



CITY OF LAGUNA HILLS TRAFFIC COMMISSION

REGULAR MEETING AGENDA Wednesday, November 15, 2023 – 7:00 PM

Michael Caputo - Chair

Neel Patel - Vice Chair

Manuel Hernandez - Commissioner

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

2. MINUTES

2.1 Minutes

Recommendation: That the Traffic Commission approve the minutes of September 20, 2023.

3. PRESENTATIONS

4. ADMINISTRATIVE REPORTS

4.1 Santa Vittoria Drive and San Remo Drive Multiway Stop Control Warrant Analysis Overview

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

4.2 San Remo Drive and Pesaro Marked Crosswalk Warrant Analysis

Recommendation: That the Traffic Commission recommend that City staff install a white, high visibility marked crosswalk with ladder style bars across the east leg of San Remo Drive, a new ADA pedestrian curb ramp on the north side of San Remo Drive, applicable pedestrian bicycle crossing fluorescent yellow warning signs, applicable pedestrian crossing fluorescent yellow warning signs, and a Rectangular Rapid Flashing Beacon (RRFB) System.

4.3 Establishment of a Residential Permit Parking Area for the Mandeville Neighborhood

Recommendation: That the Traffic Commission recommend to the City Council the establishment of a Residential Permit Parking Area consisting of no overnight parking between the hours of 10:00 PM and 6:00 AM except by permit and no parking during street sweeping hours in the Mandeville Neighborhood for the streets of Mandeville Drive (From Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court and Sundance Avenue.

5. INFORMATIONAL ITEMS

5.1. Sheriff's Department Verbal Report

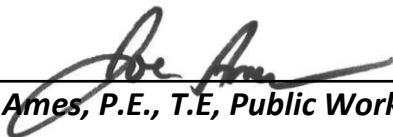
6. COMMISSIONER COMMENTS

7. ADJOURNMENT

The next Regular Meeting of the Traffic Commission will be January 17, 2024, at 7:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills California.

CERTIFICATION

I, JOE AMES. P.E., T.E., Public Works Director/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 9, 2023, at 5:00 p.m.



Joe Ames, P.E., T.E., Public Works Director/City Engineer

November 9, 2023
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 Public Works Director/City Engineer at (949) 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 15, 2023
TO: Traffic Commissioners
FROM: Joe Ames
Public Works Director/City Engineer
ISSUE: Minutes

RECOMMENDATION: That the Traffic Commission approve the minutes of September 20, 2023.

ATTACHMENTS:

- Minutes 9-20-23

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION**

**REGULAR MEETING
MINUTES
Wednesday, September 20, 2023**

CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Chair Caputo.

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

Attendee Name	Title	Status	Arrived
Michael Caputo	Chair	Present	
Neel Patel	Vice Chair	Present	
Manuel Hernandez	Commissioner	Absent	
Mark Schaff	Commissioner	Present	

1. PUBLIC COMMENTS

There were no Public Comments.

2. MINUTES

2.1 Minutes

Recommendation: That the Traffic Commission approve the Minutes of July 19, 2023.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Michael Caputo, Chair
SECONDER:	Neel Patel, Vice Chair
AYES:	Michael Caputo, Chair, Neel Patel, Vice Chair, Mark Schaff, Commissioner
ABSENT:	Manuel Hernandez, Commissioner

3. PRESENTATIONS

There were no Presentations.

4. ADMINISTRATIVE REPORTS

4.1 Residential Permit Parking Program Overview

City Engineer Joe Ames discussed the history and purpose of permit parking in the City of Laguna Hills, and overnight parking prohibitions in some Orange County cities.

Vice Chair Patel presented a slide show regarding permit parking and his desire to create a more restrictive permit parking program and limit overnight parking citywide.

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

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Michael Caputo, Chair
SECONDER:	Mark Schaff, Commissioner
AYES:	Michael Caputo, Chair, Neel Patel, Vice Chair, Mark Schaff, Commissioner
ABSENT:	Manuel Hernandez, Commissioner

5. INFORMATIONAL ITEMS

5.1. Sheriff's Department Verbal Report

Captain Burk introduced motor officer Deputy Mike Rodriguez and congratulated him on finishing second out of 400 participants in the 2023 Traffic Officer Skills Competition.

6. COMMISSIONER COMMENTS

Vice Chair Patel requested to revisit the permit parking agenda item at the next meeting to have Commissioner Hernandez weigh in on the issue.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Caputo declared the meeting adjourned at 8:20 p.m.

Joe Ames, Public Works Director/City Engineer

ATTEST:

Michael Caputo, Chair

Approved at meeting of November 15, 2023

Attachment: Minutes 9-20-23 (3356 : Minutes)



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 15, 2023
TO: Traffic Commissioners
FROM: Joe Ames
Public Works Director/City Engineer
ISSUE: Santa Vittoria Drive and San Remo Drive Multiway Stop Control Warrant
Analysis Overview

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

SUMMARY:

Staff received a request from a resident of the community to evaluate the need for all-way stop sign control at the intersection of Santa Vittoria Drive and San Remo Drive to address speeding vehicles on Santa Vittoria Drive. Currently, there is one-way stop sign control on westbound San Remo Drive, while Santa Vittoria Drive is uncontrolled. Upon review, it was determined that a multi-way stop sign is not warranted based on standard guidelines. It is recommended that the Traffic Commission receive and file this report.

Assistant Engineer Samantha Vu performed extensive research and contributed significantly to this report.

BACKGROUND:

Santa Vittoria Drive is a local collector, curvilinear street traversing in the north-south direction. San Remo Drive is a local collector, curvilinear street traversing in the east-west direction. Both roadways provide space for one lane in each direction and meet in a T-intersection. There are no marked crosswalks across any leg of the intersection. The posted speed limit on both roadways is 30 MPH. Please see the attached Vicinity Map.

Santa Vittoria Drive and San Remo Drive Multiway Stop Control Warrant Analysis Overview

November 15, 2023

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Multiple residents have contacted staff regarding their concerns about the number of speeding vehicles on Santa Vittoria and the safety of pedestrians near the T-intersection of Santa Vittoria Drive and San Remo Drive. A request was made to evaluate the need for a multi-way stop at the intersection.

Upon receiving the request, staff contracted the services of Hartzog and Crabill, Inc. (HCI) to perform a multi-way stop sign warrant analysis, traffic volume review, and sight-distance review. Based on the guidelines of the California Manual on Uniform Traffic Control Devices (MUTCD), HCI reviewed the accident history, traffic volumes, and visibility at the intersection. In summary, an accident history review from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) from January 2018 through March 2023 revealed one (1) reported collision. This was deemed a non-correctible collision in 2021, where a vehicle collided with an object. The collision warrant requires a minimum of five (5) reported, correctible accidents within a 12-month period, and therefore does not trigger the requirement of a multi-way stop sign. The traffic volumes were also not sufficient to trigger the requirement of a multi-way stop sign at the T-intersection. Moreover, the sight distance analysis revealed adequate stopping sight distance at the intersection. Please see the attached report for details.

While unfortunate, one (1) vehicle collision does not justify the installation of a multi-way stop sign at an intersection. Moreover, a stop sign is not to be used as a speed control measure, rather its purpose is to assign right-of-way. Multiple studies have shown no appreciable change in the prevailing speed of traffic on a street by stop signs. Improper use of a stop sign may contribute to increased occurrences of collisions, along with a general disregard for the traffic control device.

However, even though the findings did not result in a multi-way stop sign warrant being met, the City Engineer has directed that a 24-hour speed survey be conducted on Santa Vittoria to verify the 85th percentile speed on the roadway to investigate if other controls or signage should be implemented.

FISCAL IMPACT:

There is no fiscal impact due to the results of the warrant analysis.

ATTACHMENTS:

- Santa Vittoria and San Remo Vicinity Map

Santa Vittoria Drive and San Remo Drive Multiway Stop Control Warrant Analysis Overview

November 15, 2023

Page 3

- HCI Multitway Stop Sign Warrant Analysis - Santa Vittoria Drive at San Remo Drive 10-24-23

SANTA VITTORIA DRIVE AND SAN REMO DRIVE

4.1.a



1" = 68 ft

Vicinity Map

11/06/2023



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

Packet Pg. 11

Attachment: Santa Vittoria and San Remo Vicinity Map (3355 : Santa Vittoria Drive and San Remo Drive

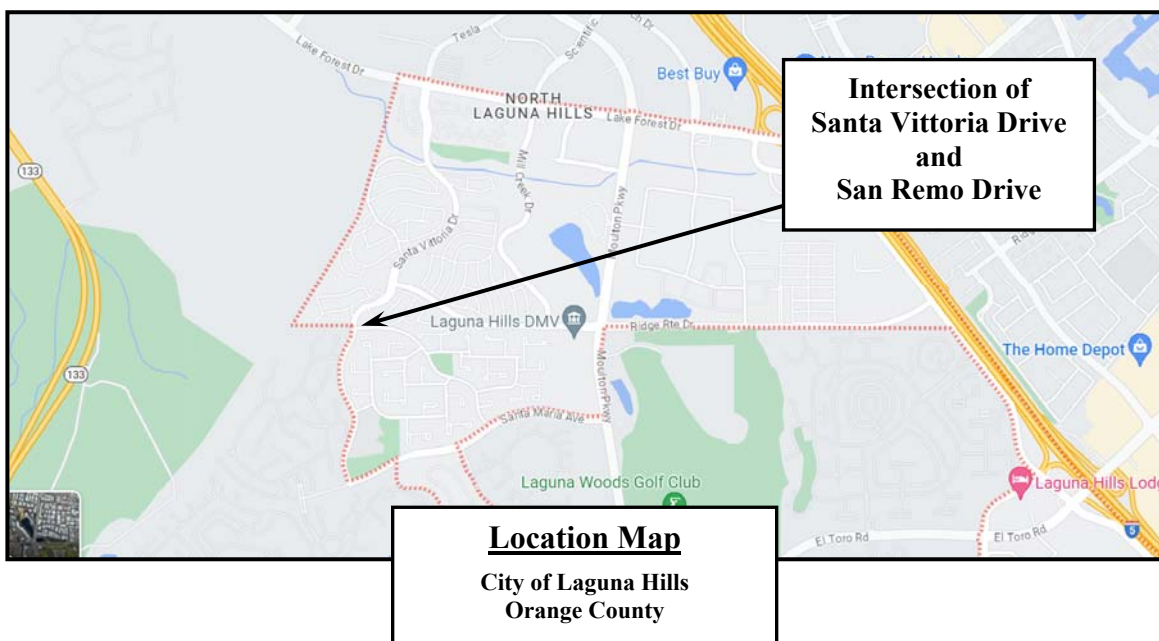
MULTIWAY STOP CONTROL WARRANTS ANALYSIS:

INTERSECTION OF SANTA VITTORIA DRIVE AND SAN REMO DRIVE IN THE CITY OF LAGUNA HILLS, CA OCTOBER 24, 2023

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) to complete a Multiway Stop Warrants Analysis at the intersection of Santa Vittoria Drive and San Remo Drive. This analysis was completed in order to verify if a 3-Way stop sign installation is warranted and recommended based on meeting standard guidelines.

The intersection is located southwest of the I-5 Freeway, south of Ridge Route Drive and west of Moulton Parkway (see *Location Map below*). The location is a 3-way intersection with Santa Vittoria Drive running diagonally in the north-south directions and San Remo Drive running in the east-west directions (east of Santa Vittoria Drive). At this time, there is a 1-way Stop sign control on westbound San Remo Drive, while Santa Vittoria Drive is uncontrolled. There are no marked crosswalks across any leg of the intersection.



Multiway Stop Sign Warrants Analysis – Santa Vittoria Drive at San Remo Drive, in Laguna Hills, CA

BACKGROUND

Santa Vittoria Drive is a north-south curvy, collector roadway with single-family and multi-family residential properties on both sides of the street. At the intersection with San Remo Drive, the roadway is approximately 40 feet wide. The 2-lane roadway provides for one lane of traffic in each direction, which are separated by a double-yellow centerline stripe. There are no marked crosswalks across Santa Vittoria Drive at or near the intersection. The roadway does have curb, gutter, and sidewalk improvements on the both sides. Santa Vittoria Drive has a posted speed limit of 30 MPH. There is a Side Road Ahead symbol warning sign in the northbound advance approach. On-street parking is primarily allowed on both sides of the street, and partially restricted via posted signs for certain segments near the intersection, as well as for street sweeping periods. Currently, there are no STOP signs on Santa Vittoria Drive (i.e., uncontrolled) at its intersection with San Remo Drive.

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

San Remo Drive is an east-west collector roadway with primarily single-family and also multi-family residential properties on both sides of the street. At the T-intersection with Santa Vittoria Drive, which is the westerly terminus of San Remo Drive, the roadway is approximately 36 feet wide. The 2-lane roadway provides for one lane of traffic in each direction, which are separated by a single-yellow skip centerline. The roadway does have curb, gutter, and sidewalk improvements on the south side, and only curb and gutter along a portion on the north side. San Remo Drive does have a posted speed limit of 30 MPH. There is a posted STOP sign, a white ‘STOP’ pavement marking, and a limit line for westbound San Remo Drive at its intersection with Santa Vittoria Drive.

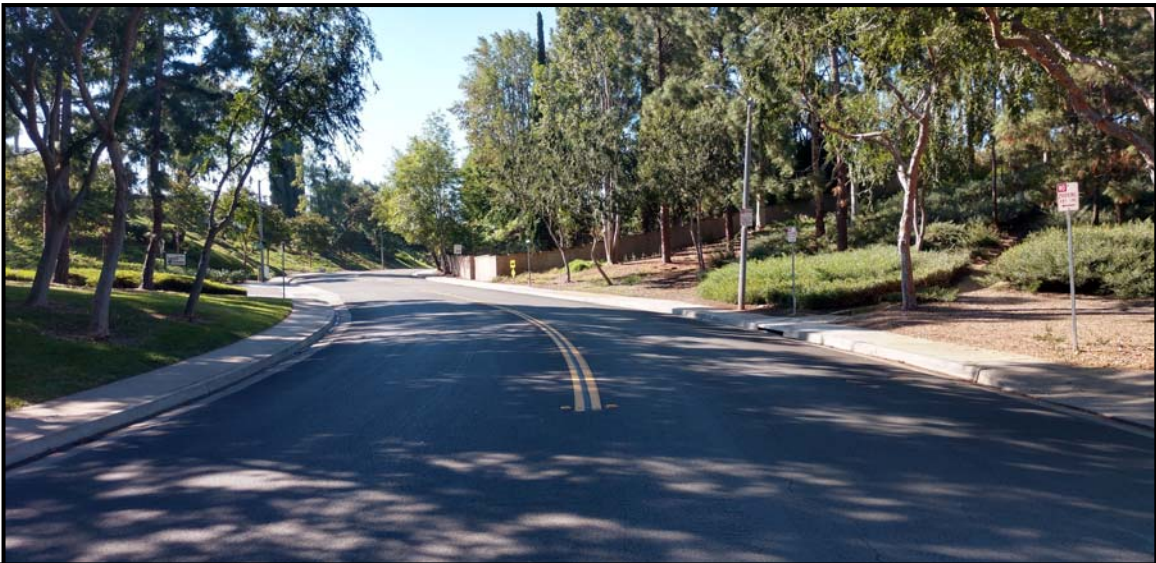
See Exhibit 2 (following page) for a photo image of San Remo Drive.

Multiway Stop Sign Warrants Analysis – Santa Vittoria Drive at San Remo Drive, in Laguna Hills, CA

EXHIBIT 1



SANTA VITTORIA DRIVE (Looking Northbound) @ SAN REMO DRIVE



SANTA VITTORIA DRIVE (Looking Southbound) @ SAN REMO DRIVE

Multiway Stop Sign Warrants Analysis – Santa Vittoria Drive at San Remo Drive, in Laguna Hills, CA

EXHIBIT 2



SAN REMO DRIVE (Looking Westbound) @ SANTA VITTORIA DRIVE

WARRANT GUIDELINES

As is common practice with many municipal agencies, the City of Laguna Hills follows State guidelines for determining if traffic control devices, such as multi-way stop signs, should be installed. Therefore, the prevailing source used for this analysis is the State of California Manual on Uniform Traffic Control Devices (*California MUTCD*). The California MUTCD contains minimum guidelines regarding traffic volumes, collisions, speeds, visibility, and other criteria in order to satisfy the requirements, in this case, for the recommendation and installation of a multi-way (3-way) stop.

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

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

If any one, or a combination, of these criteria is met, then a multi-way stop application should be considered. If these criteria are not met, the installation of an unwarranted multi-way stop sign installation is typically not recommended.

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

MULTIWAY STOP ANALYSIS

The California MUTCD **Multi-way Stop** Applications section contains guidelines, such as minimum collisions and traffic volumes necessary for the justification of multi-way stop control. The general guidelines given for a stop sign application begin with using engineering judgment for the installation of a stop sign(s) on a street entering a through highway and where high speeds on the cross street make entry difficult, or due to restricted view, or when crash records indicate a need for control by a stop sign. Further guidance criteria found in the California MUTCD include the following important statements: ***“YIELD or STOP signs should not be used for speed control... A STOP (R1-1) sign is not a ‘cure-all’ and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions... In most cases, the street carrying the lowest volume of traffic should be controlled... A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study... Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal...”***

Collision History

The guidelines for **Multi-way Stop** Applications contained in the California MUTCD regarding collisions, or crashes, require a minimum of five (5) reported crashes occurring in a 12-month period that are susceptible to correction by a multi-way stop installation in order to satisfy this warrant. Such crashes include right-turn and left-turn collisions, as well as right-angle collisions (i.e., broadside, or head-on) and pedestrian-vehicle collisions. Other types such as ‘rear-end’ and ‘hit object’ are generally not considered correctible, unless otherwise stated. HCI gathered the latest available collision history for the intersection from the State of California Highway Patrol (CHP) Statewide Integrated Traffic Records System website (*i-SWITRS*), which is where local jurisdictions, such as cities, report their collisions. A comprehensive 5-year traffic collision history summary report was prepared for this intersection.

Multiway Stop Sign Warrants Analysis – Santa Vittoria Drive at San Remo Drive, in Laguna Hills, CA

Collision History (continued)

Table 1 (below) provides the most recent summary of collision history occurring at or near this intersection.

**TABLE 1
SWITRS COLLISION SUMMARY**

Intersection	2018-19		2020		2021		2022 - March 2023	
	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?
Santa Vittoria Drive at San Remo Drive		<i>None reported</i>		<i>None reported</i>	02/01	Hit Object - No		<i>None reported</i>

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

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

As shown above, there has been only (1) reported collision (non-correctible in 2021) at or near this intersection over the past (5) years of available SWITRS collision data. Since the collision warrant requires a minimum of (5) reported crashes susceptible to correction by a multi-way stop to occur within a 12-month period, this warrant is not satisfied.

The SWITRS traffic collision data report is included in Appendix B.

Traffic Volumes

HCI collected Average Daily Traffic (ADT) vehicular approach counts to the intersection on Thursday, September 21, 2023 in order to account for vehicles that typically use this T-intersection. The ADT bi-directional approach count for Santa Vittoria Drive is 2,944 vehicles per day with the highest AM peak-hour approach volume having 214 vehicles, and 272 vehicles in the PM peak-hour. The ADT approach count for San Remo Drive is 801 vehicles with the highest AM peak-hour approach volume having 86 vehicles, and 59 vehicles in the PM peak-hour. Table 2 (next page) provides a breakdown of the approach volumes. ***The collected intersection traffic volume data is included in Appendix C.***

Traffic Volumes (continued)

TABLE 2
HIGHEST 24-HOUR INTERSECTION APPROACH VEHICLE COUNTS

Street	Direction	ADT Volume	Directional Split	Highest Hourly Volume
Santa Vittoria Drive	Northbound	1,201	41%	113 (2 – 3 PM)
	Southbound	1,743	59%	170 (5 – 6 PM)
San Remo Drive				
	Westbound	801	100%	86 (7 – 8 AM)

Santa Vittoria Drive is considered the ‘through’ or ‘major’ street at this residential T-intersection since it carries higher volumes from both approaches, and drivers are not required to slow down, or even stop, before proceeding straight through the intersection. In comparison, San Remo Drive is considered the ‘minor’ street as westbound drivers on San Remo Drive are required to stop at Santa Vittoria Drive and look both ways before proceeding to make a left-turn or right turn. It is typically expected that the traffic volumes on the minor street are significantly less than those on the major street. As can be seen from the table above, this is the case, as San Remo Drive carries approximately 21% of the entire traffic entering the intersection (Santa Vittoria Drive carries 79% of entering traffic).

