, the relevant streets are Calle De La Plata and Health Center Drive, both private streets. Calle De La Plata has a posted speed limit of 30 miles per hour and Health Center Drive is accepted as a 25 miles per hour street.¹⁰ The private roads within Laguna Woods where the crossings would initiate have speed limits of 25 miles per hour at Calle De La Plata and 10 miles per hour at Health Center Drive. Therefore, both intersections meet the requirements of Vehicle Code section 21260(b)(1) and low-speed vehicles may as a matter of State law cross at either intersection to access the goods and services in the Urban Village without further action by the City of Laguna Hills.

In addition to the crossings for low-speed vehicles only as authorized by Vehicle Code section 21260, should the City wish to allow Golf Carts to also cross Paseo de Valencia, the City must prepare and adopt a Golf Cart Transportation Plan ("GCTP") before allowing Golf Carts on streets with regular vehicular traffic.¹¹ Specifically, a GCTP must include: safe route selections, transportation interfacing, community involvement, long-range flexibility, necessary related facilities, parking facilities, and adequate safety and warning systems.¹² Before adopting a GCTP, the appropriate transportation planning agency must review the plan,¹³ and any use of a state highway must be specially authorized.¹⁴ If the City were to adopt a GCTP, it must also include in its plan: minimum design criteria for Golf Carts, minimum safety criteria for operators, a Golf Cart permit

⁸ Cal. Veh. Code §21260(a)

⁹ Cal. Veh. Code §21260(b)(1)

¹⁰ See Cal. Veh. Code §§ 235 and 22352(b)(1)

¹¹ California Streets and Highways Code Section 1950 et seq.

¹² Cal. Sts. & High. Code §1955

¹³ Cal. Sts. & High. Code §1953(b)

¹⁴ Cal. Sts. & High. Code §1953(c)

Request for Golf Cart Crossings of Paseo De Valencia

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process, and restrictions limiting Golf Cart operation to separated Golf Cart lanes.¹⁵ The City must then construct separated Golf Cart lanes and erect adequate warning signs with appropriate symbols.¹⁶ The City has no plans to undertake the development of a GCTP.

Conclusion

The City may only regulate traffic on public streets and highways to the extent the State expressly authorizes local control. The Vehicle Code prohibits Golf Carts from driving on any highway with a speed limit greater than 25 miles per hour. And, the Vehicle Code prohibits low-speed vehicles from operating on any highway with a speed limit greater than 35 miles per hour. The only applicable exception is per Vehicle Code section 21260 which authorizes low-speed vehicles only to cross a highway with a speed limit greater than 35 miles per hour so long as the crossing begins and ends in speed zones of 35 miles per hour or less.

The Vehicle Code preempts the City from modifying these regulations unless the City prepares and adopts a Golf Cart Transportation Plan in accordance with Streets and Highways Code section 1950. Therefore, without adoption of a Golf Cart Transportation Plan, low-speed vehicles may cross Paseo De Valencia at the intersections of Calle De La Plata and Health Center Drive as authorized by the Vehicle Code, but Golf Carts are prohibited from crossing Paseo De Valencia at any location.

ATTACHMENTS:

- 19Sep2007 TC Report

¹⁵ Cal. Sts. & High. Code §1961

¹⁶ Cal. Sts. & High. Code §1957

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

ISSUE: GOLF CART CROSSING ON PASEO DE VALENCIA AT HEALTH CENTER DRIVE

SUMMARY:

In response to a request from a resident of the City of Laguna Woods, within Laguna Woods Village, staff evaluated the appropriateness of allowing "Golf Carts" to cross at the subject intersection. This movement was previously evaluated in 1999 and the Consulting Traffic Engineer recommended against the crossing due to safety concerns. Additionally, the California Vehicle Code (CVC) limits the locations of Golf Cart Crossings and this location does not meet the CVC requirements. However, "Low Speed Vehicles" (capable of 25 mph) have become more common and these vehicles, looking somewhat like a Golf Cart, are, however, legal on public streets and are governed by the CVC as to safety equipment, licensure of the driver and liability insurance. Low Speed Vehicle crossing at the subject location is acceptable and no action by the City is necessary for these crossings to occur in a legal manner. It is recommended that the Traffic Commission receive and file this report.