A part of the California MUTCD guideline criteria also calls for a reduction in the required minimum volumes when the critical approach speed (*or 85th-percentile speed*) on the major street exceeds 40 MPH. If this is the case, the minimum vehicular volumes to be met for a multiway stop sign installation are reduced to 70%. As mentioned, the speed limit on both streets is posted 30 MPH. Field observations during our site visit also confirmed vehicles were not regularly speeding over the speed limit near the intersection, but were considered typical and what may be expected for two-lane collector-type roadways. As the posted speed limit is less than the 40 MPH limit required to reduce traffic volumes, the 70% minimum volumes for a multi-way stop sign analysis are not applicable, and the 100% minimum volumes were analyzed on the next page.

Traffic Volumes (continued)

It is important to note that the highest hourly vehicle traffic counts shown in Table 2 above are given for the highest one-hour of traffic for each direction, and serve as a good indicator to compare with the required minimum hourly traffic volumes in the California MUTCD multi-way stop guidelines. It must also be mentioned that the average hourly minimum volumes for a multi-way stop application are to be satisfied for any eight (8) hours of an average day (not just for one hour in a day).

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

TABLE 3
MULTIWAY STOP SIGN WARRANT FOR MINIMUM TRAFFIC VOLUMES
SANTA VITTORIA DRIVE AT SAN REMO DRIVE

Part 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any (8) hours of an average day, Results: No, average (199) vehicles per hour Only 66% of the required hourly traffic volume	and	Part 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same (8) hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, Results: No, average (61) vehicles per hour Only 30% of the required hourly traffic volume	but	Part 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are (70) percent of the above values. Results: No, 85th percentile speed on major-street does <u>not</u> exceed 40 mph
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As shown above, the average hourly intersection approach traffic volumes for the highest 8-hour period did not satisfy both Parts 1 and 2 (66% *major street* / 30% *minor street*). Therefore, the minimum traffic volume warrant is not satisfied.

Visibility

Impaired visibility, or restricted sight distance, due to the geometry of the intersection and possible obstructions was carefully considered during our field-review of the surrounding residential property environment. The geometry of the intersection includes an approximate 90° angle. Santa Vittoria Drive has a consistent, gradual incline in the southbound direction and also has horizontal roadway curvature (i.e., side-to-side curves) near the intersection. San Remo Drive has a gradual incline in the eastbound direction as you move away from the intersection.

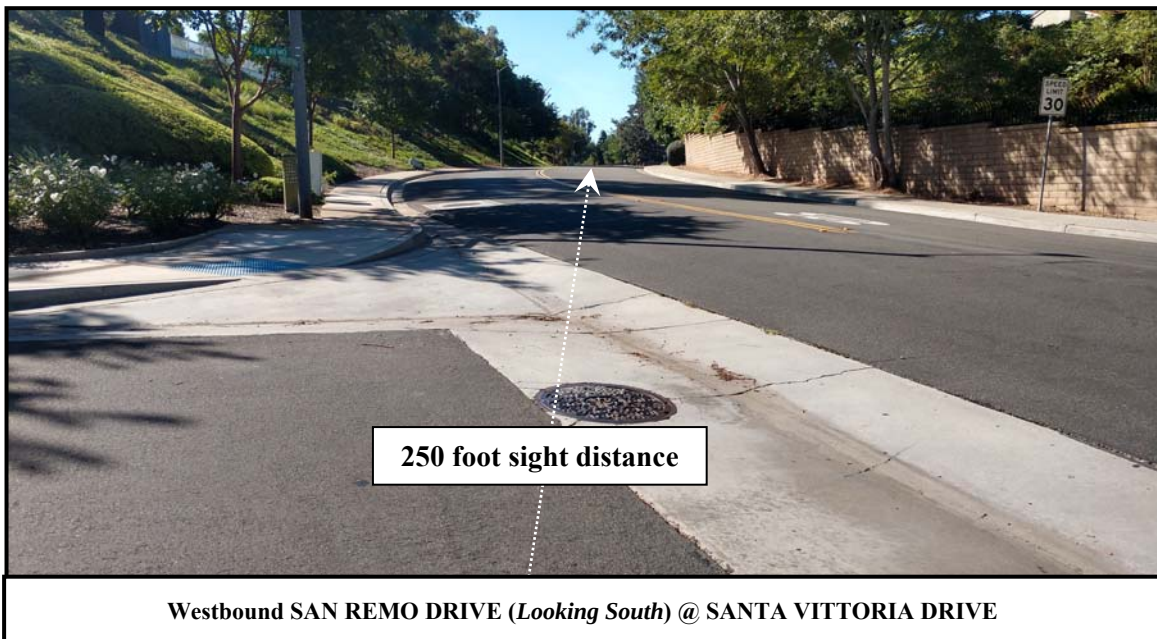
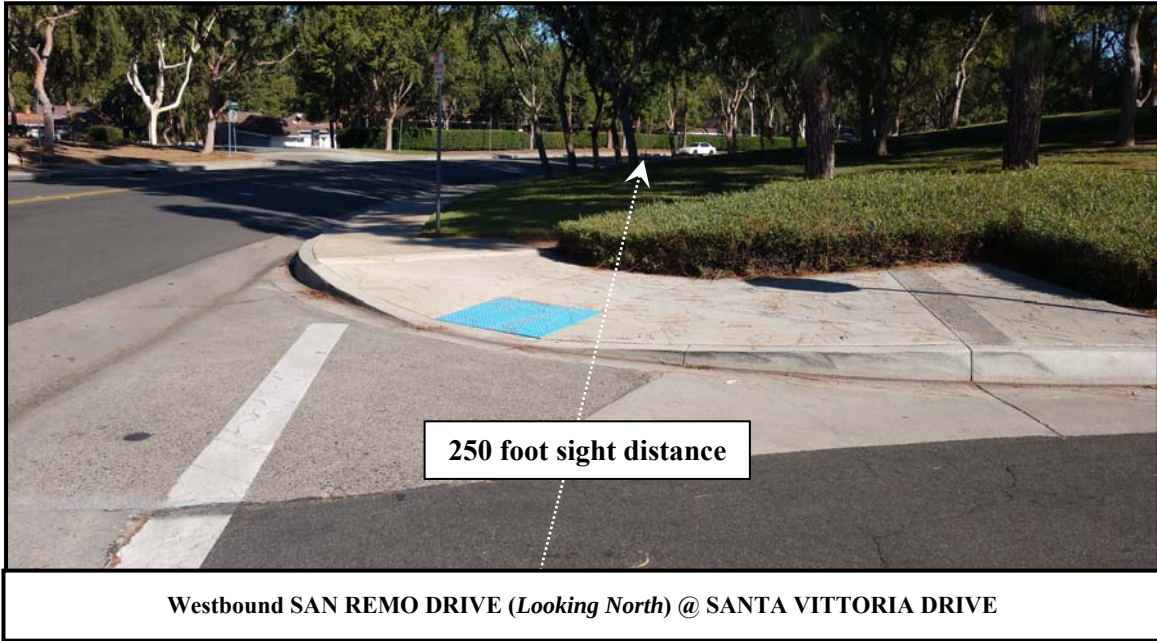
Driver sight distance was measured from the side-street approach to the intersection, as westbound traffic on San Remo Drive is required to stop, before proceeding to make a left-turn or right-turn onto Santa Vittoria Drive. The measured distance was derived from the stopping sight distance guidelines found in the California MUTCD (*see Appendix D*). In this reference, a 30 MPH roadway speed recommends a minimum Stopping Sight Distance of 200 feet. However, it is likely that the 85th percentile speeds typically exceed the 30 MPH posted speed limit. Therefore, a 35 MPH speed limit was used as a more conservative measure, which has a minimum sight distance of 250 feet. This distance was used when looking towards approaching, uncontrolled traffic along Santa Vittoria Drive. More specifically, this stopping sight distance was field-measured from a typical ‘stopped’ vehicle location on San Remo Drive at the intersection looking towards the oncoming lanes of cross-traffic on Santa Vittoria Drive. An orange cone was placed at this distance and a photograph was taken from a stopped driver’s perspective (i.e, approx. 4.5 feet in height).

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

As Exhibit 3 shows, when looking from San Remo Drive, a driver does have clear visibility to the minimum sight distance of 250 feet when looking both ways on Santa Vittoria Drive due to the on-street parking restrictions near the intersection.

Multiway Stop Sign Warrants Analysis – Santa Vittoria Drive at San Remo Drive, in Laguna Hills, CA

EXHIBIT 3



MULTIWAY STOP ANALYSIS SUMMARY

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

In summary, the collision history at the intersection resulted in only (1) SWITRS-reported collision (non-correctible type) during the last five years of available data, where the minimum guideline calls for at least five (5) correctible collisions in a 12-month period. The average minimum hourly street volumes required for a multi-way stop to be satisfied for any eight (8) hours in an average day were not satisfied. Excessive delay to any approach was not observed in terms of vehicles stopping and waiting for a gap on the major roadway due to the overall lower traffic volumes. Therefore, since intersection collision history and traffic volumes did not satisfy the minimum guidelines, it can also be derived that a traffic signal is not justified as an interim measure at this intersection (as mentioned above). The 80% combined criteria were also not met as both the collisions and minimum traffic volumes were not satisfied to this percentage. If the California MUTCD criteria are not met, the location is typically not recommended for installation of a multi-way stop.

However, engineering judgment should always be included in any decision regarding traffic safety improvements. Intersection lighting was also verified and found to be adequate as there is one street light located on the southeast corner of the intersection, also one near the northeast corner.

MULTIWAY STOP ANALYSIS SUMMARY (continued)

In regards to pedestrian and bicycle activity, field observations confirmed a low to medium activity of both. HCI also collected pedestrian and bicycle counts for this intersection on Thursday, September 21, 2023, between the hours of 7am to 7pm, in order to account for how many typically use this T-intersection. The total amount of pedestrians and bicyclists in this 12-hour period that cross the uncontrolled roadway of Santa Vittoria Drive resulted in 15. The total amount of pedestrians and bicyclists in this 12-hour period that cross San Remo Drive resulted in 62. ***The collected pedestrian and bicycle traffic volume data is also included in Appendix C.***

It was also determined that westbound San Remo Drive drivers do have a clear line of sight when stopped and looking both ways at Santa Vittoria Drive traffic, due to the on-street parking restrictions near the intersection.

Therefore, based upon engineering judgment, it is determined that stopping traffic on Santa Vittoria Drive at San Remo Drive is not required to enhance the traffic safety at this intersection.

RECOMMENDATION

In overall consideration of the analysis criteria in this report, a multi-way (3-way) stop sign installation is not recommended for the intersection of Santa Vittoria Drive and San Remo Drive. In regards to a marked crosswalk at this intersection, although not required, the City may consider installation of a white marked crosswalk across San Remo Drive. There are no other recommendations at this time.

APPENDIX A

**MULTIWAY STOP APPLICATIONS
GUIDELINES:**

CALIFORNIA MUTCD

Standard:

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

Option:

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

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

Standard:

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

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

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

Guidance:

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

Section 2B.04 Right-of-Way at Intersections**Support:**

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

Guidance:

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

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

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

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

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

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

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

Support:

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

Guidance:

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

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

Support:

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

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

Standard:

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

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

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

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

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

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

Option:

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

Support:

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

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

Standard:

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

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

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

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

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

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

Support:

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

Guidance:

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

Option:

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

Support:

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

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

Through Highways

Option:

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

Support:

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

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

Option:

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

Standard:

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

Support:

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

Section 2B.06 STOP Sign Applications

Guidance:

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

Support:

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

Section 2B.07 Multi-Way Stop Applications

Support:

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

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

Guidance:

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

Option:

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

APPENDIX B

SWITRS COLLISION HISTORY

CITY OF LAGUNA HILLS
5-YEAR SWITRS COLLISION DATABASE
INTERSECTION OF SANTA VITTORIA DRIVE AND SAN REMO DRIVE
JAN. 1, 2018 - MARCH 31, 2023

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	ROAD SURF
9233994	20210201	1356	SANTA VITTORIA DR	SAN REMO DR	54	S	N	A	0	A	8	22107	N	E	I	A

NOTES:**Weather 1**

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

Collision Severity

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

Primary Collision Factor

A - (Vehicle) Code Violation
 B - Other Improper Driving
 C - Other Than Driver
 D - Unknown
 E - Fell Asleep
 - - Not Stated

PCF Violation Category

01 - Driving or Bicycling Under Influence
 02 - Impeding Traffic
 03 - Unsafe Speed
 04 - Following Too Closely
 05 - Wrong Side of Road
 06 - Improper Passing
 07 - Unsafe Lane Change
 08 - Improper Turning
 09 - Automobile ROW
 10 - Pedestrian ROW
 11 - Pedestrian Violation
 12 - Traffic Signals and Signs
 13 - Hazardous Parking
 14 - Lights
 15 - Brakes
 16 - Other Equipment
 17 - Other Hazardous Violation
 18 - Other Than Driver (or Ped)
 19 -
 20 -
 21 - Unsafe Starting or Backing
 22 - Other Improper Driving
 23 - Pedestrian or "Other" Under the Influence
 24 - Fell Asleep
 00 - Unknown
 - - Not Stated

Hit and Run

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

Type of Collision

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

Road Surface

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

Motor Vehicle Involved With:

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

APPENDIX C

AVERAGE DAILY TRAFFIC (ADT) & PEDESTRIAN/BICYCLE CROSSING DATA

VOLUME

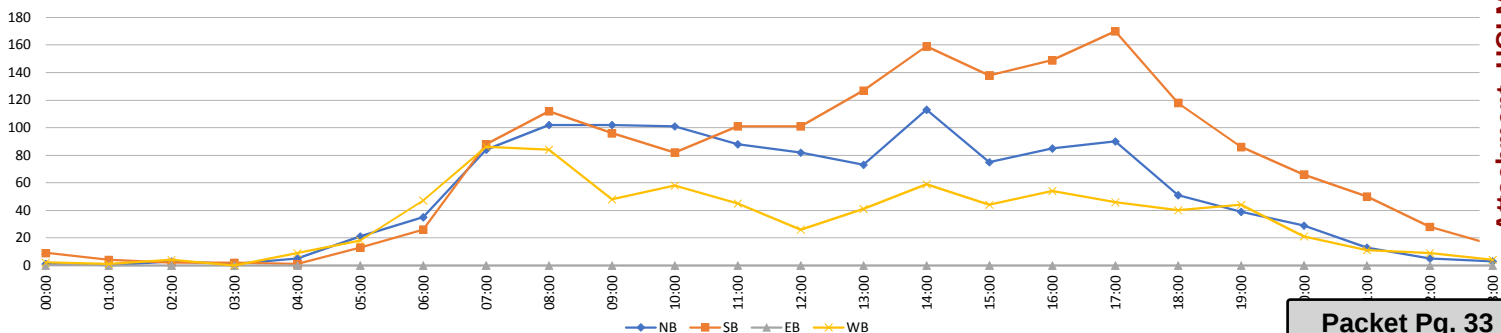
Santa Vittoria Dr & San Remo Dr

Day: Thursday
Date: 09/21/2023

Highest 8 hours per Side-Street Perspective.

City: Laguna Hills
Project #: CA23_010100_004

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						1,201		1,743		0		801		3,745															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	1	2		1	4	12:00	22	25		6	53	00:00 01:00	1	9		2	12												
0:15	0	3		0	3	12:15	21	23		6	50	01:00 02:00	0	4		1	5												
0:30	0	2		1	3	12:30	25	22		9	56	02:00 03:00	3	2		4	9												
0:45	0	2		0	2	12:45	14	31		5	50	03:00 04:00	1	2		0	3												
1:00	0	1		1	2	13:00	17	34		9	60	04:00 05:00	5	1		9	15												
1:15	0	1		0	1	13:15	21	24		15	60	05:00 06:00	21	13		18	52												
1:30	0	1		0	1	13:30	17	33		9	59	06:00 07:00	35	26		47	108												
1:45	0	1		0	1	13:45	18	36		8	62	07:00 08:00	84	88		86	258												
2:00	1	0		2	3	14:00	19	63		8	90	08:00 09:00	102	112		84	298												
2:15	1	0		1	2	14:15	51	31		19	101	09:00 10:00	102	96		48	246												
2:30	0	2		1	3	14:30	26	29		18	73	10:00 11:00	101	82		58	241												
2:45	1	0		0	1	14:45	17	36		14	67	11:00 12:00	88	101		45	234												
3:00	0	0		0	0	15:00	21	38		16	75	12:00 13:00	82	101		26	209												
3:15	1	0		0	1	15:15	16	33		8	57	13:00 14:00	73	127		41	241												
3:30	0	1		0	1	15:30	23	32		10	65	14:00 15:00	113	159		59	331												
3:45	0	1		0	1	15:45	15	35		10	60	15:00 16:00	75	138		44	257												
4:00	0	0		0	0	16:00	19	37		15	71	16:00 17:00	85	149		54	288												
4:15	1	1		1	3	16:15	19	35		10	64	17:00 18:00	90	170		46	306												
4:30	1	0		1	2	16:30	29	41		13	83	18:00 19:00	51	118		40	209												
4:45	3	0		7	10	16:45	18	36		16	70	19:00 20:00	39	86		44	169												
5:00	3	1		2	6	17:00	25	49		16	90	20:00 21:00	29	66		21	116												
5:15	3	3		4	10	17:15	18	41		9	68	21:00 22:00	13	50		11	74												
5:30	10	1		4	15	17:30	32	39		10	81	22:00 23:00	5	28		9	42												
5:45	5	8		8	21	17:45	15	41		11	67	23:00 00:00	3	15		4	22												
6:00	6	6		9	21	18:00	19	35		16	70	STATISTICS																	
6:15	10	4		11	25	18:15	12	37		7	56		NB	SB	EB	WB	TOTAL												
6:30	8	5		11	24	18:30	9	25		10	44	Peak Period	00:00	to	12:00														
6:45	11	11		16	38	18:45	11	21		7	39	Volume	543	536		402	148												
7:00	25	11		10	46	19:00	13	23		12	48	Peak Hour	7:30	7:15		7:15	7:30												
7:15	14	17		23	54	19:15	6	22		13	41	Peak Volume	114	135		103	352												
7:30	20	25		31	76	19:30	8	18		8	34	Peak Hour Factor	0.770	0.582		0.831	0.72												
7:45	25	35		22	82	19:45	12	23		11	46	Peak Period	12:00	to	00:00														
8:00	37	58		27	122	20:00	6	15		1	22	Volume	658	1207		399	226												
8:15	32	17		23	72	20:15	9	14		9	32	Peak Hour	14:15	17:00		14:15	14:00												
8:30	16	20		19	55	20:30	7	21		3	31	Peak Volume	115	170		67	331												
8:45	17	17		15	49	20:45	7	16		8	31	Peak Hour Factor	0.564	0.867		0.882	0.81												
9:00	26	19		13	58	21:00	4	12		3	19	Peak Period	07:00	to	09:00														
9:15	22	32		9	63	21:15	5	8		0	13	Volume	186	200		170	556												
9:30	29	23		14	66	21:30	2	14		3	19	Peak Hour	7:30	7:15		7:15	7:30												
9:45	25	22		12	59	21:45	2	16		5	23	Peak Volume	114	135		103	352												
10:00	20	17		18	55	22:00	0	11		3	14	Peak Hour Factor	0.770	0.582		0.831	0.72												
10:15	33	22		18	73	22:15	2	6		2	10	Peak Period	16:00	to	18:00														
10:30	21	23		13	57	22:30	2	6		3	11	Volume	175	319		100	594												
10:45	27	20		9	56	22:45	1	5		1	7	Peak Hour	16:45	17:00		16:15	16:30												
11:00	28	30		15	73	23:00	1	7		0	8	Peak Volume	93	170		55	311												
11:15	22	25		11	58	23:15	0	4		1	5	Peak Hour Factor	0.727	0.867		0.859	0.86												
11:30	24	18		11	53	23:30	1	2		1	4																		
11:45	14	28		8	50	23:45	1	2		2	5																		
TOTALS	543	536	0	402	1481	TOTALS	658	1207	0	399	2264																		
SPLIT %	37%	36%	0%	27%	40%	SPLIT %	29%	53%	0%	18%	60%																		



Prepared by National Data & Surveying Services

Pedestrian & Bikes Study**Location:** Santa Vittoria Dr & San Remo Dr**City:** Laguna Hills, CA**Date:** 9/21/2023**Day:** Thursday

TIME	Pedestrians						TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		
	EB	WB	EB	WB	NB	SB	
7:00 AM	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	1	0	1
7:30 AM	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	1	4	5
8:00 AM	0	0	0	0	0	4	4
8:15 AM	0	0	0	1	2	1	4
8:30 AM	0	0	1	0	0	2	3
8:45 AM	0	0	0	0	2	1	3
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	2	3
9:30 AM	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	1	2
10:15 AM	0	0	0	0	1	0	1
10:30 AM	0	0	0	1	2	0	3
10:45 AM	0	0	0	0	1	1	2
11:00 AM	0	0	0	1	0	2	3
11:15 AM	0	0	0	0	0	1	1
11:30 AM	0	0	0	1	0	2	3
11:45 AM	0	1	0	0	1	0	2
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	1	2
12:30 PM	0	0	0	0	1	0	1
12:45 PM	0	1	0	0	0	0	1
1:00 PM	0	0	0	1	1	0	2
1:15 PM	0	0	0	1	0	1	2
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	1
2:00 PM	1	0	0	0	0	2	3
2:15 PM	0	0	0	0	7	0	7
2:30 PM	0	0	0	1	2	0	3
2:45 PM	0	0	0	0	0	1	1
3:00 PM	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	1	1	1	3
6:15 PM	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
Totals	1	2	1	11	29	33	77



Yellow Arrows - Movements going North (NB)
 Red Arrows - Movements going South (SB)
 Blue Arrows - Movements going East (EB)
 Green Arrows - Movements going West (WB)

APPENDIX D

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

CALIFORNIA MUTCD

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

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

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

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

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

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

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

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

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

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

Note: Use Table 6C-4 to calculate L



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 15, 2023
TO: Traffic Commissioners
FROM: Joe Ames
Public Works Director/City Engineer
ISSUE: San Remo Drive and Pesaro Marked Crosswalk Warrant Analysis

RECOMMENDATION: That the Traffic Commission recommend that City staff install a white, high visibility marked crosswalk with ladder style bars across the east leg of San Remo Drive, a new ADA pedestrian curb ramp on the north side of San Remo Drive, applicable pedestrian bicycle crossing fluorescent yellow warning signs, applicable pedestrian crossing fluorescent yellow warning signs, and a Rectangular Rapid Flashing Beacon (RRFB) System.

SUMMARY:

The Laguna Hills City Council received a letter on September 5, 2023, from the Laguna Terrace Beautification Team describing concerns about speeding vehicles along San Remo Drive and pedestrian safety. Based on the attached letter, staff was directed to evaluate the need for modifications at the intersection of San Remo Drive and Pesaro. Currently, there is a one-way stop sign control on northbound Pesaro, while San Remo Drive is uncontrolled. Upon review, it was determined that a high-visibility crosswalk is recommended for the intersection of San Remo Drive and Pesaro due to the location of a nearby neighborhood park (San Remo Park).

Assistant Engineer Samantha Vu performed extensive research and contributed significantly to this report.

BACKGROUND:

San Remo Drive and Pesaro Marked Crosswalk Warrant Analysis

November 15, 2023

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San Remo Drive is a local collector, curvilinear street traversing in the east-west direction. Pesaro is a local, curvilinear street traversing in the north-south direction. Both roadways provide space for one lane in each direction and meet in a T-intersection. There are no marked crosswalks across any leg of the intersection. The posted speed limit on San Remo Drive is 30 MPH while Pesaro has no posted speed limit. The 'residential' nature of Pesaro does not require a posted speed limit and can be assumed to be 25 MPH. Please see the attached Vicinity Map.

Residents are concerned about increasing speeding vehicles on San Remo Drive specifically near the eastern edge of San Remo Park. Many pedestrians and bicyclists cross San Remo Drive to enter the park. A request was made to evaluate the need for a marked crosswalk at the intersection in order to increase safety and visibility.

Upon receiving the request, staff contracted the services of Hartzog and Crabill, Inc. (HCI) to perform a marked crosswalk analysis, traffic volume review, and collision review. Based on the guidelines of the State of California Manual on Uniform Traffic Control Devices (California MUTCD) and the U.S. Department of Transportation, Federal Highway Administration (FHWA), HCI reviewed the accident history, traffic volumes, and visibility at the intersection. HCI also utilized the "Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations" supplied by the FHWA. Based on the California MUTCD, "the following factors may be considered in determining whether a marked crosswalk should be used:

- A. Vehicular approach speeds from both directions.
- B. Vehicular volume and density.
- C. Vehicular turning movements.
- D. Pedestrian volumes.
- E. Roadway width.
- F. Day and night visibility by both pedestrians and road users.
- G. Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians.
- H. Discouragement of pedestrian use of undesirable routes.
- I. Consistency with markings at adjacent intersections or within the same intersection."

In summary, an accident history review from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) from January 2018 through March 2023 revealed no reported collisions. The traffic and pedestrian volumes were not sufficient to trigger more significant countermeasures. Despite this, it should be noted that a marked crosswalk would be beneficial to the surrounding community to channel

San Remo Drive and Pesaro Marked Crosswalk Warrant Analysis

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pedestrians and bicyclists as there are no other marked crosswalks to be able to access San Remo Park from the south. Please see the attached report for details.

To improve pedestrian safety at the intersection, a white, high-visibility marked crosswalk with ladder-style bars is recommended on the east leg of San Remo Drive and Pesaro. This recommendation would also include the installation of applicable PED BICYCLE XING and/or PED XING AHEAD fluorescent yellow warning signs on both approaches and a new ADA pedestrian curb ramp on the north side of San Remo Drive. The new marked crosswalk can also be supplemented by a Rectangular Rapid Flashing Beacon (RRFB) system to increase visibility for incoming drivers.

FISCAL IMPACT:

The cost for the engineering design, construction administration, and installation of all the recommendations have an anticipated cost of \$33,000. This would include the new marked crosswalk, ADA curb ramp, applicable roadway signage/markings, and RRFB system. Funds are available for this work in the 2023-24 Fiscal Year Public Works Maintenance Budget.

ATTACHMENTS:

- San Remo and Pesaro Vicinity Map
- HCI Marked Crosswalk Analysis San Remo Drive at Pesaro 10-20-23



Attachment: San Remo and Pesaro Vicinity Map (3353 : San Remo Drive and Pesaro Marked Crosswalk

1" = 69 ft	Vicinity Map	11/07/2023	
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This map may represents a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up-to-date information.

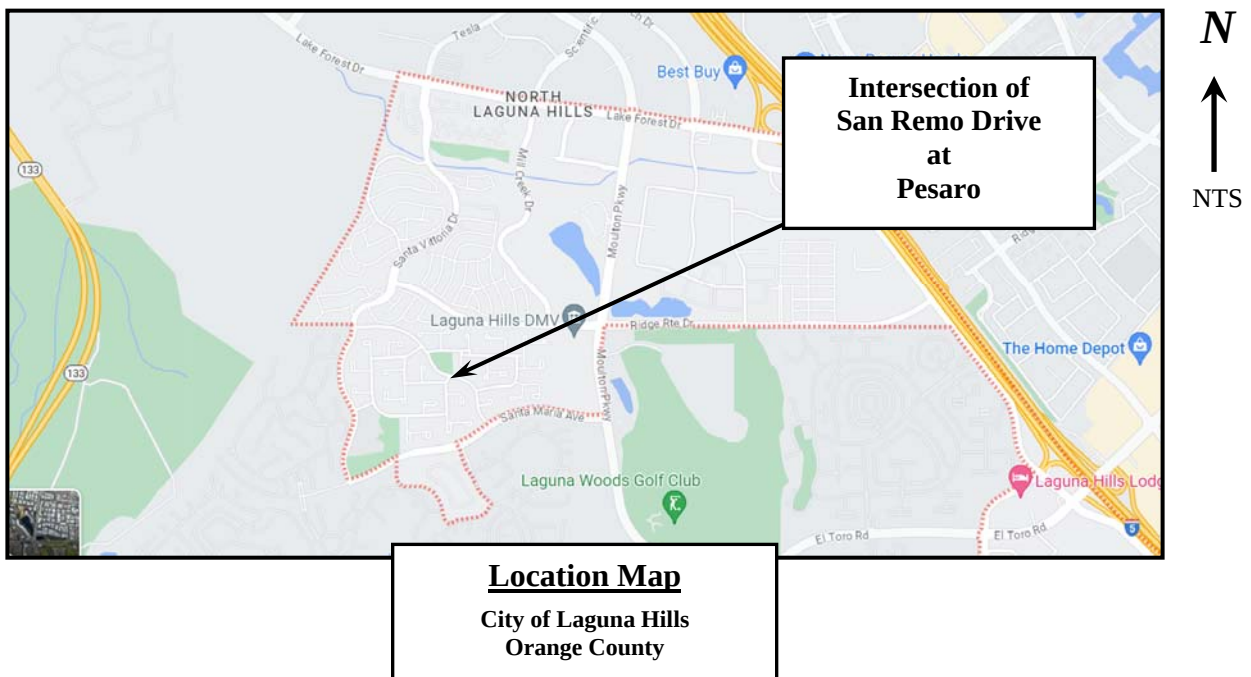
MARKED CROSSWALK ANALYSIS

FOR THE INTERSECTION OF
SAN REMO DRIVE and PESARO
 IN THE
CITY OF LAGUNA HILLS, CA
OCTOBER 20, 2023

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. to complete a Marked Crosswalk Analysis for the intersection of San Remo Drive at Pesaro. As a result, HCI completed this analysis in order to verify if a new marked crosswalk installation, with applicable warning signage, is justified and recommended based on meeting standard guidelines.

The intersection is located southwest of the I-5 Freeway, and south of Ridge Route Drive and west of Moulton Parkway (see *Location Map below*). The location is a 3-way intersection with San Remo Drive running diagonally in the east-west directions and Pesaro running diagonally in the north-south directions (south of San Remo Drive). At this time, there is a 1-way Stop sign control on northbound Pesaro, while San Remo Drive is uncontrolled, and there are no marked crosswalks on any leg of the intersection.



BACKGROUND

San Remo Drive is a diagonal east-west 36-foot wide street classified as a collector roadway in the City of Laguna Hills. The street segment from Santa Vittoria Drive to Santa Maria Avenue primarily has residential properties on both sides of the roadway, along with San Remo Park along the north side approximately mid-segment. The roadway provides for one through-lane of traffic in each direction, separated by yellow skip centerline striping. Both sides of the roadway have concrete curb, gutter, and sidewalk improvements. There are no marked crosswalks at the intersection with Pesaro. There are two disabled access ramps located on each corner along the south side of the intersection. San Remo Drive has a posted speed limit of 30 MPH. On-street parking is allowed along both sides of San Remo Drive. There are two street lights on one pole located at the northeasterly area of the intersection. At this time, the eastbound and westbound vehicular approaches of San Remo Drive do not have any traffic control devices controlling approaching traffic (i.e., un-controlled). The San Remo Park is located on the northwest corner of the intersection with Pesaro.

Pesaro is an north-south street classified as a local roadway in the City of Laguna Hills. At its intersection with San Remo Drive, the street segment primarily has residential properties on both sides of the roadway and is approximately 40 feet wide. The 2-lane roadway provides for one through-lane of traffic in each direction, which are not separated by any centerline striping. Both sides of the roadway have concrete curb, gutter, and sidewalk improvements. There are no marked crosswalks at the intersection with San Remo Drive. Pesaro does not have a posted speed limit; however, the ‘residential’ nature of this street results in a local ‘*prima facie*’ speed limit of 25 MPH and does not require posting. On-street parking is allowed along both sides of Pesaro near San Remo Drive. At this time, the northbound vehicular approach of Pesaro has a STOP sign and STOP pavement marking, along with a limit line controlling approaching traffic (i.e., 1-way STOP controlled).

See Exhibits 1 & 2 (next pages) for photo images of San Remo Drive and Pesaro.

Marked Crosswalk Analysis – San Remo Drive at Pesaro, in the City of Laguna Hills, CA

BACKGROUND *(continued)*

EXHIBIT 1



San Remo Drive (Looking Eastbound) at Pesaro



San Remo Drive (Looking Westbound) at Pesaro

Marked Crosswalk Analysis – San Remo Drive at Pesaro, in the City of Laguna Hills, CA

BACKGROUND (continued)

EXHIBIT 2



Pesaro (Looking Northbound) at San Remo Drive

MARKED CROSSWALK GUIDELINES

As is common practice with many municipal agencies, the City of Laguna Hills has an adopted practice for using State guidelines as reference standards in order to provide uniformity and consistency in terms of traffic control. Therefore, the prevailing source that addresses this topic was used for this analysis, which is the State of California Manual on Uniform Traffic Control Devices (*California MUTCD*). The California MUTCD contains guidelines to be evaluated for the installation of a marked crosswalk.

Below are some applicable guidelines found in the California MUTCD with regard to the installation of this type of traffic control device with applicable signage:

“In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.”

“Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.”

Further guidance and option criteria found in the California MUTCD include the following important statements:

“Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.50) should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.”

“For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.”

MARKED CROSSWALK GUIDELINES (continued)

“This type of marking should be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.”

“If used, the diagonal or longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the diagonal or longitudinal lines.”

“In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device.”

“The following factors may be considered in determining whether a marked crosswalk should be used:

- A. Vehicular approach speeds from both directions.*
- B. Vehicular volume and density.*
- C. Vehicular turning movements.*
- D. Pedestrian volumes.*
- E. Roadway width.*
- F. Day and night visibility by both pedestrians and road users.*
- G. Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians.*
- H. Discouragement of pedestrian use of undesirable routes.*
- I. Consistency with markings at adjacent intersections or within the same intersection.”*

The actual guidelines in Chapter 2C.49-50, as well as Chapter 3B. Marked Crosswalk, from the California MUTCD are included in Appendix A.

MARKED CROSSWALK ANALYSIS

As stated in the above guidelines, an engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. Since Pesaro is controlled by a STOP sign, the analysis focused on the installation of a marked crosswalk across San Remo Drive, and considered the following:

- Number of Lanes = **2 Lanes on San Remo Drive (1 in each direction)**
- Median = **No Median Present**
- Distance from an existing signal = **No existing signals along San Remo Drive**
- Pedestrian Volume = **A total of 37 pedestrians & bicycles crossed San Remo Drive on Thursday, 9/21/23, between 7am–7pm**
- Pedestrian Delays = **No delays to pedestrians observed**
- ADT = **1,431 vehicles during Thursday, 9/21/23**
- Posted speed limit = **30 MPH on San Remo Drive**
- **Geometry of San Remo Drive at Pesaro is an approximate 90-degree intersection. This location is at a crest point along San Remo Drive, which the roadway has a slight decline going away from Pesaro in both directions.**
- Possible consolidation of multiple crossing points = **Yes, as this residential intersection is adjacent to San Remo Park, and is located at the southeasterly end of the park, this is a good location to consolidate pedestrian and bicycle crossings.**
- Street lighting = **Yes, provided by two street lights on one pole located on the northeasterly area of the intersection.**

“In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device... This type of marking should be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.”

As mentioned above, the existing intersection is a good location to channelize the number of pedestrians and bicyclists that cross San Remo Drive to access the park.

MARKED CROSSWALK ANALYSIS (continued)

“The following factors may be considered in determining whether a marked crosswalk should be used:

- A. Vehicular approach speeds from both directions = **Medium speeds, posted 30 MPH**
- B. Vehicular volume and density = **ADT is 1,431 along San Remo Drive on Thursday, 9/21/23**
- C. Vehicular turning movements = **Yes, in all 3 directions**
- D. Pedestrian volumes = **A total of 37 pedestrians & bicycles crossed San Remo Drive on Thursday, 9/21/23, between 7am–7pm**
- E. Roadway width = **San Remo Drive is 36 feet wide, curb-to-curb**
- F. Day and night visibility by both pedestrians and road users = **There are 2 street lights on one pole located on the northeasterly area of the intersection. At this time, a high visibility marked crosswalk, or any marked crosswalk, with applicable warning signage is not installed warning approaching drivers of pedestrians/bicyclists that may be crossing San Remo Drive.**
- G. Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians = **Yes, channelization would be good at this location for pedestrians and bicyclists to cross across one leg of San Remo Drive**
- H. Discouragement of pedestrian use of undesirable routes = **Yes, channelization via a marked crosswalk with appropriate warning signage across San Remo Drive may discourage midblock crossings or using other undesirable routes**
- I. Consistency with markings at adjacent intersections or within the same intersection.” **Yes, a new marked crosswalk and applicable warning signage shall be compliant with CA MUTCD guidelines**

ADT vehicular count data and pedestrian count data collected for this intersection is included in Appendix B.

MARKED CROSSWALK ANALYSIS *(continued)*

Collision History

Although not included in the marked crosswalk guidelines, a review of the intersection collision history is always a good factor to review in any traffic control device evaluation. The latest available collision history for the intersection was gathered by HCI from the State of California Highway Patrol (CHP) Statewide Integrated Traffic Records System website (*i-SWITRS*), which is where local jurisdictions, such as cities, report their collisions. A comprehensive 5-year traffic collision history summary report was prepared for this intersection. As shown attached in **Appendix C**, there have been no (0) reported collisions at this intersection during the past five (5) years.

FHWA Field Guide

The U.S. Department of Transportation, Federal Highway Administration (FHWA) provides a “Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations”. In this guide, Table 1 provides a matrix of roadway configurations vs. posted speed limit and ADT.

Please see Table 1 of the FHWA document included in Appendix D.

As shown, the intersection of San Remo Drive and Pesaro falls into the top left box for 2 lanes (1 lane in each direction), as well as under or equal to 30 MPH posted speed limit, with less than 9,000 AADT.

The suggested countermeasures for uncontrolled crossing locations found in this box show that high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs should be considered.

In addition, a raised crosswalk, curb extensions, and pedestrian refuge island are candidate treatments for this location.

Marked Crosswalk Analysis – San Remo Drive at Pesaro, in the City of Laguna Hills, CA

FINDINGS / SUMMARY

- The location is adjacent to San Remo Park.
- There are approximately 1,431 vehicles on a weekday driving through the unmarked crossings across San Remo Drive at Pesaro.
- The amount of pedestrian and bicycle crossings recorded on Thursday, September 31, 2023 between 7am and 7pm was 37 pedestrians & bicycles crossing San Remo Drive.
- Since this location is adjacent to San Remo Park, the existing unmarked crossings on these uncontrolled approaches to the intersection are good to consolidate the pedestrian and bicycle crossings.
- There are two existing street lights on one pole located on the northeasterly area of the intersection to illuminate a marked crosswalk during night-time hours.
- An FHWA field guide also suggests a high-visibility marked crosswalk with applicable warning signs.

RECOMMENDATION

A high-visibility marked crosswalk is recommended for the intersection of San Remo Drive and Pesaro. More specifically, the recommendation is to install a white, high visibility marked crosswalk with ladder style bars across the east leg of San Remo Drive to channelize pedestrian and bicycle crossings. The recommendation includes the installation of a new ADA pedestrian curb ramp on the north side of San Remo Drive, and applicable PED BICYCLE XING fluorescent yellow warning signs (W11-15 symbol signs) posted at the newly marked crosswalk. Additionally, on each approach in advance of the newly marked crosswalk, installation of PED XING AHEAD posted signs and pavement markings are recommended. Lastly, the new marked crosswalk is recommended to be supplemented by a Rectangular Rapid Flashing Beacons (RRFB) system to increase crossing awareness for drivers approaching the intersection. The cost for engineering design, construction administration, and installation of the new marked crosswalk, ramp, applicable roadway warning signage/markings, and RRFB system, is estimated at \$33,000.00.

APPENDIX A

CALIFORNIA MUTCD

MARKED CROSSWALK GUIDELINES:

Guidance:

- ⁰⁵ *The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.*
- ⁰⁶ *Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-7 sign. See Section 2C.65.*

Section 2C.48 Traffic Signal Signs (W25-1, W25-2)

Standard:

- ~~⁰¹ At locations where either a W25-1 or a W25-2 sign is required based on the provisions in Section 4D.05, the W25-1 or W25-2 sign (see Figure 2C-9) shall be installed near the left-most signal head. The W25-1 and W25-2 signs shall be vertical rectangles.~~

Guidance:

- ⁰² *The "yellow trap" should be eliminated rather than trying to correct it with these signs. See Part 4.*

Section 2C.49 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a)

Option:

- ⁰¹ Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a) signs (see Figure 2C-10) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing (W11-10) symbol sign.