BACKGROUND:

In 1999, the City reviewed a request by the management company of Leisure World, now Laguna Woods Village, to allow Golf Carts to cross Paseo De Valencia at Health Center Drive (Via Estrada, Gate 2 in Laguna Woods Village) to gain access to Saddleback Memorial Medical Center, the Laguna Hills Mall and other services. The City retained a consulting traffic engineer to review the request and issued the attached June 30, 1999 letter report, by Hartzog and Crabill, recommending against the crossing. The crossing was denied over safety concerns of the operation of Golf Carts and their interaction with larger vehicles and, as well, provisions of the California Vehicle Code (CVC) that limit the location of Golf Cart Crossings.

Recently, a resident of Laguna Woods Village, located in the City of Laguna Woods,

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECEIVE AND FILE THE REPORT.

SEPTEMBER 19, 2007, ITEM NO. 4.2

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Gold Cart Crossing at Paseo de Valencia
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requested reconsideration of this crossing. The resident requested a Golf Cart Crossing and noted that these crossings do occur in selected locations in the City of Laguna Woods. Staff again retained the services of the Consulting Traffic Engineers at Hartzog and Crabill to review the current CVC regulations and standards for Golf Cart Crossings as relates to this request to cross Paseo de Valencia.

As show in the attached letter report of August 31, 2007, the Traffic Engineer again recommended against the designation of a Golf Cart Crossing and concluded that the CVC does not support the Golf Cart Crossing due to the lack of a Golf Course in the vicinity. General safety concerns also remain. However, new vehicles that have a similar look to, but are slightly larger than, Golf Carts, known as "Low Speed Vehicles," are CVC approved for use on public streets, under certain conditions, and this type of vehicle would be allowed to make the crossing.

A Low Speed Vehicle is capable of operating at speeds of 25 mph, is fully equipped with safety equipment, such as tail lights and safety belts, can only be legally operated by a person with a valid California Driver's License and must be insured. These vehicles are "street legal" and can, by definition, cross Paseo de Valencia. While a Low Speed Vehicle is not a Golf Cart, it does provide an alternate means of transportation for residents of Laguna Woods Village that would desire to use a "golf cart like vehicle" to access the Saddleback Memorial Medical Center and Laguna Hills Mall. No action by the City is required to allow Low Speed Vehicles to cross Paseo de Valencia and vehicles capable of 25 mph should have no difficulty in crossing the street during the normal traffic signal cycle at this location.

To evaluate the acceptance of the above described alternate vehicles to property owners that would have these vehicles driving in their parking lots or on their private streets, staff invited comments from the Medical Center and Mall. The Mall responded with the attached correspondence of August 20, 2007, indicating acceptance of vehicles that, in general, follow appropriate rules of the road, are licensed and insured.

Staff does not support the establishment of a Golf Cart Crossing. The use of Low Speed Vehicles meeting the provisions of the CVC and Federal Motor Vehicle Safety Standards to cross Paseo de Valencia is acceptable. No action by the City is required to allow the Low Speed Vehicle Crossing.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECEIVE AND FILE THE REPORT.

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ATTACHMENTS:

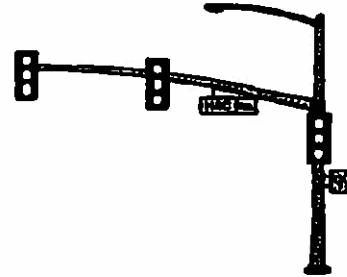
June 30, 1999, letter report
August 31, 2007, letter report
August 20, 2007, correspondence

Hartzog & Crabill, Inc.

Tram Hartzog, President
Jerry Crabill, P.E., Principal

275 Centennial Way
Suite 208
Tustin, CA 92780

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



June 30, 1999

TO: Ken Rosenfield, Director of Public Works
City of Laguna Hills

FROM: Jerry Crabill, Consulting Traffic Engineer
Hartzog & Crabill, Inc.