Support:

- ⁰² These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

- ⁰³ *Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.*
- ⁰⁴ *If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.*

Option:

- ⁰⁵ The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-10) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.

- ⁰⁶ The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.

- ⁰⁷ Supplemental plaques (see Section 2C.53) with legends such as AHEAD, XX FEET, NEXT XX MILES, or SHARE THE ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.

Guidance:

- ⁰⁸ *If used in advance of a pedestrian and bicycle crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.*

Standard:

- ⁰⁹ **If a post-mounted W11-1, W11-11, W11-15, or W11-15a sign is placed at the location of the crossing point where golf carts, pedestrians, bicyclists, or other shared-use path users might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign. If the W11-1, W11-11, W11-15, or W11-15a sign is mounted overhead, the W16-7P supplemental plaque shall not be used.**

Option:

- ¹⁰ The crossing location identified by a W11-1, W11-11, W11-15, or W11-15a sign may be defined with crosswalk markings (see Section 3B.18).

Standard:

11 The Emergency Vehicle (W11-8) sign (see Figure 2C-10) with the EMERGENCY SIGNAL AHEAD (W11-12P) supplemental plaque (see Figure 2C-10) shall be placed in advance of all emergency-vehicle traffic control signals (see Chapter 4G).

Option:

~~12 The Emergency Vehicle (W11-8) sign, or a word message sign indicating the type of emergency vehicle (such as rescue squad), may be used in advance of the emergency vehicle station when no emergency vehicle traffic control signal is present.~~

Standard:

12a The Emergency Vehicle (W11-8) sign or the EMERGENCY VEHICLES (SW52(CA)) sign (see Figure 2C-10(CA)) shall be used for all types of emergency vehicles.

Guidance:

~~12b Vehicular Traffic signs should not be placed on the highway where the unexpected entry is located on an intersecting roadway.~~

Option:

~~13 A Warning Beacon (see Section 4L.03) may be used with any Vehicular Traffic Warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity.~~

~~14 A supplemental WHEN FLASHING (W16-13P) plaque (see Figure 2C-12) may be used with any Vehicular Traffic Warning sign that is supplemented with a Warning Beacon to indicate specific periods when the condition or activity is present or is likely to be present.~~

Standard:

15 WHEN FLASHING (W16-13P) plaque shall not be used to supplement any Vehicular Traffic Warning sign.

Support:

~~16 Studies indicate that the W16-13P plaque is generally not effective as a warning device for motorists approaching signalized intersections. Not using the W16-13P plaque also addresses the situation when a warning beacon is inoperative for any reason.~~

Option:

~~17 The Snowmobile (W11-6) and Golf Cart (W11-11) signs may be used to alert road users to locations where unexpected entries into the roadway by snowmobiles or golf carts might occur, such as at snowmobile or golf cart crossings. Refer to CVC 38025. Also refer to CVC 21115.1.~~

~~18 The W11-11 sign may also be used in combination with the SHARE THE ROAD (W16-1) sign at locations where a local agency permits the sharing of the roadway with slower moving golf carts. Refer to CVC 21115.~~

~~19 The OFF HIGHWAY VEHICLES (SW47(CA)) sign (see Figure 2C-10(CA)) may be used in advance of a segment of highway that permits the use of regular vehicular traffic and also the driving of off highway motor vehicles on that portion of the highway.~~

Guidance:

~~20 A Next Distance (W7-3a) plaque should supplement this sign.~~

Option:

~~21 The WATCH FOR SNOW REMOVAL EQUIPMENT (SW58(CA)) sign (see Figure 2C-10(CA)) may be used on highways leading to snow areas.~~

Guidance:

~~22 The SW58(CA) sign should be covered or removed during the summer season.~~

Support:

~~23 The SW58(CA) sign is normally placed at lower elevations where the first snow is usually encountered.~~

Section 2C.50 Non-Vehicular Warning Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22)

Option:

~~01 Non-Vehicular Warning (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22) signs (see Figure 2C-11) may be used to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, animals, or equestrians might occur.~~

Support:

⁰² These conflicts might be relatively confined, or might occur randomly over a segment of roadway.

Guidance:

⁰³ *If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs should be supplemented with plaques (see Section 2C.55) with the legend AHEAD or XX FEET to inform road users that they are approaching a point where crossing activity might occur.*

Standard:

⁰⁴ **If a post-mounted W11-2, W11-6, W11-7, or W11-9 sign is placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.**

Option:

⁰⁵ A Pedestrian Crossing (W11-2) sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To ~~(Stop Here For)~~ Pedestrians signs (see Section 2B.11) have been installed in advance of the crosswalk.

Standard:

⁰⁶ **If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To ~~(Stop Here For)~~ Pedestrians sign is used on the approach, the Yield Here To ~~(Stop Here For)~~ Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.**

Option:

⁰⁷ An advance Pedestrian Crossing (W11-2) sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To ~~(Stop Here For)~~ Pedestrians sign on the approach to the same crosswalk.

⁰⁸ The crossing location identified by a W11-2, W11-6, W11-7, or W11-9 sign may be defined with crosswalk markings (see Section 3B.18).

⁰⁹ The W11-2 and W11-9 signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.

Support:

^{09a} Refer to CVC 21364 and 21365 for the Cattle (W11-4) sign.

^{09b} Refer to CVC 21805 for the Equestrian (W11-7) sign.

Guidance:

^{09c} *The Deer Crossing (W11-3) sign should be used only after confirmation from a Department of Fish and Game warden having jurisdiction in the area that a substantial problem exists.*

Option:

^{09d} The Migrating Bears (SW59(CA)) sign (see Figure 2C-11(CA)) may be used in advance of an area known to be inhabited by bear and there have been reported instances where bears are crossing the roadway.

Guidance:

^{09e} *If used, the NEXT XX MILES supplemental plaque should be placed at approximately 5 mile intervals, or when intersecting major traffic generators.*

Option:

^{09f} The DEAF CHILDREN NEAR (SW38(CA)) sign (see Figure 2C-11(CA)) may be used on city streets or county roads to indicate that a deaf child is near. Refer to CVC 21351.7.

Guidance:

^{09g} *The SENIOR CITIZEN FACILITY (SW50(CA)) sign (see Figure 2C-11(CA)) should not be used alone.*

Option:

^{09h} The SW50(CA) sign may be used in combination, above the Speed Limit (R2-1 (25,20 or 15)) sign on any street or road, other than a State highway, with a speed limit greater than 25 mph that is adjacent to a senior citizen facility. Refer to CVC 22352 and 22358.4.

Guidance:

¹⁰ *When a fluorescent yellow-green background is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a selected site area should be avoided.*

Figure 2C-10. Vehicular Traffic Warning Signs and Plaques

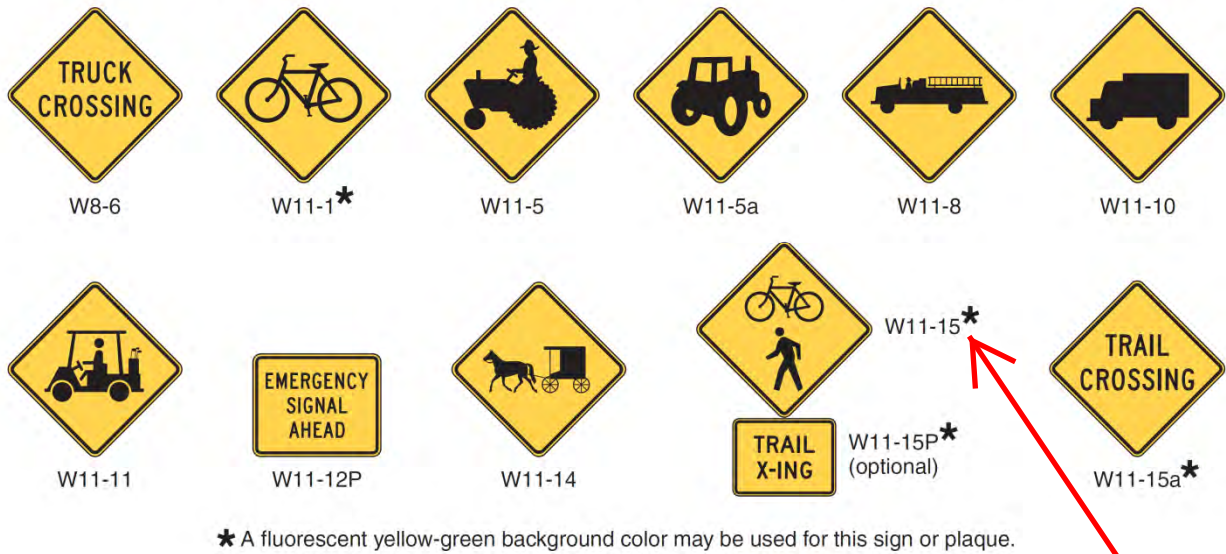


Figure 2C-10 (CA). Vehicular Traffic Warning Signs and Plaques



Option:

²² A limit line may be placed in advance of a crosswalk where vehicles are required to stop, in compliance with a STOP (R1-1) sign, traffic control signal or some other traffic control device.

Support:

²³ If a marked crosswalk is in place, it would normally function as a limit line.

²⁴ Typical limit line markings are shown in Figure 3B-103(CA).

Standard:

²⁵ **The individual triangles comprising the yield line shall have a base of 2 feet wide and a height of 3 feet. The space between the triangles shall be 1 foot.**

Support:

²⁶ Figure 3B-16(CA) shows typical yield line layout for streets and highways.

Section 3B.17 Do Not Block Intersection Markings

Support:

⁰⁰ Refer to CVC 22526 for entering intersection, rail crossing or marked crosswalk.

Option:

⁰¹ Do Not Block Intersection markings may be used to mark the edges of an intersection area that is in close proximity to a signalized intersection, railroad crossing, or other nearby traffic control that might cause vehicles to stop within the intersection and impede other traffic entering the intersection. If authorized by law, Do Not Block Intersection markings with appropriate signs may also be used at other locations.

Standard:

⁰² **If used, Do Not Block Intersection markings (see Figure 3B-18 3B-18(CA)) shall consist of one of the following alternatives:**

A. ~~Wide solid white lines that outline the intersection area that vehicles must not block;~~

B. Wide solid white lines that outline the intersection area that vehicles must not block and a white word message such as DO NOT BLOCK or KEEP CLEAR;

C. ~~Wide solid white lines that outline the intersection area that vehicles must not block and white cross-hatching within the intersection area; or~~

D. A white word message, such as DO NOT BLOCK or KEEP CLEAR, within the intersection area that vehicles must not block.

⁰³ **Do Not Block Intersection markings shall be accompanied by one or more DO NOT BLOCK INTERSECTION (DRIVEWAY) (CROSSING) (R10-7) signs (see Section 2B.53), one or more DO NOT STOP ON TRACKS (R8-8) signs (see Section 8B.09), or one or more similar signs.**

Section 3B.18 Crosswalk Markings

Support:

⁰¹ Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

⁰² In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.

⁰³ At non-intersection locations, crosswalk markings legally establish the crosswalk.

Standard:

⁰⁴ **When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall not be less than 6 12 inches or greater than 24 inches in width.**

Guidance:

⁰⁵ *If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.*

⁰⁶ Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).

⁰⁷ At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).

⁰⁸ Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

⁰⁹ New marked crosswalks ~~across uncontrolled roadways should include alone, without~~ other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, ~~should not be installed across uncontrolled roadways~~ where the speed limit exceeds 40 mph and either:

- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.

^{09a} If a marked crosswalk exists across an uncontrolled roadway where the speed limit exceeds 40 mph and the roadway has four or more lanes of travel and an ADT of 12,000 vehicles per day or greater, advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 ft in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used (See Figure 3B-17(CA)).

Support:

¹⁰ Chapter 4F contains information on Pedestrian Hybrid Beacons. Section 4L.03 contains information regarding Warning Beacons to provide active warning of a pedestrian's presence. Section 4N.02 contains information regarding In-Roadway Warning Lights at crosswalks. Chapter 7D contains information regarding school crossing supervision.

Guidance:

¹¹ Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.50) should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

Support:

¹² Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

Option:

¹³ For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.

¹⁴ When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted

Guidance:

^{14a} This type of marking should be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.

¹⁵ If used, the diagonal or longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the diagonal or longitudinal lines.

Option:

¹⁶ When an exclusive pedestrian phase that permits diagonal crossing of an intersection is provided at a traffic control signal, a marking as shown in Figure 3B-20 may be used for the crosswalk.

Guidance:

17 Crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings.

Support:

18 Detectable warning surfaces mark boundaries between pedestrian and vehicular ways where there is no raised curb. Detectable warning surfaces are required by 49 CFR, Part 37 and by the Americans with Disabilities Act (ADA) where curb ramps are constructed at the junction of sidewalks and the roadway, for marked and unmarked crosswalks. Detectable warning surfaces contrast visually with adjacent walking surfaces, either light-on-dark, or dark-on-light. The "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11) contains specifications for design and placement of detectable warning surfaces.

Standard:

19 Crosswalk markings near schools shall be yellow as provided in CVC 21368. See Part 7.

Option:

20 Pedestrian crosswalk markings may be placed at intersections, representing extensions of the sidewalk lines, or on any portion of the roadway distinctly indicated for pedestrian crossing. Refer to CVC 275.

Guidance:

21 In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians.

Emphasis is placed on the use of marked crosswalks as a channelization device.

22 The following factors may be considered in determining whether a marked crosswalk should be used:

- A. Vehicular approach speeds from both directions.*
- B. Vehicular volume and density.*
- C. Vehicular turning movements.*
- D. Pedestrian volumes.*
- E. Roadway width.*
- F. Day and night visibility by both pedestrians and road users.*
- G. Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians.*
- H. Discouragement of pedestrian use of undesirable routes.*
- I. Consistency with markings at adjacent intersections or within the same intersection.*

Option:

23 Crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a).

Guidance:

24 Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.

Option:

25 When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Standard:

26 However, when the factor that determined the need to mark a crosswalk is the clarification of pedestrian routes for sight-impaired pedestrians, the transverse crosswalk lines shall be marked.

Option:

27 At controlled approaches, limit lines (stop lines) help to define pedestrian paths and are therefore a factor the engineer may consider in deciding whether or not to mark the crosswalk.

28 Where it is desirable to remove a marked crosswalk, the removal may be accomplished by repaving or surface treatment.

Guidance:

29 A marked crosswalk should not be eliminated by allowing it to fade out or be worn away.

Support:

30 The worn or faded crosswalk retains its prominent appearance to the pedestrian at the curb, but is less visible to the approaching road user.

Standard:

31 Notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice of proposed removal shall inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal. Refer to CVC 21950.5

Option:

³² Signs may be installed at or adjacent to an intersection directing that pedestrians shall not cross in a crosswalk indicated at the intersection in accordance with CVC 21106(b).

³³ White PED XING pavement markings may be placed in each approach lane to a marked crosswalk, except at intersections controlled by traffic signals or STOP or YIELD signs.

Section 3B.19 Parking Space Markings

Support:

⁰¹ Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Examples of parking space markings are shown in Figure ~~3B-21~~ 3B-21(CA).

Standard:

⁰² **Parking space markings shall be white.**

Option:

⁰³ Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Support:

⁰⁴ Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.20 and illustrated in Figure ~~3B-22~~ 3B-22(CA). The design and layout of accessible parking spaces for persons with disabilities is provided in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" (see Section 1A.11).

Support:

⁰⁵ Refer to CVC 22500 through 22522 for parking space markings.

⁰⁶ Refer to Section 2B.39 for Parking Regulations.

Policy on Parking Restrictions

Option:

⁰⁷ Local authorities may, by ordinance, provide for the establishment of parking meter zones and cause streets and highways to be marked with white lines designating parking spaces. Refer to CVC Section 22508.

Standard:

⁰⁸ **Where the proposed zones are on State highways, the ordinances shall be approved by Caltrans.**

⁰⁹ **Local authorities shall furnish a sketch or map showing the definite location of all parking meter stalls on State highways before Caltrans approval is given.**

Support:

¹⁰ The District Directors have been delegated the authority to approve such ordinances.

¹¹ The desirable dimensions of parking meter stalls are 8 feet by 24 feet with a minimum length of 20 feet.

Guidance:

¹² *At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 6 feet measured from the curb return should be provided at alleys and driveways.*

¹³ *At signalized intersections parking should be prohibited for a minimum of 30 feet on the near side and one stall length on the far side. See Figure 3B-21(CA).*

Standard:

¹⁴ **The departmental approval for the installation of the parking meters shall be covered by an encroachment permit.**

Option:

¹⁵ Local authorities may by ordinance permit angle parking. Refer to CVC 22503.

Support:

¹⁶ Caltrans does not approve ordinances establishing angle parking on State highways.

¹⁷ Diagonal parking stalls are not permitted on State highways.

Figure 3B-19. Examples of Crosswalk Markings

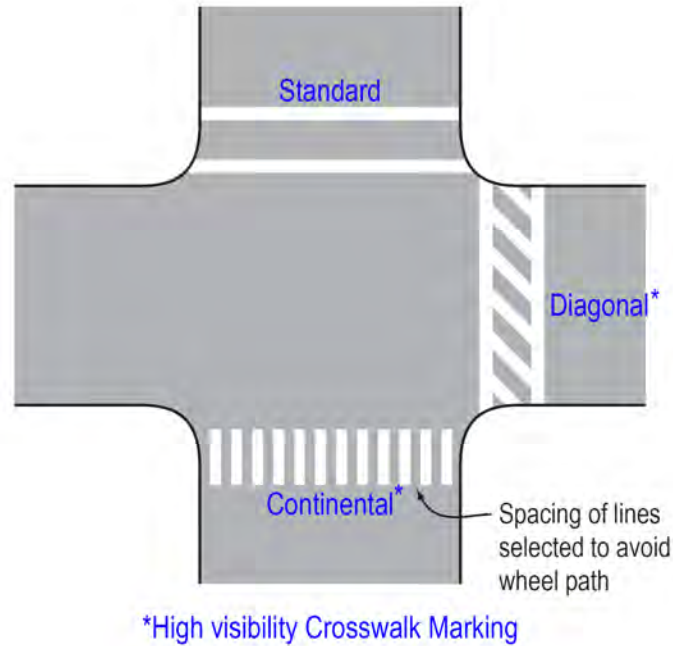
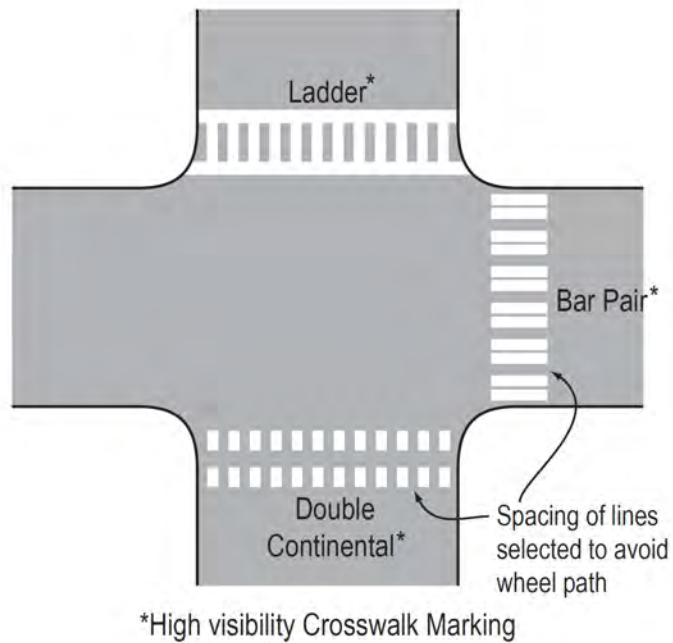


Figure 3B-19 (CA). Examples of Crosswalk Markings



APPENDIX B

AVERAGE DAILY TRAFFIC (ADT) & PEDESTRIAN/BICYCLE CROSSING DATA

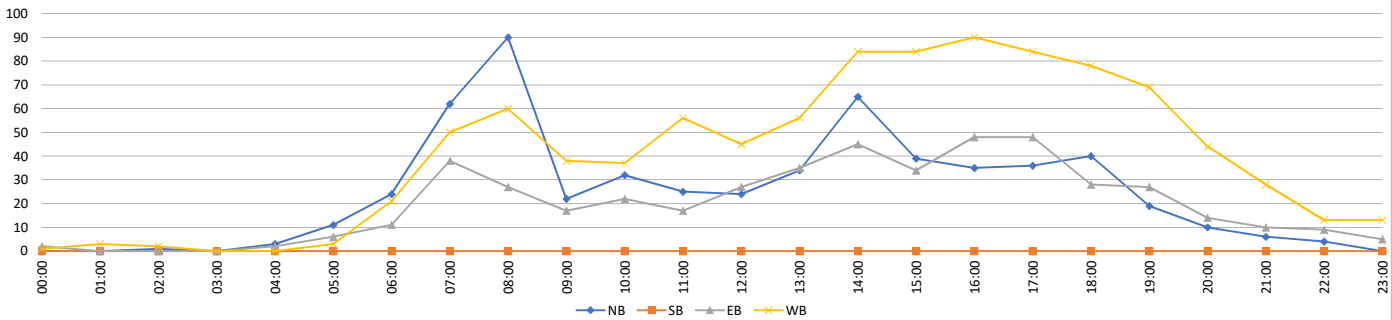
VOLUME

San Remo Dr at Pesaro

Day: Thursday
Date: 09/21/2023

City: Laguna Hills
Project #: CA23_010100_001

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						582				0				472				959				2,013							
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME		NB	SB	EB	WB	TOTAL											
0:00	0		0	1	1	12:00	6		5	8	19	00:00	01:00	0		2	1	3											
0:15	0		1	0	1	12:15	3		10	13	26	01:00	02:00	0		0	3	3											
0:30	0		1	0	1	12:30	9		3	10	22	02:00	03:00	1		0	2	3											
0:45	0		0	0	0	12:45	6		9	14	29	03:00	04:00	0		0	0	0											
1:00	0		0	2	2	13:00	9		6	12	27	04:00	05:00	3		2	0	5											
1:15	0		0	0	0	13:15	6		8	14	28	05:00	06:00	11		6	3	20											
1:30	0		0	0	0	13:30	6		15	15	36	06:00	07:00	24		11	21	56											
1:45	0		0	1	1	13:45	13		6	15	34	07:00	08:00	62		38	50	150											
2:00	1		0	2	3	14:00	7		16	25	48	08:00	09:00	90		27	60	177											
2:15	0		0	0	0	14:15	32		10	19	61	09:00	10:00	22		17	38	77											
2:30	0		0	0	0	14:30	18		9	16	43	10:00	11:00	32		22	37	91											
2:45	0		0	0	0	14:45	8		10	24	42	11:00	12:00	25		17	56	98											
3:00	0		0	0	0	15:00	12		8	27	47	12:00	13:00	24		27	45	96											
3:15	0		0	0	0	15:15	8		8	21	37	13:00	14:00	34		35	56	125											
3:30	0		0	0	0	15:30	9		6	15	30	14:00	15:00	65		45	84	194											
3:45	0		0	0	0	15:45	10		12	21	43	15:00	16:00	39		34	84	157											
4:00	0		0	0	0	16:00	3		8	16	27	16:00	17:00	35		48	90	173											
4:15	1		1	0	2	16:15	9		12	25	46	17:00	18:00	36		48	84	168											
4:30	0		1	0	1	16:30	12		18	22	52	18:00	19:00	40		28	78	146											
4:45	2		0	0	2	16:45	11		10	27	48	19:00	20:00	19		27	69	115											
5:00	3		2	0	5	17:00	9		13	20	42	20:00	21:00	10		14	44	68											
5:15	2		1	0	3	17:15	6		15	26	47	21:00	22:00	6		10	28	44											
5:30	2		1	1	4	17:30	13		10	21	44	22:00	23:00	4		9	13	26											
5:45	4		2	2	8	17:45	8		10	17	35	23:00	00:00	0		5	13	18											
6:00	3		2	3	8	18:00	12		6	16	34	STATISTICS																	
6:15	3		1	5	9	18:15	7		10	13	30		NB	SB	EB	WB	TOTAL												
6:30	8		3	7	18	18:30	8		7	20	35	Peak Period	00:00	to		12:00													
6:45	10		5	6	21	18:45	13		5	29	47	Volume	270		142	271	683												
7:00	12		4	7	23	19:00	5		7	25	37	Peak Hour	7:30		7:15	7:15	7:15												
7:15	20		10	15	45	19:15	7		7	15	29	Peak Volume	102		41	66	204												
7:30	14		11	13	38	19:30	5		8	16	29	Peak Hour Factor	0.543		0.788	0.717	0.662												
7:45	16		13	15	44	19:45	2		5	13	20	Peak Period	12:00	to		00:00													
8:00	47		7	23	77	20:00	2		5	12	19	Volume	312		330	688	1330												
8:15	25		5	14	44	20:15	4		3	12	19	Peak Hour	13:45		16:30	16:30	14:00												
8:30	6		9	14	29	20:30	3		5	6	14	Peak Volume	70		56	95	194												
8:45	12		6	9	27	20:45	1		1	14	16	Peak Hour Factor	0.547		0.778	0.880	0.795												
9:00	7		3	11	21	21:00	0		2	6	8	Peak Period	07:00	to		09:00													
9:15	6		6	7	19	21:15	1		4	7	12	Volume	152		65	110	327												
9:30	6		3	8	17	21:30	2		1	9	12	Peak Hour	7:30		7:15	7:15	7:15												
9:45	3		5	12	20	21:45	3		3	6	12	Peak Volume	102		41	66	204												
10:00	11		7	11	29	22:00	2		7	6	15	Peak Hour Factor	0.543		0.788	0.717	0.662												
10:15	10		6	10	26	22:15	0		1	1	2	Peak Period	16:00	to		18:00													
10:30	8		6	10	24	22:30	2		1	2	5	Volume	71		96	174	341												
10:45	3		3	6	12	22:45	0		0	4	4	Peak Hour	16:15		16:30	16:30	16:30												
11:00	11		5	15	31	23:00	0		3	4	7	Peak Volume	41		56	95	189												
11:15	3		7	15	25	23:15	0		1	6	7	Peak Hour Factor	0.854		0.778	0.880	0.909												
11:30	6		3	14	23	23:30	0		0	1	1																		
11:45	5		2	12	19	23:45	0		1	2	3																		
TOTALS	270	0	142	271	683	TOTALS	312	0	330	688	1330																		
SPLIT %	40%	0%	21%	40%	34%	SPLIT %	23%	0%	25%	52%	66%																		



Attachment: HCI Marked Crosswalk Analysis San Remo Drive at Pesaro 10-20-23 (3353 : San Remo Drive and Pesaro Marked Crosswalk

Prepared by National Data & Surveying Services

Pedestrian & Bikes Study

Location: Pesaro & San Remo Dr
City: Laguna Hills, CA

Date: 09/21/2023
Day: Thursday

TIME	SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	1	1	0	3
7:15 AM	0	2	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	1
7:45 AM	1	0	1	0	0	0	2
8:00 AM	0	0	0	2	0	1	3
8:15 AM	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	1	0	2
9:15 AM	0	0	0	0	0	2	2
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	1
10:30 AM	1	0	0	3	0	0	4
10:45 AM	0	0	0	1	0	0	1
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	1
11:30 AM	0	1	0	0	0	0	1
11:45 AM	1	0	1	0	0	0	2
12:00 PM	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	2	0	1	0	0	3
12:45 PM	0	2	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	1
1:30 PM	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0
2:00 PM	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	1	5	0	6
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	1	2
3:45 PM	0	0	0	0	1	0	1
4:00 PM	1	0	0	0	0	0	1
4:15 PM	1	0	0	0	0	0	1
4:30 PM	2	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	1
5:15 PM	1	0	0	0	2	0	3
5:30 PM	0	3	1	0	0	0	4
5:45 PM	0	3	0	0	0	0	3
6:00 PM	0	3	0	0	0	0	3
6:15 PM	1	0	0	0	1	0	2
6:30 PM	0	2	3	2	0	1	8
6:45 PM	0	2	0	0	2	0	4
Totals	14	27	7	11	14	5	78



Yellow Arrows - Movements going North (NB)
Red Arrows - Movements going South (SB)
Blue Arrows - Movements going East (EB)
Green Arrows - Movements going West (WB)

APPENDIX C

5-YEAR SWITRS COLLISION HISTORY

CITY OF LAGUNA HILLS
5-YEAR SWITRS COLLISION DATABASE
INTERSECTION OF SAN REMO DRIVE AT PESARO
JAN. 1, 2018 - MARCH 31, 2023

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

NO COLLISIONS REPORTED.

NOTES:

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

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

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
-- Not Stated

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

PCF Violation Category
01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
10 - Pedestrian ROW
11 - Pedestrian Violation
12 - Traffic Signals and Signs
13 - Hazardous Parking
14 - Lights
15 - Brakes
16 - Other Equipment
17 - Other Hazardous Violation
18 - Other Than Driver (or Ped)
19 -
20 -
21 - Unsafe Starting or Backing
22 - Other Improper Driving
23 - Pedestrian or "Other" Under the Influence
24 - Fell Asleep
00 - Unknown
-- Not Stated

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

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

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

APPENDIX D

FHWA FIELD GUIDE FOR SELECTING COUNTERMEASURES AT UNCONTROLLED PEDESTRIAN CROSSING LOCATIONS TABLE 1

Table 1: Application of Pedestrian Crash Countermeasures by Roadway Feature

Table 1 identifies suggested countermeasures for uncontrolled crossing locations according to roadway and traffic features. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨
Given the set of conditions in a cell, # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.									
1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**									

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.



City of Laguna Hills

Traffic Commission

Staff Report

DATE: November 15, 2023
TO: Traffic Commissioners
FROM: Joe Ames
Public Works Director/City Engineer
ISSUE: Establishment of a Residential Permit Parking Area for the Mandeville Neighborhood

RECOMMENDATION: That the Traffic Commission recommend to the City Council the establishment of a Residential Permit Parking Area consisting of no overnight parking between the hours of 10:00 PM and 6:00 AM except by permit and no parking during street sweeping hours in the Mandeville Neighborhood for the streets of Mandeville Drive (From Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court and Sundance Avenue.

SUMMARY:

In July 2023, residents requested the implementation of parking controls to prohibit overnight parking except by permit in the Mandeville Neighborhood along the streets of Mandeville Drive (from Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue. The residents were concerned with controlling overflow parking from other areas of the City. In response, Staff provided a petition form, in conformance with the Laguna Hills Municipal Code (LHMC), for the resident to circulate for signature by property owners of the residential properties within the Mandeville Neighborhood. In September 2023, the residents submitted signed petitions indicating support of a permit parking program, with over 67% of the property owners in support of the proposed prohibition of overnight parking except by permit. Therefore, staff recommends that the Traffic Commission recommend to the City Council the establishment of a Residential Permit Parking Area consisting of no overnight parking between the hours of 10:00 p.m. and 6:00 a.m. except by permit and no parking during

Establishment of a Residential Permit Parking Area for the Mandeville Neighborhood

November 15, 2023

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street sweeping hours in the Mandeville Neighborhood for the streets of Mandeville Drive (from Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue.

Assistant Engineer Samatha Vu performed extensive research and contributed significantly to this report.

BACKGROUND:

In 2011, residents requested the implementation of parking controls in the Mandeville Neighborhood along the streets of Mandeville Drive, Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue. The residents were concerned with controlling overflow parking from other areas of the community. Based upon the resident's concerns, and in accordance with the LHMC, staff sent a parking control survey to the residents of the Mandeville Neighborhood on August 29, 2011, providing a menu of parking control choices but did not receive an adequate response from the neighborhood. Staff re-surveyed the neighborhood on October 12, 2011. The response rate improved to 54% but did not pass a two-thirds (67%) majority of the neighborhood (the threshold of support required by the LHMC). Therefore, the implementation of no overnight parking except by permit was not supported at that time. This matter was presented to the Traffic Commission on the following dates:

- July 20, 2011
- September 21, 2011
- November 16, 2011
- January 18, 2012

The associated Reports are attached for background information.

Recently, a resident of the Mandeville Neighborhood contacted staff in July 2023 with a request to revisit the implementation of permit-based parking controls to prohibit overnight parking except by permit in their neighborhood.

Establishment of a Residential Permit Parking Area for the Mandeville Neighborhood

November 15, 2023

Page 3

In response, City staff conducted two nighttime parking surveys on July 19 and 20, 2023. The nighttime parking surveys indicated several cars were parked near the entrance to the Mandeville Neighborhood. City staff observed one motorist parking a vehicle on the street and leaving the neighborhood. City staff also contacted the property manager for the Crestline HOA nearby, and determined some of its residents may be parking in the neighborhood.

Staff provided a petition form, in conformance with the LHMC, for the resident to circulate for signature by property owners of the residential properties within the proposed Residential Permit Parking Area. The area includes the streets of Mandeville Drive (from Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue, all of which are public residential streets east of Moulton Parkway. There are sixty-five (65) single-family residences within the affected area. Please see the attached Vicinity Map.

According to LHMC Chapter 11-24, Residential Permit Parking Program, permit parking can be established only if 67% or more of the affected residents support it. Based upon the petitions submitted by the resident in September 2023, signatures for forty-seven (47) of the affected residences were obtained in support of a no overnight parking except by permit, and of those, ownership of forty-five (45) residences were verified by City staff resulting in support of 69% of the affected residences.

Staff is recommending the Traffic Commission recommend to the City Council establishment of a Residential Permit Parking Area consisting of no overnight parking except by permit in the Mandeville Neighborhood for the streets of Mandeville Drive (from Moulton Parkway to Los Alamitos), Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue. In making this recommendation, staff cautions that the overflow parking from other areas will likely move onto Los Alamitos or other streets in the neighborhood.

In addition to the establishment of a Residential Permit Parking Area, the petition stipulated and staff recommends, the establishment of no parking during the days and hours of street sweeping. This would occur on the second and fourth Wednesday of each month and the no parking control would be limited to a four-hour block of time.

Establishment of a Residential Permit Parking Area for the Mandeville Neighborhood
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The implementation of a Permit Parking Zone would also include the following provisions:

- One parking decal per each vehicle registered to the property address
- Four guest permits/placards
- Unlimited one-day special event permits upon request
- An annual \$15.00 administrative fee per each parking decal

FISCAL IMPACT:

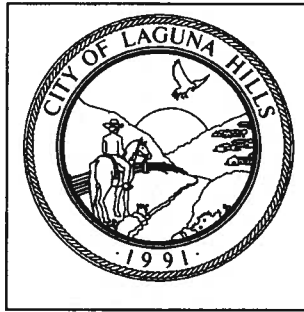
The Residential Permit Parking Area proposed for the Mandeville Neighborhood will require some administrative staff time, the printing of permit decals, and the posting of signs. The cost of the permit decals shall be recovered through an annual fee to the permit applicants of \$15 per decal. There is an estimated cost of \$1,000 for the installation of signage to implement both the permit parking and street sweeping parking controls. Funds are available for this work in the FY 2023-2024 Public Works Maintenance budget.

ATTACHMENTS:

- Traffic Commission Agenda Item 4.5 July 20 2011
- Traffic Commission Agenda Item 4.3 September 21 2011
- Traffic Commission Agenda Item 4.3 November 16 2011
- Traffic Commission Agenda Item 4.2 January 18 2012
- Mandeville Neighborhood Vicinity Map
- Mandeville Petitions

CITY OF LAGUNA HILLS

TRAFFIC COMMISSION REGULAR MEETING



July 20, 2011
7:00 P.M.

AGENDA

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

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

Rick Frazier - Chair
Tim Hillis - Vice Chair
Pamela Dow - Commissioner
Donald Froelich - Commissioner
Ed Rowe - Commissioner

1. PUBLIC COMMENTS

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 Secretary prior to an individual being heard by the Commission. No action will be taken on any items not on the Agenda unless the Traffic Commission makes a determination that an emergency exists or that the need to take action on the item arose subsequent to posting of the Agenda. This is the appropriate time for members of the public to make comments regarding items not listed on the agenda.

There will be a time limitation of three minutes per person, an overall time limit of ten minutes for any one subject, and a time limit of thirty minutes for the Public Comments portion of the Agenda.

Traffic Commission Agendas may also be viewed on the City's website: www.ci.laguna-hills.ca.us.

2. MINUTES

APPROVAL OF MINUTES OF REGULAR MEETING, MAY 18, 2011

3. PRESENTATIONS

4. ADMINISTRATIVE REPORTS

- 4.1 Analysis of Left Turn Demand and Pedestrian Conflict at the Intersection of Paseo de Valencia at Calle de la Plata (0860-50)
- 4.2 Evaluation of Traffic Speeds on Mustang Drive (0860-50)
- 4.3 Evaluation of Traffic Speeds on Stageline Drive (0860-50)
- 4.4 Establishment of Paseo de Valencia No Stopping Anytime Zone at Valencia Elementary School (0860-50)
- 4.5 Establishment of Parking Controls on Mandeville Drive (0860-50)

5. INFORMATIONAL ITEMS

- 5.1 Radar Trailer Schedule for August/September (0860-05)
- 5.2 Sheriff's Department Verbal Report
- 5.3 Public Services Department Verbal Update

6. COMMISSIONER COMMENTS

7. ADJOURNMENT

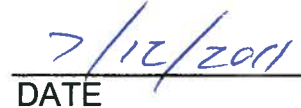
The next Regular Meeting of the Traffic Commission will be September 21, 2011, at 7:00 p.m., in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, KENNETH H. ROSENFELD, Traffic Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills Civic Center, La Paz Center, and Laguna Hills Community Center and Sports Center by Friday, July 15, 2011, at 5:00 p.m.



Kenneth H. Rosenfield, Traffic Engineer



DATE

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the City Clerk at (714) 707-2635. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

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

**CITY OF LAGUNA HILLS, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
MAY 18, 2011**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Rick Frazier at 7:03 p.m. in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills.

PLEDGE OF ALLEGIANCE:

Chair Rick Frazier led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Rick Frazier, Chair
Tim Hillis, Vice Chair
Pamela Dow, Commissioner
Donald Froelich, Commissioner
Ed Rowe, Commissioner

Absent:

Staff Present: Kenneth Rosenfield, Traffic Engineer; Steve Doan, Chief of Police Services; Cindy Sands, Administrative Assistant

1. **PUBLIC COMMENTS**
2. **APPROVAL OF MINUTES**

IT WAS MOVED BY COMMISSIONER DONALD FROELICH, SECONDED BY COMMISSIONER ED ROWE, TO APPROVE THE MINUTES OF THE MARCH 16, 2011, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Rowe, Vice Chair Hillis and Chair Frazier

NOES:
ABSENT:

JULY 20, 2011, ITEM NO. 2

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 ANALYSIS OF LEFT TURN DEMAND AND PEDESTRIAN CONFLICT AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA

Staff stated that a community member had contacted the City with concerns regarding potential conflicts between pedestrians using the crosswalk located at the intersection of Paseo de Valencia at Calle de la Plata and vehicles turning left from westerly bound Calle de la Plata to southerly bound Paseo de Valencia. As a result of this concern, the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. evaluated the intersection and determined that based on State standards, left-turn phasing was not justified. Staff noted the community member wishes to request a continuance to the Traffic Commission meeting of July 20, 2011. Staff also informed the Commission that a recommendation could be made to install a "Turning Traffic Must Yield to Pedestrians" sign in the interim.

Ms. Jean Schulte, a Lake Forest resident, stated that she uses the crosswalk regularly and asked that staff request this item be continued to the meeting of July 20, 2011, in order to allow her time to review the report and contact other members of the community interested in this item.

MOTION WAS MADE BY COMMISSIONER DOW, SECONDED BY COMMISSIONER FROELICH, TO RECOMMEND THE CONTINUANCE OF THIS ITEM TO THE MEETING OF JULY 20, 2011, AND TO RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF A "TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" SIGN.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, and Chair Frazier

NOES:

ABSENT:

4.2 UPDATE OF MUSTANG DRIVE TRAFFIC CONDITIONS

Staff stated that this is a follow-up from the meeting of March 16, 2011, at which time the Traffic Commission recommended the installation of three road signs and a request to staff to report back to the Traffic Commission at the next meeting. Staff reported that the signage was installed in mid-April, and that traffic speed data will be collected in June with results of the survey reported to the Traffic Commission at the meeting of July 20, 2011. Staff recommends that the Traffic Commission receive and file this report.

MOTION WAS MADE BY COMMISSIONER HILLIS, SECONDED BY COMMISSIONER DOW, TO RECEIVE AND FILE THIS REPORT.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, and Chair Frazier

NOES:

ABSENT:

4.3 UPDATE OF STAGELINE DRIVE TRAFFIC CONDITIONS

Staff stated that this is a follow-up from the meeting of November 18, 2009, at which time the Traffic Commission recommended the installation of 25 mile per hour speed limit signs and "25" pavement legends. Staff reported that the signs were installed and the radar trailer has been placed on Stageline Drive approximately seven times with encouraging results; however, a resident has recently re-contacted staff with continued concerns about the speed of traffic and has requested the installation of additional 25 mile per hour speed limit signs. Staff stated that a follow-up speed survey has been ordered and results will be presented to the Commission at the meeting of July 20, 2011.