SUBJECT: Response to Request for Golf Cart Crossing Over Paseo de Valencia

I reviewed an April 13, 1999 letter from representatives of the Laguna Hills Leisure World community. The letter requests that the City designate a gate 2 crossing over Paseo de Valencia, from Via Estrada to Health Center Drive. The letter indicates that the crossing will enable residents to get to Saddleback Hospital and the Laguna Hills Mall via the use of their golf carts.

On investigation of the site, I observed that the requested gate 2 intersection is an extremely busy/signalized location. It is for that reason in particular that I suggest that the City deny the request. There are many other reasons as well and I would be glad to provide more details should you request. Basically, I am concerned about "other driver" visibility/recognition of the golf cart crossing and the skill level of older individuals using a golf cart to cross an extremely busy intersection. The safety condition/equipment on the golf cart is another consideration. While I did not perform an in-depth study of the safety equipment on the golf carts within Leisure World (i.e. license plates, stop lights, etc.), I would be surprised if they were legally equipped to operate on a public highway. Hence, should the City permit such vehicles to operate in a manner not approved by the California Department of Motor Vehicles, then a significant liability situation would arise. This would center on the fact that the City knowingly permitted ill-equipped vehicles to use roadways whose rules of the road and vehicular equipment were governed

Consulting Traffic Engineers to Government Agencies

Ken Rosenfield
June 30, 1999
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by the California Vehicle Code. It is therefore logical to conclude that permissive golf cart crossings over Paseo de Valencia, regardless of available traffic control, would be unsafe and would eventually lead to either a very serious injury accident or fatality.

Please note that my investigation involved a discussion with the gate guard at the requested crossing location and also the guard at gates 1/5 on El Toro Road. Both individuals informed me that Leisure World rules forbid the use of golf carts in crossing either El Toro Road or Paseo de Valencia. That information for El Toro Road in particular, is contrary to the April 13th letter mentioned above. In an effort to obtain a better understanding of the County's earlier involvement with golf cart crossings, I contacted the County Traffic Engineer for additional background information. He indicated that he shares my concern over the safety of such a crossing that would be used by golf carts. It was his opinion that the request should not be approved.

We are aware of sections 21115 and 21115.1 of the California Vehicle Code which discusses golf carts on local highways and golf cart crossing zones. It is our response that neither of those two sections are applicable to this location. The verbiage thereto refers to an entirely different type of community, a different type of golf cart operation/crossing, and is geared in no way to the older/retired driver operating in a busy urban intersection environment.

JC/jh



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

275 Centennial Way
Suite 208
Tustin, CA 92780

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

www.hartzog-crabill.com

August 31, 2007

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

SUBJECT: Position Report – Golf Cart Crossing – Paseo De Valencia at Health Center Drive - City of Laguna Hills

Background

Pursuant to your recent request we have prepared this position paper regarding allowing golf cart crossings of Paseo De Valencia at Health Center Drive. This matter was evaluated in 1999 and the request was denied at that time (see attached 1999 report). Since 1999 the number of golf cart crossings has increased, and the matter is being re-evaluated. Applicable sections of the California Vehicle Code (CVC) will serve as the basis of this report.

Analysis

Golf Cart Crossing

CVC Section 21115.1, Golf Cart Crossing Zones, Subsection (a) states; "Notwithstanding section 21115, a local authority may by ordinance or resolution establish crossing zones for use by golf carts, at any time other than during darkness, on any street, other than a State Highway, that has a posted speed limit of 45 miles per hour or less, and that is immediately adjacent to a golf course".

Subdivision (c) states, "For purposes of this section, a "golf cart" includes a low-speed vehicle.

The subject intersection is controlled by a traffic signal with marked crosswalks crossing Paseo De Valencia at the west leg of the intersection. Paseo De Valencia has a posted speed limit of 40-mph. The adjacent land uses include residential gated community, the Saddleback Memorial Medical Center and the Laguna Hills Mall. There are no golf courses in the immediate vicinity of the subject intersection.