Ms. Laura Lowrie, a resident of Stageline Drive, stated that although she feels the signs have had a positive impact, she is still concerned about excessive speeds and "cut-through" traffic on Stageline Drive. Ms. Lowrie requested that the next speed survey be conducted during the morning rush hour and in the afternoon/evening when people are returning home and commented that she may be in favor of speed bumps or the installation of a flashing speed limit sign to improve the safety of the neighborhood.

City of Laguna Hills
Traffic Commission Meeting Minutes

May 18, 2011

The Commission engaged in a discussion with Ms. Lowrie and staff regarding the various issues and options to address the situation.

MOTION WAS MADE BY COMMISSIONER DOW, SECONDED BY COMMISSIONER ROWE, TO PERFORM AN ADDITIONAL TRAFFIC SURVEY BETWEEN THE HOURS OF 7:00 A.M. TO 9:00 A.M. AND 5:00 P.M. TO 7:00 P.M. AND REPORT BACK TO THE TRAFFIC COMMISSION AT THE NEXT MEETING.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, and Chair Frazier
NOES:
ABSENT:

5. INFORMATIONAL ITEMS

5.1 RADAR TRAILER SCHEDULE FOR JUNE/JULY

Staff submitted the planned schedule for deployment of the radar trailer and stated the Commission is welcome to make suggestions for other locations.

5.2 SHERIFF'S DEPARTMENT VERBAL REPORT

Chief Doan stated that there was nothing to report.

5.3 PUBLIC SERVICES DEPARTMENT VERBAL UPDATE

Staff gave a brief report on Public Services Department projects including the Costeau Park Renovation, Community Center and Sports Complex Playground Renovation, I-5/La Paz Road Widening, Avenida de la Carlota Widening, and discussed the 4th of July event.

6. COMMISSIONER COMMENTS

Commissioner Hillis commented about the construction at Oso Parkway/Cabot Road.

Commissioner Dow inquired about a left-turn pocket on Moulton Parkway and a lot on Saddlerock Place. Staff commented on both locations.

City of Laguna Hills
Traffic Commission Meeting Minutes

May 18, 2011

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Frazier declared the meeting adjourned at 7:49 p.m. to the meeting of July 20, 2011.

Prepared by:

Approved by:

Kenneth H. Rosenfield, P.E.
Traffic Engineer

Rick Frazier
Chair

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

ISSUE: ESTABLISHMENT OF PARKING CONTROLS ON MANDEVILLE DRIVE

SUMMARY:

A resident of Mandeville Drive near Moulton Parkway contacted staff to report residents of Crestline Homeowners Association continue to park overnight along Mandeville Drive. Upon staff's review, it was determined that a similar complaint from residents along Mandeville Drive was received in 2006/2007. Subsequent to the initial complaint, a Permit Parking Program was established along Gordon Road in order to accommodate the parking overflow from Crestline development. The parking program successfully reduced parking on Mandeville Drive and reduced parking on other adjacent public streets for some time. Due to the recent complaint received, staff recommends that a No Overnight Parking restriction be established along the south side of Mandeville Drive from Moulton Parkway to Santa Rosa Avenue, and a No Parking Anytime red curb zone be established on the north side of Mandeville Drive from Moulton Parkway to the drive approach of 24441 Mandeville Drive.

BACKGROUND:

A Permit Parking Program was authorized for Gordon Road by City Council Action at its meeting of April 10, 2007, in an effort to alleviate overflow parking that was being generated by the adjacent Crestline development onto the nearby public streets of Mandeville Drive to the south and Sierra Bonita Drive and La Cienega Drive to the east. The April 10, 2007, City Council Report has been attached to this report. Since initiation of the Permit Parking Program for Gordon Road, 94 vehicle permits have been issued for the street, and it has been a successful program overall.

Recently, staff received a complaint from a resident along Mandeville Drive regarding

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL: (1) THE ESTABLISHMENT OF A NO OVERNIGHT PARKING ZONE ALONG THE SOUTH SIDE OF MANDEVILLE DRIVE FROM MOULTON PARKWAY TO SANTA ROSA AVENUE; AND (2) THE ESTABLISHMENT OF A NO PARKING ANYTIME RED CURB ZONE ON THE NORTH SIDE OF MANDEVILLE DRIVE FROM MOULTON PARKWAY TO THE DRIVE APPROACH OF 24441 MANDEVILLE DRIVE.

JULY 20, 2011, ITEM NO. 4.5

Agenda Report
Parking Controls on Mandeville Drive
Page 2

overnight parking along Mandeville Drive from Moulton Parkway to Santa Rosa Avenue. Prior to implementation of the Permit Parking Program, this specific location would see overflow parking activity from residents from the Crestline development. Upon discussion with the concerned resident, staff is recommending the establishment of a No Overnight Parking Zone along the south side of Mandeville Drive from Moulton Parkway to Santa Rosa Street, and a No Parking Anytime red curb zone on the north side of Mandeville Drive from Moulton Parkway to the drive approach of 24441 Mandeville Drive, as shown on the attached Vicinity Map.

If the "No Overnight Parking" and "No Parking Anytime" zones are created, it is possible that the vehicles currently utilizing these spaces for parking will move up the street in order to park. In that case staff will come back to the Traffic Commission with a recommendation to create a Permit Parking Zone along Mandeville Drive from Moulton Parkway to 400 feet easterly, and Santa Rosa Avenue from Mandeville Drive to 330 feet southerly.

In order to encourage permit parking along Gordon Road, staff is working with the Crestline Homeowners Association to send a notice reminding residents of the Permit Parking Program along Gordon Road.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL: (1) THE ESTABLISHMENT OF A NO OVERNIGHT PARKING ZONE ALONG THE SOUTH SIDE OF MANDEVILLE DRIVE FROM MOULTON PARKWAY TO SANTA ROSA AVENUE; AND (2) THE ESTABLISHMENT OF A NO PARKING ANYTIME RED CURB ZONE ON THE NORTH SIDE OF MANDEVILLE DRIVE FROM MOULTON PARKWAY TO THE DRIVE APPROACH OF 24441 MANDEVILLE DRIVE.

ATTACHMENTS:

- Vicinity Map
- April 10, 2007 Staff Report (w/o attachments)

JULY 20, 2011, ITEM NO. 4.5

Agenda Report
 Parking Controls on Gordon Road
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vehicles parking on the easterly side of Sierra Bonita Drive near La Cienega Drive, creating another difficult maneuver. These conditions were observed by staff and were determined to create a traffic safety problem. The establishment of specified No Parking Anytime Zones on Sierra Bonita Drive is recommended. There are no fronting residential homes on this access street from Aliso Hills Drive to La Cienega Drive. The establishment of the No Parking Anytime Zones may well shift parking vehicles further into La Cienega Street and Los Cerros Drive.

All speakers at the Traffic Commission meeting, the Crestline Homeowners Association Property Manager, and residents of the adjacent residential public streets were notified of, and invited to, the April 10th City Council meeting.

The Traffic Commission, at the meeting of March 21, 2007, recommended to the City Council the establishment of a Permit Parking Zone on Gordon Road along with the described parking restrictions on Sierra Bonita Drive.

FISCAL IMPACT:

The establishment of a Permit Parking Zone on Gordon Road would require modifications to the existing No Parking Anytime signage at an estimated cost of \$1,000, and the establishment of a No Parking Anytime Zone on certain portions of Sierra Bonita Drive would require the installation of approximately four signs at an estimated cost of \$800. Funds are available for both of these signage installations in the 2006-2007 Fiscal Year Public Works Maintenance Budget.

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION ENTITLED: "RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ESTABLISHING: 1) A PERMIT PARKING ZONE ON GORDON ROAD; AND 2) A NO PARKING ANYTIME ZONE ON PORTIONS OF SIERRA BONITA DRIVE."

ATTACHMENTS:

- Resolution
- March 21, 2007 Traffic Commission Report
- Survey Results

APRIL 10, 2007, ITEM NO. 6.2A

JULY 20, 2011, ITEM NO. 4.5



City of Laguna Hills

VICINITY MAP



150 0 150 Feet

Date Created: 7/12/2011

JULY 20, 2011, ITEM NO. 4.5

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CITY OF LAGUNA HILLS

AGENDA REPORT PUBLIC SERVICES DEPARTMENT

**ISSUE: PARKING CONTROLS ON GORDON ROAD AND PARKING
 CONTROLS ON SIERRA BONITA DRIVE**

SUMMARY:

Last year, residents of Mandeville Drive near Moulton Parkway and of La Cienega Street near Aliso Hills Drive contacted staff to report a parking problem that had developed on their streets. Upon investigation, staff determined that the Crestline Homeowners Association, a condominium association located at the southeasterly corner of Moulton Parkway at Alicia Parkway, had modified its onsite parking regulations resulting in some of their residents parking their vehicles on the closest adjacent public streets. With an expectation that the City would be unable to compel Crestline Homeowners Association to change its control of its' onsite private parking, staff initiated discussions with the Traffic Commission regarding potential opportunities to relocate the newly parked vehicles to Gordon Road, a public street that partially bisects the Crestline development and that is currently posted as No Parking Anytime. At the March 21, 2007, Traffic Commission meeting, approximately 18 residents addressed the Commission about their experiences with additional vehicles parked on the streets in front of their homes. Staff's proposed solution is to convert a portion of Gordon Road to permit parking and provide permits to residents of the Crestline Homeowners Association only, in an attempt to shift the newly parked vehicles to Gordon Road. In addition, based upon testimony from the residents of La Cienega Street and staff observations, vehicles parking on Sierra Bonita Drive near the corners with Aliso Hills Drive and with La Cienega Street create traffic safety problems necessitating the need to establish No Parking Anytime Zones on portions of Sierra Bonita Drive. It is recommended that the City Council adopt a Resolution establishing a Permit Parking Program for Gordon Road, while restricting the permits to passenger vehicles that have registered addresses within the Crestline Homeowners Association, and also establish No Parking Anytime Zones on certain portions of Sierra Bonita Drive.

**RECOMMENDATION: THAT THE CITY COUNCIL ADOPT A RESOLUTION
ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA
HILLS, CALIFORNIA, ESTABLISHING: 1) A PERMIT PARKING ZONE ON GORDON
ROAD; AND 2) A NO PARKING ANYTIME ZONE ON PORTIONS OF SIERRA
BONITA DRIVE."**

041007/DEPT/PUBLICSERVICES/CHAR/AGENDA/CITYCOUNCIL/GORDON ROAD REPORT

APRIL 10, 2007, ITEM NO. 6.2A

JULY 20, 2011, ITEM NO. 4.5

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 Parking Controls on Gordon Road
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BACKGROUND:

As indicated in the attached staff report to the Traffic Commission of March 21, 2007, the Crestline Homeowners Association has modified their internal parking regulations resulting in some of their residents personal vehicles being parked on adjacent public residential streets. These residential streets include portions of Mandeville Drive and Santa Rosa Avenue near Moulton Parkway and portions of Sierra Bonita Drive, La Cienega Street, and Los Cerros Drive near Aliso Hills Drive (please see the attached vicinity map). Residents of these adjacent public streets have contacted the City to advise that the newly parking vehicles have created a parking problem on the streets in front of their homes, conflicting with their ability and that of their guests to park within the spaces available on the public street. The actions of the Crestline Homeowners Association to enforce or change their parking regulations, causing newly parked vehicles, and the need and desire of the residents of the adjacent public streets to resolve a parking problem, has led staff to attempt to find a solution to this issue involving additional parking resources.

The Crestline development was approved by the Orange County Planning Commission on March 1, 1983, with Conditions. This 40-acre site was designated as a medium density residential development within the "Aliso Hills Planned Community." The project was planned to have 108 three bedroom units, 216 two bedroom units, and 48 one bedroom units requiring a total of 848 parking spaces (covered and uncovered). The site plan identifies that the project was provided with a total of 916 parking spaces. The Conditions of Approval appear to be standard for this era and type of development and do not include explicit parking regulation conditions. The Conditions, Covenants, and Restrictions (CC&R's) for this development were briefly reviewed and explicit parking requirements, such as "all vehicles associated with the development must park within the limits of the development," also do not appear to be included in the document. The CC&R's do allow the Board of Directors to establish Rules and Regulations to manage the common areas and the Board, in 2006, modified its internal parking regulations to specify the number of allowed parking spaces per unit. This action, which appears to be consistent with the Board's authority, seemingly resulted in new vehicles being parked on the adjacent public streets.

At the Traffic Commission meeting of March 21, 2007, a member of the Crestline Homeowners Association Board addressed the Commission and advised that the Crestline parking regulations were implemented to address an increasing number of parked vehicles associated with new residents living within their housing development. The Crestline Board believes it has taken prudent steps to address this condition and to manage the Association property to the benefit of the individual homeowners within the condominium development. Staff was also advised by the Property Manager for the Association that the actions taken by the Board to require homeowners to utilize their garages for parking of vehicles and not to use them for storage, alternate recreational

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activities, or housing was necessary to properly manage the property. The Crestline Homeowners Association has indicated that they have no intention of changing their current parking control practices.

Residents of the adjacent public streets also addressed the Traffic Commission at the same meeting and expressed their dismay at Crestline's ability to force parking onto streets outside of Crestline. They indicated they now have a parking problem and have difficulty finding parking for themselves and their guests. They requested that the City address the issue. Moreover, they expressed frustration because there appears to be an abundance of available parking spaces within the Crestline development. A resident voluntarily took it upon himself to count the number of open parking spaces within the Crestline development on any number of nights at around the midnight hour. In each case, he reported, and provided staff a detailed spreadsheet, showing over 100 parking spaces available within the Crestline development each time of his visit. Staff requested that the Sheriff's Department perform similar counts to independently corroborate the availability of parking within the Crestline development and to also estimate the number of newly parked vehicles on the adjacent residential streets. The Sheriff's Department late night surveys found, on three different dates, open parking spaces within Crestline to be 175 or more. At the same time, parked vehicles on Sierra Bonita averaged seven, on La Cienega averaged three, and on Los Cerros averaged six, for a total of 16 in that general vicinity and averaged six on Mandeville and two on Santa Rosa for a total of eight in that general vicinity, or a total of approximately 24 vehicles parked in reasonable proximity to the Crestline development.

Assuming the City would be unable to compel Crestline Homeowners Association to modify its parking standards and acknowledging that a parking problem exists on the adjacent residential public streets, staff discussed solutions with the Traffic Commission at the meeting of March 21, 2007. Three general solutions were formulated and include "No change to parking regulations," "Establish Permit Parking on Gordon Road," or "Establish parking controls on adjacent residential public streets."

No change to parking regulations

This approach recognizes that the Crestline Homeowners Association is likely within its authority to take steps to improve its development with internal regulations and that vehicular parking on public streets is permissible. Any passenger vehicle has the authority to be parked on any residential street within the City for a period of up to 72 hours, unless otherwise regulated, regardless of the reason it is parked there.

Establish Permit Parking on Gordon Road

This approach would open Gordon Road to specified parking. In 1995, to address a truck parking problem, the City prohibited parking on Gordon Road. Portions of Gordon Road could now be re-opened to parking but, to avoid a truck parking problem, it would

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be necessary to either: 1) constrain the parking to a weight limit restriction, or 2) establish a Permit Parking Zone. The weight limit restriction, typically five tons, might still allow unwanted work trucks, tow trucks, and step vans to park on the street and this type of regulation is also challenging to enforce. A Permit Parking Zone, however, would allow the City to control the type and quantity of vehicles allowed to park on Gordon Road. The Permit Parking Zone would be limited to passenger vehicles only. Gordon Road could accommodate about 27 vehicles while still preserving the existing No Parking Anytime Zones within 60 feet of Moulton Parkway and at the end of the cul-de-sac. The parking permits would only be made available to residents within the Crestline Homeowners Association for a vehicle that is registered to their address. Initially, one permit per household would be offered depending upon how many permit requests are actually received. Staff does not propose to limit the number of permits to the 27 available spaces available on Gordon Road but would propose to issue as many as 100 permits on a first come first serve basis. Parking of vehicles would then be on a first come first serve basis.

Permit Parking on Gordon Road may or may not resolve all of the off-site parking on adjacent public streets as Gordon Road is not the closest off-site parking area to all of the units in the Crestline development. For some units, Sierra Bonita Drive and La Cienega Street are closer public streets. Accordingly, even with permit parking on Gordon Road, the Crestline Homeowners Association should be encouraged to work with the City to allow some of their on-site parking spaces near the easterly side of the Crestline development to be re-opened for use.

Establish parking controls on adjacent residential public streets

This approach would be to establish Permit Parking Zones on Mandeville Drive and Santa Rosa Drive (near Moulton Parkway) and on Sierra Bonita Drive, La Cienega Drive, and Los Cerros Street (near Aliso Hills Drive) as a "reverse parking control" and not make any changes to Gordon Road. In order to further evaluate this solution to the parking issue, staff initiated a survey of the residents of the above described public streets to ascertain whether or not they felt there was a parking problem on their street; if additional parking regulations were necessary; if they would support a Permit Parking Zone on their street; or, as an alternative; if they would support a No Parking Anytime Zone from 2:00 a.m. to 6:00 a.m. The survey results are provided on the attached tally sheets and, while the results indicate the existence of a parking problem, it does not indicate an overwhelming preference for a solution. Hence, this option is not recommended.

During the course of public comments to the Traffic Commission, several residents identified a potential traffic safety hazard with vehicles parking near corners on Sierra Bonita Drive between Aliso Hills Drive and La Cienega Drive. The two conditions were vehicles parking on the westerly side of Sierra Bonita Drive immediately adjacent to Aliso Hills Drive, creating a difficult corner maneuver, and the second condition was for

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**CITY OF LAGUNA HILLS, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
SEPTEMBER 21, 2011**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Rick Frazier at 7:02 p.m. in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills.

PLEDGE OF ALLEGIANCE:

Chair Rick Frazier led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Rick Frazier, Chair
Tim Hillis, Vice Chair
Pamela Dow, Commissioner
Donald Froelich, Commissioner
Ed Rowe, Commissioner

Absent:

Staff Present: Humza Javed, Associate Civil Engineer; Steve Doan, Chief of Police Services; Cindy Sands, Administrative Assistant

1. **PUBLIC COMMENTS**
2. **APPROVAL OF MINUTES**

IT WAS MOVED BY COMMISSIONER TIM HILLIS, SECONDED BY COMMISSIONER PAMELA DOW, TO APPROVE THE MINUTES OF THE JULY 20, 2011, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Vice Chair Hillis
NOES:
ABSTAIN: Chair Frazier, Commissioner Rowe

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 ANALYSIS OF LEFT TURN DEMAND AND PEDESTRIAN CONFLICT AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA

Staff stated that this item was continued from the two previous Traffic Commission meetings and reported that two "Turning Traffic Must Yield to Pedestrians" signs have been installed per request of the Traffic Commission at its meeting of May 18, 2011. One sign is located in the median of Calle de la Plata westbound and the second is located on the traffic signal mast arm at Calle de la Plata at Paseo de Valencia. Staff reviewed the results of the traffic survey performed by Hartzog & Crabill, Inc. which determined that this location does not meet State standards for the implementation of left-turn traffic signal phasing. Staff is recommending that the Traffic Commission receive and file this report.

Ms. Jean Schulte, a concerned community member, stated that while she appreciates the additional signage, she still believes that left-turn phasing is needed at this intersection. Ms. Schulte expressed her opinion that driver's will not read the signage and commented that she feels the sign located on the traffic signal mast arm would be more visible placed on the smaller traffic signal pole.

The Commission engaged in a discussion with staff regarding the various issues and other options available to address the situation.

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER DOW, TO RECOMMEND THE CONTINUANCE OF THIS ITEM TO THE MEETING OF NOVEMBER 16, 2011, IN ORDER TO GIVE THE COMMISSIONERS AN OPPORTUNITY TO REVIEW THE CROSSWALK AND SIGNAGE AND GIVE STAFF THE OPPORTUNITY TO REVIEW THE INCREMENTAL PROCESS AND COME BACK WITH AN ADDITIONAL ANALYSIS.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Row, Chair
Frazier
NOES: Vice Chair Hills
ABSENT:

4.2 TRAFFIC CONTROL ON MUSTANG DRIVE

This item is an evolving issue addressed at the three previous Traffic Commission meetings and staff briefly reviewed the background information and history of the City's actions including the installation of additional signage. Per request of the Traffic Commission, staff conducted a survey of 38 residents along Mustang Drive, from Nellie Gail Road to Appaloosa Place, to seek their input on the proposed installation of yellow "skip" centerline striping. Of those surveys, 22 were returned with 18 residents in agreement that there is a traffic speeding problem on Mustang Drive and 13 indicating support of the installation of centerline striping. Staff reported that radar trailer was placed on Mustang Drive on September 7, 2011, and the results indicated an average speed of 25.34 miles per hour, an 85th percentile of 30 miles per hour, one vehicle at 41 miles per hour, one vehicle at 39 miles per hour, and two vehicles at 38 miles per hour. Staff is recommending installation of yellow "skip" centerline striping along Mustang Drive from Nellie Gail Road to Appaloosa Place.

Mr. Norm Dangelo, a resident of Mustang Drive, stated that although he has some reservations regarding the yellow "skip" centerline striping he does believe there is some merit to "narrowing" the roadway in terms of perception and agrees that additional enforcement should be continued.

Mr. Michael Klister, a resident of Mustang Drive, stated that he opposes the use of radar speed enforcement on Mustang Drive and also presented a letter from Mr. and Mrs. Wilner, residents of Mustang Drive, also stating their opposition to the use of this enforcement on Mustang Drive.

Dr. Cynthia McMullin, a resident of Bootstrap Place, stated that she is opposed to the installation of centerline striping as she believes it will take away from the ranch style community and requested that other options be reviewed. Dr. McMullin also read a letter from Ms. Mary King, a resident of Red Corral Road, which expressed opposition to traffic enforcement.

Ms. Pam Klister, a resident of Mustang Drive, stated that she opposes the use of traffic enforcement on Mustang Drive.

The Commission engaged in discussions with staff and residents regarding the various issues and options available to address the situation.

MOTION WAS MADE BY VICE CHAIR HILLIS, SECONDED BY COMMISSIONER DOW, TO: (1) RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF YELLOW "SKIP" CENTERLINE STRIPING ALONG MUSTANG DRIVE FROM NELLIE GAIL ROAD TO APPALOOSA PLACE; (2) CONTINUED TRAFFIC ENFORCEMENT; AND (3) CONTINUED USE OF THE RADAR TRAILER.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Vice Chair Hillis, Chair Frazier
NOES: Commissioner Rowe
ABSENT:

4.3 PARKING CONTROLS SURVEY WITH THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

Staff stated that this is an evolving issue which was presented to the Traffic Commission on July 20, 2011, due to concerns voiced by residents of the Mandeville Drive neighborhood regarding undesired on-street parking along Mandeville Drive and the adjacent streets coming from the Crestline Homeowners Association development. Staff reported that City Council approved a No Parking Anytime red curb zone on the north side of Mandeville Drive from Moulton Parkway to the drive approach of 24441 Mandeville Drive and parking control surveys were conducted in the two neighborhoods adjacent to the Crestline development. Staff reviewed the results of the two surveys and reported that the overall survey response was fifty-three percent. Staff is recommending that this item be continued to the meeting of November 16, 2011, in order to allow staff the opportunity to advise all residents of the outcome of the first survey and request a final "vote" indicating their parking control preferences.

MOTION WAS MADE BY CHAIR FRAZIER, SECONDED BY COMMISSIONER FROELICH, TO RECOMMEND THE CONTINUANCE OF THIS MATTER TO THE MEETING OF NOVEMBER 16, 2011.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, Chair Frazier

NOES:

ABSENT:

4.4 EVALUATION OF TRAFFIC SPEEDS ON LAGUNA HILLS DRIVE

Staff stated that a resident had expressed concerns about traffic speeds on Laguna Hills Drive. As a result of this concern, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. perform a traffic analysis along Laguna Hills Drive between Moulton Parkway and Paseo de Valencia. Results determined that the 85th percentile speed was approximately 48.8 miles per hour in the morning and 51.6 miles per hour in the afternoon. These results are not considered to be excessive on an arterial highway with a 45 mile per hour posted speed limit. Staff is recommending increased traffic enforcement as resources allow especially during the peak evening hours.

MOTION WAS MADE BY COMMISSIONER DOW, SECONDED BY VICE CHAIR FRAZIER, TO RECOMMEND TO CITY COUNCIL INCREASED POLICE ENFORCEMENT FOR SPEED ISSUES ON LAGUNA HILLS DRIVE FROM PASEO DE VALENCIA TO MOULTON PARKWAY.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, Chair Frazier

NOES:

ABSENT:

5. INFORMATIONAL ITEMS

5.1 RADAR TRAILER SCHEDULE FOR OCTOBER/NOVEMBER

Staff submitted the planned schedule for deployment of the radar trailer and stated the Commission is welcome to make suggestions for other locations.

5.2 SHERIFF'S DEPARTMENT VERBAL REPORT

Chief Doan stated there are two new motor officers currently in training and should be on the streets in a couple of weeks.

5.3 PUBLIC SERVICES DEPARTMENT VERBAL UPDATE

Staff gave a brief report on Public Services Department projects including the I-5/La Paz Road Widening, Avenida de la Carlota Widening, and reported that the Taj Mahal is making major improvements and Ashley Furniture has submitted plans for major redevelopment of the Circuit City site.

6. COMMISSIONER COMMENTS

Chair Frazier stated that he was impressed by the I-5/La Paz Road Widening Update information mailed to residents.

Commissioner Froelich requested that additional information regarding new traffic calming/control devices be presented at the next meeting.

Commissioner Rowe stated that he is impressed with the level of responsiveness the City provides when addressing traffic complaints.

Commissioner Hillis commented about the new striping on Oso Parkway between the I-5 and Cabot Road in regards to the three through lanes, the added left turn lane for south on Cabot, and the dedicated right turn only lane for Cabot Road coming off of the freeway. Staff stated that the City has received other comments and Caltrans has been informed. Commissioner Rowe suggested the possibility of a problem with the advance signing as ineffective signage when exiting the freeway.

City of Laguna Hills
Traffic Commission Meeting Minutes

September 21, 2011

7. ADJOURNMENT

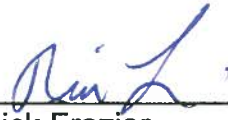
There being no further business before the Traffic Commission at this session, Chair Frazier declared the meeting adjourned at 8:45 p.m. to the meeting of November 16, 2011.

Prepared by:



Humza Javed, P.E.
Associate Civil Engineer

Approved by:



Rick Frazier
Chair

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

**ISSUE: PARKING CONTROLS SURVEY WITHIN THE MANDEVILLE DRIVE
 AREA NEIGHBORHOOD**

SUMMARY:

Residents of Mandeville Drive and adjacent streets have voiced concerns regarding undesired on-street parking emanating from the adjacent Crestline Homeowners Association development. Previously, in order to address this issue, a Permit Parking Program was implemented along Gordon Road to the benefit of Crestline to alleviate overflow parking on the nearby public streets of Mandeville Drive to the south and La Cienega Drive to the east. Due to the recent complaints, and upon request of the Traffic Commission at its meeting of July 20, 2011, City Council approved a No Parking Anytime red curb zone on the north side of Mandeville Drive from Moulton Parkway to the drive approach of 24441 Mandeville Drive, and has also performed a parking control survey of the "Mandeville Drive area neighborhood" and the "La Cienega Street area neighborhood." The results of the surveys indicate that the majority of residents on Mandeville Drive, Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue are in favor of a Permit Parking Program. The majority of residents on La Cienega Street and Los Cerros Street are against the establishment of a Permit Parking Program but are in favor of a Parking Restriction during Street Sweeping. It is now recommended that the survey results be shared with each neighborhood area with a request for a "majority vote" of concurrence from the residents be received prior to making a final recommendation to the Traffic Commission.

BACKGROUND:

Residents of the Mandeville Drive neighborhood have raised concerns that residents of the Crestline Homeowners Association continue to park overnight along Mandeville Drive, impacting the parking supply and affecting the integrity of the neighborhood. After similar complaints to the City in 2006/2007, the City established a Permit Parking Program along Gordon Road to the benefit of Crestline in order to accommodate parking overflow. The Permit Parking Program successfully reduced parking on Mandeville Drive and on other adjacent public streets until recently when staff started receiving additional complaints about undesired parking. Staff contacted the Crestline Homeowners Association requesting them to remind their residents of the Permit Parking Program along Gordon

**RECOMMENDATION: THAT THE TRAFFIC COMMISSION CONTINUE THIS MATTER
TO THE MEETING OF NOVEMBER 16, 2011.**

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Parking Controls Survey within the
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Road in order to reduce overflow onto Mandeville Drive and other adjacent streets. The HOA has issued an article regarding this matter in their newsletter and they also mentioned to the City that they have not implemented any changes to their current parking regulations that would have triggered their residents to park on adjacent public streets.

Upon the request of the Traffic Commission at its meeting of July 20, 2011, the City Council established a No Parking Anytime red curb zone on the north side of Mandeville Drive from Moulton Parkway to approximately 50 feet easterly to the drive approach of 24441 Mandeville Drive in order to address complaints by the resident residing at 24441 Mandeville Drive. In addition, the formerly proposed no overnight parking zone on the Southside of Mandeville Drive from Moulton Parkway to Santa Rosa Avenue was deferred pending the results of a survey of residents.

Staff implemented a survey of the residents of Mandeville Drive, Santa Rosa Avenue, Alta Loma Court, Sundance Avenue, (the "Mandeville Drive area neighborhood") La Cienega Street and Los Cerros Street (the "La Cienega Street area neighborhood") to determine parking preferences within their neighborhoods. One hundred and twenty-four (124) surveys were sent out on August 29, 2011. Sixty-six (66) surveys were returned, 53% combined, from both neighborhood areas. The survey results indicate that the majority of respondents in the Mandeville Drive area neighborhood favor new parking regulations such as "No Overnight Parking" or a Permit Parking Program. One-half of those respondents are in favor of a Street Sweeping Parking regulation while the other one-half are not. The survey responses also showed the majority of residents in the La Cienega area neighborhood are against new parking regulations; however, they do support a Street Sweeping Parking regulation. Please see attached survey results.

Under a Permit Parking Program in the Mandeville Drive area neighborhood, the City can control the type and number of vehicles that would be allowed to park on these streets. Permits can be issued to vehicles registered along these streets, along with guests, upon request by the residents. Typically, an annual \$15 fee is charged for "permanent" permits per vehicle.

A No Parking regulation during Street Sweeping in the La Cienega area neighborhood would not only force "out-of-neighborhood" vehicles to be removed once a week, it would also allow the full length of the roadways to be cleaned by removing debris and materials that can become stagnant and reach the storm drain system, hence, potentially affecting water quality.

The vehicles currently utilizing streets within the Mandeville Drive area neighborhood for parking continue to do so legally, regardless of where the drivers reside. These public streets are open for any member of the public to park at any time for up to 72 hours at any one time. Hence, upon discussion with the Sheriff's department, staff decided not

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Parking Controls Survey within the
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to run a vehicle registration check as requested by the Traffic Commission on the vehicles parked along the streets in the Mandeville Drive area neighborhood.

Staff feels it is important to give all the residents of the Mandeville Drive area neighborhood and of the La Cienega Street area neighborhood the results of the surveys prior to asking the Traffic Commission to make a recommendation to the City Council. We want to ask each neighborhood to confirm their “majority vote” as to parking controls desired prior to implementing a significant change to the neighborhoods. The current survey response of 53% is of concern as it leads to a potential reliance of just over 25% of the residents becoming a “majority” in making the parking control changes. Therefore, staff recommends continuing this matter to the next Traffic Commission Meeting. In the meantime, staff will advise all residents of the outcome of the survey, the likely parking control recommendation, and request that they provide a final “vote” of their parking control preference.

FISCAL IMPACT:

The establishment of a Permit Parking Zone on Mandeville Drive, Santa Rosa Avenue, Alta Loma Court, and Sundance Avenue and the establishment of a No Parking During Street Sweeping on Sierra Bonita Drive, La Cienega Street, and Los Cerros Street would require new signage in the amount of approximately \$3,000. Funds are available for this work in the Fiscal Year 2011-2012 Public Works Maintenance Budget.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION CONTINUE THIS MATTER TO THE MEETING OF NOVEMBER 16, 2011.

ATTACHMENTS:

- Vicinity Map
- Survey Results

SURVEY RESULTS

MANDEVILLE DR/SANTA ROSA AVE/ALTA LOMA CT/SUNDANCE AVE

84 SURVEYS MAILED/40 RECEIVED		SPECIFIC COMMENTS BY QUESTION
1. Parking of vehicles on the public street in front of or near my home is a concern to me.	☐ Yes <u>27</u> ☐ No <u>13</u>	Great idea for safety, cleanliness and property values! Very much.
2. New parking regulations are needed on my street.	☐ Yes <u>25</u> ☐ No <u>15</u>	Great idea for safety, cleanliness and property values!
3. I would support a "No Overnight Parking" control on my street, such as "No Parking from 2:00 a.m. to 6:00 a.m."	☐ Yes <u>23</u> ☐ No <u>17</u>	Great idea for safety, cleanliness and property values! Many communities have gone to a no parking policy from 2:00 a.m. to 6:00 a.m. This benefits all homeowners with an increase in neighborhood appeal and security. The easiest solution. Absolutely necessary!
4. I would support the establishment of a permit parking control on my street that would significantly limit the ability of vehicles to park on my street.	☐ Yes <u>24</u> ☐ No <u>16</u>	Great idea for safety, cleanliness and property values!
5. I would support a no parking designation on my street during the hours and days of street sweeping.	☐ Yes <u>20</u> ☐ No <u>20</u>	

SURVEY RESULTS

LA CIENEGA ST/LOS CERROS ST

40 SURVEYS MAILED/26 RECEIVED		SPECIFIC COMMENTS BY QUESTION
1. Parking of vehicles on the public street in front of or near my home is a concern to me.	☐ Yes <u>15</u> ☐ No <u>11</u>	
2. New parking regulations are needed on my street.	☐ Yes <u>11</u> ☐ No <u>14</u> *1 No Response	Including Sierra Bonita and La Cienega, becoming a parking lot with cars being left to work on and trash.
3. I would support a "No Overnight Parking" control on my street, such as "No Parking from 2:00 a.m. to 6:00 a.m."	☐ Yes <u>8</u> ☐ No <u>17</u> *1 No Response	As long as permitted resident can park on street overnight. Absolutely not.
4. I would support the establishment of a permit parking control on my street that would significantly limit the ability of vehicles to park on my street.	☐ Yes <u>11</u> ☐ No <u>13</u> *2 No Response	How many per household, cost, convenience? No overnight parking from 12 midnight to 6:00 a.m. unless permitted.
5. I would support a no parking designation on my street during the hours and days of street sweeping.	☐ Yes <u>14</u> ☐ No <u>12</u>	

General Comments:	The problem of non-resident vehicles in the Moulton/La Paz Association area only seems to exist in the Mandeville-Santa Rosa area. Overnight parking has increased over the last year and a half. Adequate parking available at adjacent condominium development. Parking at corner of Mandeville Drive and Moulton Parkway creates a hazard. Crestline should accommodate their residents.
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**TRAFFIC
COMMISSION
REGULAR
MEETING**



**NOVEMBER 16, 2011
7:00 PM**

AGENDA

Rick Frazier - Chair

Tim Hillis - Vice Chair

Donald Froelich - Commissioner

Pamela Dow - Commissioner

Ed Rowe - Commissioner

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. PUBLIC COMMENTS

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

2. MINUTES

- 2.1 APPROVAL OF MINUTES OF REGULAR MEETING, SEPTEMBER 21, 2011.

RECOMMENDATION: That the Traffic Commission approve the minutes of the September 21, 2011, regular meeting.

3. PRESENTATIONS**4. ADMINISTRATIVE REPORTS**

- 4.1 ANALYSIS OF LEFT TURN DEMAND AND PEDESTRIAN CONFLICT AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA (0860-50)

RECOMMENDATION: That the Traffic Commission receive and file this report.

- 4.2 PROPOSED NO PARKING ANYTIME ZONES ON PLAZA POINTE DRIVE (0860-50)

RECOMMENDATION: That the Traffic Commission recommend to the City Council the establishment of No Parking Anytime Zones on portions of Plaza Pointe Drive between South Pointe Drive and Avenida de la Carlota as described.

- 4.3 PARKING CONTROLS SURVEY IN THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

RECOMMENDATION: That the Traffic Commission receive and file this report.

5. INFORMATIONAL ITEMS

- 5.1 RADAR TRAILER SCHEDULE FOR DECEMBER/JANUARY (0860-05)
- 5.2 SHERIFF'S DEPARTMENT VERBAL REPORT
- 5.3 TRAFFIC CONTROLS
- 5.4 DOUBLE-YELLOW STRIPING ON WESTBOUND OSO PARKWAY EAST OF CABOT ROAD

6. COMMISSIONER COMMENTS

7. ADJOURNMENT

The next Regular Meeting of the Traffic Commission will be January 18, 2012, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, HUMZA JAVED, Traffic Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and La Paz Center by November 11, 2011, at 5:00 PM.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

November 11, 2011

DATE

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

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

**CITY OF LAGUNA HILLS, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
SEPTEMBER 21, 2011**

CALL TO ORDER

The Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Rick Frazier at 7:02 p.m. in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills.

PLEDGE OF ALLEGIANCE:

Chair Rick Frazier led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Rick Frazier, Chair
Tim Hillis, Vice Chair
Pamela Dow, Commissioner
Donald Froelich, Commissioner
Ed Rowe, Commissioner

Absent:

Staff Present: Humza Javed, Associate Civil Engineer; Steve Doan, Chief of Police Services; Cindy Sands, Administrative Assistant

1. **PUBLIC COMMENTS**
2. **APPROVAL OF MINUTES**

IT WAS MOVED BY COMMISSIONER TIM HILLIS, SECONDED BY COMMISSIONER PAMELA DOW, TO APPROVE THE MINUTES OF THE JULY 20, 2011, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Vice Chair Hillis
NOES:
ABSTAIN: Chair Frazier, Commissioner Rowe

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 ANALYSIS OF LEFT TURN DEMAND AND PEDESTRIAN CONFLICT AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA

Staff stated that this item was continued from the two previous Traffic Commission meetings and reported that two "Turning Traffic Must Yield to Pedestrians" signs have been installed per request of the Traffic Commission at its meeting of May 18, 2011. One sign is located in the median of Calle de la Plata westbound and the second is located on the traffic signal mast arm at Calle de la Plata at Paseo de Valencia. Staff reviewed the results of the traffic survey performed by Hartzog & Crabill, Inc. which determined that this location does not meet State standards for the implementation of left-turn traffic signal phasing. Staff is recommending that the Traffic Commission receive and file this report.

Ms. Jean Schulte, a concerned community member, stated that while she appreciates the additional signage, she still believes that left-turn phasing is needed at this intersection. Ms. Schulte expressed her opinion that driver's will not read the signage and commented that she feels the sign located on the traffic signal mast arm would be more visible placed on the smaller traffic signal pole.

The Commission engaged in a discussion with staff regarding the various issues and other options available to address the situation.

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER DOW, TO RECOMMEND THE CONTINUANCE OF THIS ITEM TO THE MEETING OF NOVEMBER 16, 2011, IN ORDER TO GIVE THE COMMISSIONERS AN OPPORTUNITY TO REVIEW THE CROSSWALK AND SIGNAGE AND GIVE STAFF THE OPPORTUNITY TO REVIEW THE INCREMENTAL PROCESS AND COME BACK WITH AN ADDITIONAL ANALYSIS.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Row, Chair
Frazier
NOES: Vice Chair Hills
ABSENT:

4.2 TRAFFIC CONTROL ON MUSTANG DRIVE

This item is an evolving issue addressed at the three previous Traffic Commission meetings and staff briefly reviewed the background information and history of the City's actions including the installation of additional signage. Per request of the Traffic Commission, staff conducted a survey of 38 residents along Mustang Drive, from Nellie Gail Road to Appaloosa Place, to seek their input on the proposed installation of yellow "skip" centerline striping. Of those surveys, 22 were returned with 18 residents in agreement that there is a traffic speeding problem on Mustang Drive and 13 indicating support of the installation of centerline striping. Staff reported that radar trailer was placed on Mustang Drive on September 7, 2011, and the results indicated an average speed of 25.34 miles per hour, an 85th percentile of 30 miles per hour, one vehicle at 41 miles per hour, one vehicle at 39 miles per hour, and two vehicles at 38 miles per hour. Staff is recommending installation of yellow "skip" centerline striping along Mustang Drive from Nellie Gail Road to Appaloosa Place.