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Although the some of the criteria previously contained within the CVC is met, the absence of a golf course in the immediate area precludes establishing a designated golf cart-crossing zone at this location.

Low Speed Vehicle Crossing

If one considers that the proposed crossing is intended to serve low speed vehicles, the following would need to be taken into account. Section 385.5 of the CVC defines a low speed vehicle as follows:

- Has four wheels
- Can attain a speed in one mile, of more than 20 miles per hour and not more than 25 mph, on a paved level surface.
- Has a gross vehicle weight rating of less than 3,000 pounds

Additionally, CVC section 21253 states: "A low speed vehicle operated or parked on the roadway shall at all times meet federal Motor Vehicle Safety Standards established for low speed vehicles in Section 571.500 of Title 40 of the Code of Federal Regulations (CFR)." The motor vehicle standards contained within this section of the CFR require the low speed vehicle to be equipped with headlamps; front and rear turn signal lamps; tail lamps; stop lamps; reflex reflectors; one red on each side as far to the rear as practicable, and one on the rear; an exterior mirror mounted on the drivers side and either an exterior mirror mounted on the passenger side or an interior mirror; a parking brake; a windshield that conforms to the Federal motor vehicle safety standard; a vehicle Identification Number (VIN); and a seat belt assembly.

A low speed vehicle may cross a roadway with a speed limit in excess of 35 mph if the crossing begins and ends on a roadway with a speed limit of 35 mph or less and occurs at an intersection of approximately 90 degrees (CVC section 21260 (b)(1)). A public Agency is authorized to prohibit the use of low speed vehicles if the use of the vehicles would not be in the best interests of public safety (CVC section 21266).

Conclusion

- The CVC serves as the basis for all of the opinions expressed in this report.
- Legal authority for golf cart and low speed vehicle crossings resides with local agencies and shall comply with all requirements of the CVC.
- Recognizing the absence of a golf course in the vicinity of the subject location, a designated golf cart crossing may not be established in compliance with the CVC.
- If the subject crossing is intended to serve low speed vehicles, and the subject

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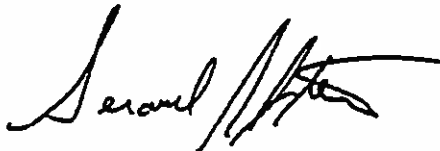
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vehicle meets the definitions contained within applicable sections of the CVC and the CFR, the crossing may occur. However, the crossing may be prohibited if such prohibition is in the interest of public safety.

We appreciate the opportunity to prepare this report for your review. Should you have any questions or desire additional information, please feel free to call us at (714) 731-9455.

Sincerely,

Hartzog & Crabill Inc.



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

Laguna Hills-PDV Golf Cart Crossing, 2007

JS/prh



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 16, 2016
TO: Traffic Commissioners
FROM: Kenneth H. Rosenfield P.E.
Director of Public Services/City Engineer
ISSUE: Radar Speed Trailer

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

ATTACHMENTS:

- Radar Speed Trailer

CITY OF LAGUNA HILLS

NOVEMBER 2016

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8 Bridlewood S/O Laurel Crest 25 MPH	9 Woodbluff S/O Middleridge 25 MPH	10 Nellie Gail E/O Empty Saddle 25 MPH	11 HOLIDAY	12
13	14	15	16	17	18	19
20	21	22 Glen Canyon W/O Nellie Gail 25 MPH	23 Lost Colt 27251 E/O Beargrass 25 MPH	24 THANKSGIVING	25 HOLIDAY	26
27	28	29	30			

CITY OF LAGUNA HILLS

DECEMBER 2016

RADAR TRAILER SCHEDULE (RAINY DAYS EXCLUDED)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13 Glen Canyon W/O Nellie Gail 25 MPH	14 Nellie Gail E/O Empty Saddle 25 MPH	15 San Remo Mid-Block 30 MPH	16	17
18	19	20	21	22	23	24
25	26 HOLIDAY	27	28	29	30	31