Mr. Norm Dangelo, a resident of Mustang Drive, stated that although he has some reservations regarding the yellow "skip" centerline striping he does believe there is some merit to "narrowing" the roadway in terms of perception and agrees that additional enforcement should be continued.

Mr. Michael Klister, a resident of Mustang Drive, stated that he opposes the use of radar speed enforcement on Mustang Drive and also presented a letter from Mr. and Mrs. Wilner, residents of Mustang Drive, also stating their opposition to the use of this enforcement on Mustang Drive.

Dr. Cynthia McMullin, a resident of Bootstrap Place, stated that she is opposed to the installation of centerline striping as she believes it will take away from the ranch style community and requested that other options be reviewed. Dr. McMullin also read a letter from Ms. Mary King, a resident of Red Corral Road, which expressed opposition to traffic enforcement.

Ms. Pam Klister, a resident of Mustang Drive, stated that she opposes the use of traffic enforcement on Mustang Drive.

The Commission engaged in discussions with staff and residents regarding the various issues and options available to address the situation.

MOTION WAS MADE BY VICE CHAIR HILLIS, SECONDED BY COMMISSIONER DOW, TO: (1) RECOMMEND TO THE CITY COUNCIL THE INSTALLATION OF YELLOW "SKIP" CENTERLINE STRIPING ALONG MUSTANG DRIVE FROM NELLIE GAIL ROAD TO APPALOOSA PLACE; (2) CONTINUED TRAFFIC ENFORCEMENT; AND (3) CONTINUED USE OF THE RADAR TRAILER.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Vice Chair Hillis, Chair Frazier
NOES: Commissioner Rowe
ABSENT:

4.3 PARKING CONTROLS SURVEY WITH THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

Staff stated that this is an evolving issue which was presented to the Traffic Commission on July 20, 2011, due to concerns voiced by residents of the Mandeville Drive neighborhood regarding undesired on-street parking along Mandeville Drive and the adjacent streets coming from the Crestline Homeowners Association development. Staff reported that City Council approved a No Parking Anytime red curb zone on the north side of Mandeville Drive from Moulton Parkway to the drive approach of 24441 Mandeville Drive and parking control surveys were conducted in the two neighborhoods adjacent to the Crestline development. Staff reviewed the results of the two surveys and reported that the overall survey response was fifty-three percent. Staff is recommending that this item be continued to the meeting of November 16, 2011, in order to allow staff the opportunity to advise all residents of the outcome of the first survey and request a final "vote" indicating their parking control preferences.

MOTION WAS MADE BY CHAIR FRAZIER, SECONDED BY COMMISSIONER FROELICH, TO RECOMMEND THE CONTINUANCE OF THIS MATTER TO THE MEETING OF NOVEMBER 16, 2011.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair
Hillis, Chair Frazier
NOES:
ABSENT:

4.4 EVALUATION OF TRAFFIC SPEEDS ON LAGUNA HILLS DRIVE

Staff stated that a resident had expressed concerns about traffic speeds on Laguna Hills Drive. As a result of this concern, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. perform a traffic analysis along Laguna Hills Drive between Moulton Parkway and Paseo de Valencia. Results determined that the 85th percentile speed was approximately 48.8 miles per hour in the morning and 51.6 miles per hour in the afternoon. These results are not considered to be excessive on an arterial highway with a 45 mile per hour posted speed limit. Staff is recommending increased traffic enforcement as resources allow especially during the peak evening hours.

MOTION WAS MADE BY COMMISSIONER DOW, SECONDED BY VICE CHAIR FRAZIER, TO RECOMMEND TO CITY COUNCIL INCREASED POLICE ENFORCEMENT FOR SPEED ISSUES ON LAGUNA HILLS DRIVE FROM PASEO DE VALENCIA TO MOULTON PARKWAY.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair
Hillis, Chair Frazier
NOES:
ABSENT:

5. INFORMATIONAL ITEMS

5.1 RADAR TRAILER SCHEDULE FOR OCTOBER/NOVEMBER

Staff submitted the planned schedule for deployment of the radar trailer and stated the Commission is welcome to make suggestions for other locations.

5.2 SHERIFF'S DEPARTMENT VERBAL REPORT

Chief Doan stated there are two new motor officers currently in training and should be on the streets in a couple of weeks.

5.3 PUBLIC SERVICES DEPARTMENT VERBAL UPDATE

Staff gave a brief report on Public Services Department projects including the I-5/La Paz Road Widening, Avenida de la Carlota Widening, and reported that the Taj Mahal is making major improvements and Ashley Furniture has submitted plans for major redevelopment of the Circuit City site.

6. COMMISSIONER COMMENTS

Chair Frazier stated that he was impressed by the I-5/La Paz Road Widening Update information mailed to residents.

Commissioner Froelich requested that additional information regarding new traffic calming/control devices be presented at the next meeting.

Commissioner Rowe stated that he is impressed with the level of responsiveness the City provides when addressing traffic complaints.

Commissioner Hillis commented about the new striping on Oso Parkway between the I-5 and Cabot Road in regards to the three through lanes, the added left turn lane for south on Cabot, and the dedicated right turn only lane for Cabot Road coming off of the freeway. Staff stated that the City has received other comments and Caltrans has been informed. Commissioner Rowe suggested the possibility of a problem with the advance signing as ineffective signage when exiting the freeway.

City of Laguna Hills
Traffic Commission Meeting Minutes

September 21, 2011

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Frazier declared the meeting adjourned at 8:45 p.m. to the meeting of November 16, 2011.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Rick Frazier
Chair

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

**ISSUE: PARKING CONTROLS SURVEY IN THE MANDEVILLE DRIVE AREA
 NEIGHBORHOOD**

SUMMARY:

At the September 21, 2011 Traffic Commission meeting, staff was requested to survey all the affected residents of the Mandeville Drive area neighborhood for a final "vote" of their parking control preference. On October 12, 2011, letters were sent out to all of the affected residents. The letters included previous survey results and the residents were requested to vote on their parking control preference. Unfortunately, similar to the previous survey, the response rate remains low at 55.7% of the affected residents, and the "majority" vote on any specific parking control preference remains at no more than 32.5% of the total affected residents. Therefore, staff is unable to recommend parking control changes for the entire neighborhood. It is recommended that the Traffic Commission receive and file this report.

BACKGROUND:

Over the past few months, residents of the Mandeville Drive area neighborhood have raised concerns that residents of the Crestline Homeowners Association continue to park overnight along Mandeville Drive impacting the parking supply and affecting the integrity of the neighborhood. In order to address this issue, on August 29, 2011, staff mailed out 124 surveys to residents of Mandeville Drive, Santa Rosa Avenue, Alta Loma Court, Sundance Avenue (herein the "Mandeville Drive area neighborhood"), La Cienega Street, and Los Cerros Street (herein the "La Cienega Street area neighborhood"), to determine parking preferences within their neighborhoods. Sixty-six (66) surveys were returned, 53% combined, from both neighborhood areas. Staff was, at that time, unable to provide a recommendation to the Traffic Commission based on a 53% response rate (as that would lead to a potential reliance of just over 25% of the entire neighborhood influencing parking control changes).

Subsequently, on October 12, 2011, staff mailed out another survey to the affected residents to obtain a final "vote" of their parking control preference. Unfortunately, out of 122 surveys, staff received only 68 surveys back, a 55.7% response rate for both neighborhoods. Specifically, for the Mandeville Drive area neighborhood, staff received

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

Agenda Report
 Parking Controls Survey within the
 Mandeville Drive Neighborhood
 Page 2

44 out of 82 surveys, a 54% response rate. The highest vote was in support of a permit parking control in this neighborhood which received 17 votes, please see attached survey results. Staff is unable to recommend this preference for implementation considering this response represents only 20.7% of the entire neighborhood. For the La Cienega Street area neighborhood, staff received 24 out of 40 surveys, a 60% response rate. The highest vote was in support of a street sweeping parking control which received 13 votes, please see attached survey results. Similarly, staff is unable to recommend this preference for implementation considering this response represents only 32.5% of the entire neighborhood.

The low response rate and survey results indicate that the majority of residents in each of the neighborhoods are not interested in implementing parking controls. In order to ask the Traffic Commission to make a recommendation to the City Council, staff recommends a minimum 50% support of the entire neighborhood. The parking controls create a significant change to the neighborhood and the current response rate is not supportive of parking control changes.

Staff performed a site inspection of the Mandeville Drive area neighborhood and the La Cienega Street area neighborhood on Monday, November 7, 2011, at 9:00 p.m., to review parking conditions. The following observations were made:

Number of vehicles parked on Mandeville Drive (Moulton Parkway – Los Alamitos Avenue)	13
Number of vehicles parked on Mandeville Drive (Moulton Parkway – Santa Rosa Street)	0
Number of vehicles parked on Santa Rosa Avenue (Mandeville Drive – Alta Loma Court)	1
Number of vehicles parked on Gordon Road	6
Number of vehicles parked on Sierra Bonita Drive and La Cienega Street (Aliso Hills Drive – Los Cerros Street)	5
Number of vehicles parked on full length of Los Cerros Street	3

Staff was unable to note any major parking issues from the site inspection results as shown above. There did not appear to be out-of-neighborhood parking along Mandeville Drive and Santa Rosa Avenue. A total of three vehicles on Sierra Bonita Drive, La Cienega Street, and Los Cerros Street could have been out-of-neighborhood vehicles, but their presence was not significant. Please see attached photographs.

It was also observed that the majority of the length of Gordon Road was empty with only six vehicles parked along it. By reminding Crestline HOA residents of the parking option on Gordon Road and allowing them to park there, the out-of-neighborhood parking issue in the Mandeville Drive area neighborhood may be reduced, as staff suspects that the issue occurs irregularly and is not consistent. Staff is in the process of preparing a

Agenda Report
Parking Controls Survey within the
Mandeville Drive Neighborhood
Page 3

mailer to the residents of the Crestline development reminding them of the permit parking option on Gordon Road along with rules of parking on public streets.

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

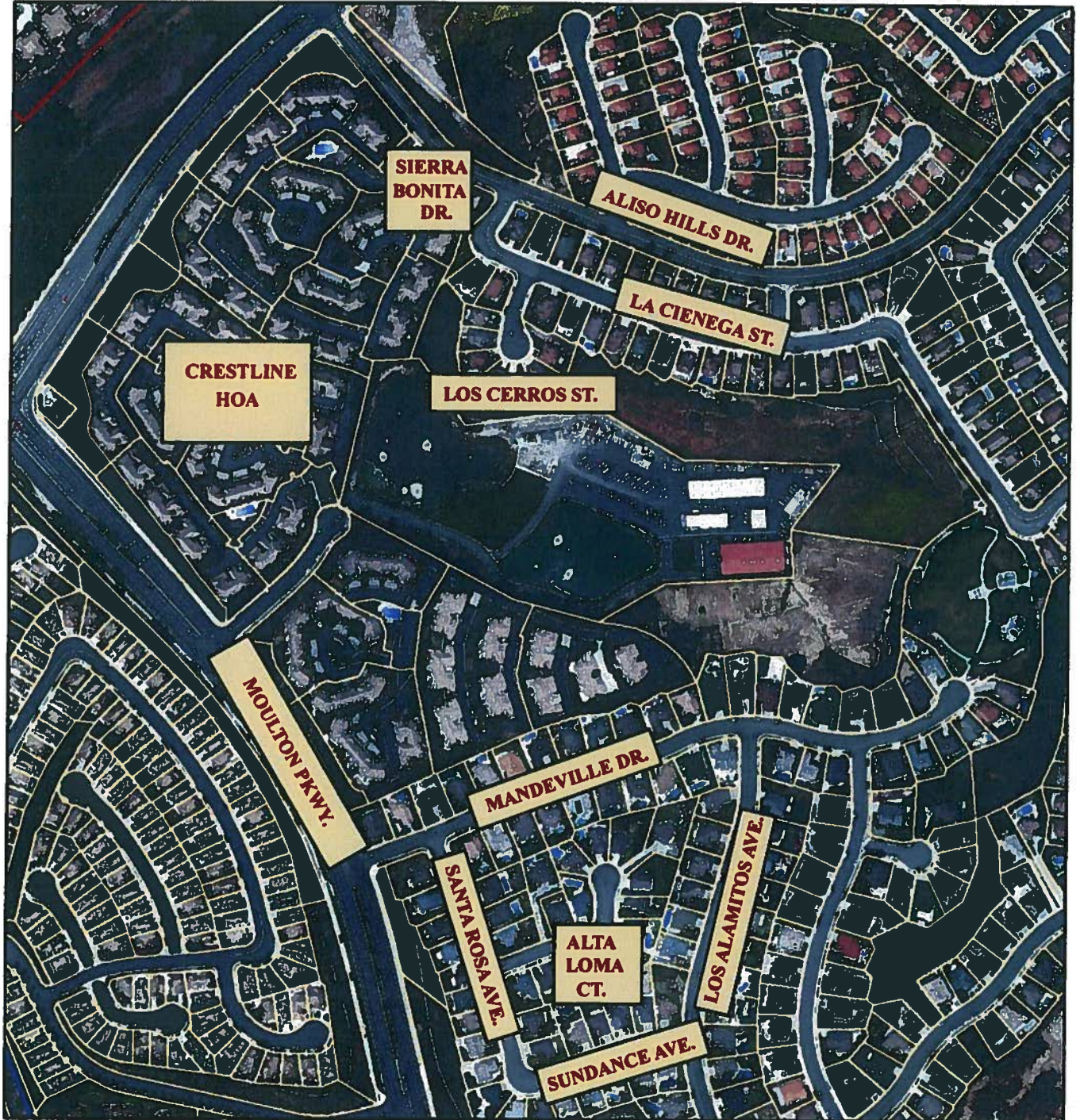
ATTACHMENTS:

- Vicinity Map
- Survey Results
- Site inspection photos



City of Laguna Hills

VICINITY MAP



400 0 400 Feet

Date Created: 11/8/2011

Attachment: Traffic Commission Agenda Item 4.3 November 16 2011 (3354 : Establishment of a Residential Permit Parking Area for the

SURVEY RESULTS **MANDEVILLE DRIVE AREA NEIGHBORHOOD**

82 SURVEYS MAILED/44 RECEIVED		SPECIFIC COMMENTS BY QUESTION
1. I support a "No Overnight Parking" control on my street, such as "No Parking from 2:00 a.m. to 6:00 a.m."	☐ Yes <u>14</u>	
2. I support the establishment of a permit parking control on my street.	☐ Yes <u>17</u>	
3. I support a no parking designation on my street during the hours and days of street sweeping.	☐ Yes <u>10</u>	Prefer no restrictions but voted for this option as least restrictive.
4. Opposed to all choices	☐ No <u>11</u>	

*Six surveys had multiple boxes checked.

General Comments:	Would like limited parking on neighborhood streets with residents parking in driveways. Please address parking problem. Recommend the installation of a "No Parking Here to Corner" sign where the problem exists. Crestline HOA should address this parking issue! Parking issues are on Mandeville, address issues there but please do not put controls on the other area streets. Parking controls will affect homeowner's negatively.
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SURVEY RESULTS **LA CIENEGA STREET AREA NEIGHBORHOOD**

40 SURVEYS MAILED/24 RECEIVED		SPECIFIC COMMENTS BY QUESTION
1. I support a "No Overnight Parking" control on my street, such as "No Parking from 2:00 a.m. to 6:00 a.m."	☐ Yes <u>7</u>	With exceptions for guests.
2. I support the establishment of a permit parking control on my street.	☐ Yes <u>12</u>	Voted for all three but marked this as preferred.
3. I support a no parking designation on my street during the hours and days of street sweeping.	☐ Yes <u>13</u>	.
4. Opposed to all choices	☐ No <u>2</u>	

*Six surveys had multiple boxes checked.

**SITE INSPECTION PHOTOS
NOVEMBER 7, 2011 9:00 P.M.**



At the intersection of
Mandeville Dr. and Santa Rosa
Ave. facing south along Santa
Rosa Ave.



At the intersection of
Mandeville Dr. and Santa Rosa
Ave. facing west along
Mandeville Dr.



At the intersection of
Mandeville Dr. and Moulton
Pkwy. facing east along
Mandeville Dr.



At the intersection of La Cienega St. and Los Cerros St. facing east along La Cienega St.



At the intersection of La Cienega St. and Los Cerros St. facing west along La Cienega St.



At the intersection of La Cienega St. and Los Cerros St. facing south along Los Cerros St.

**TRAFFIC
COMMISSION
REGULAR
MEETING**



**JANUARY 18, 2012
7:00 PM**

AGENDA

**Tim Hillis - Vice Chair
Pamela Dow - Commissioner**

**Rick Frazier - Chair
Donald Froelich - Commissioner
Ed Rowe - Commissioner**

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. PUBLIC COMMENTS

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

2. MINUTES

- 2.1 APPROVAL OF MINUTES OF REGULAR MEETING, NOVEMBER 16, 2011.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION APPROVE THE MINUTES OF THE NOVEMBER 16, 2011, REGULAR MEETING.

3. PRESENTATIONS**4. ADMINISTRATIVE REPORTS**

- 4.1 PROPOSED NO PARKING ANYTIME ZONES ON PLAZA POINTE DRIVE

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF NO PARKING ANYTIME ZONES ON PLAZA POINTE DRIVE.

- 4.2 PARKING CONTROLS SURVEY ANALYSIS IN THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

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

- 4.3 SIGHT DISTANCE ANALYSIS AT SANTA VITTORIA DRIVE AND CAMINITO CRUZ

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE CREATION OF A NO PARKING ANYTIME ZONE ALONG THE WEST SIDE OF SANTA VITTORIA FROM 40 FEET SOUTH OF CAMINITO CRUZ TO 40 FEET NORTH OF CAMINITO CRUZ.

- 4.4 MULTI-WAY STOP SIGN ANALYSIS AT SANTA VITTORIA DRIVE AT SAN REMO DRIVE

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

5. INFORMATIONAL ITEMS

- 5.1 RIDGE ROUTE DRIVE SPEED LIMIT
- 5.2 RESULTS OF THE MULTI-WAY STOP INSTALLATION ANALYSIS AT THE INTERSECTION OF SANTA MARIA AVENUE AT SAN REMO DRIVE - CITY OF LAGUNA WOODS

5.3 TRAFFIC CONTROLS

5.4 RADAR TRAILER SCHEDULE FOR FEBRUARY/MARCH

5.5 SHERIFF'S DEPARTMENT VERBAL REPORT

6. COMMISSIONER COMMENTS

7. ADJOURNMENT

The next Regular Meeting of the Traffic Commission will be March 21, 2012, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, HUMZA JAVED, Assistant Civil 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 La Paz Center by January 13, 2012, at 5:00 PM.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

 January 13, 2012
DATE

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

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

**CITY OF LAGUNA HILLS, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
NOVEMBER 16, 2011**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE:

Chair Rick Frazier led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Rick Frazier, Chair
Tim Hillis, Vice Chair
Pamela Dow, Commissioner
Donald Froelich, Commissioner
Ed Rowe, Commissioner

Absent:

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

1. **PUBLIC COMMENTS**
2. **APPROVAL OF MINUTES**

IT WAS MOVED BY COMMISSIONER DONALD FROELICH, SECONDED BY COMMISSIONER PAMELA DOW, TO APPROVE THE MINUTES OF THE SEPTEMBER 21, 2011, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, and Chair Frazier

NOES:
ABSTAIN:

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 ANALYSIS OF LEFT TURN DEMAND AND PEDESTRIAN CONFLICT AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA

Staff stated that this item was continued from the three previous Traffic Commission meetings and briefly reviewed the background information and history of the City's actions. Staff also reported that per request of the Traffic Commission at the meeting of September 21, 2011, staff has reviewed alternative traffic control measures, including in-roadway pavement warning lights and it was determined that this intersection does not meet the standard per the California MUTCD as this type of device is not allowed in crosswalks at signalized intersections. Staff is recommending that the Traffic Commission receive and file this report.

MOTION WAS MADE BY CHAIR FRAZIER, SECONDED BY COMMISSIONER DOW, TO RECEIVE AND FILE THIS REPORT.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, and Row, Vice Chair Hills, and Chair Frazier

NOES:

ABSENT:

4.2 PROPOSED NO PARKING ANYTIME ZONES ON PLAZA POINTE DRIVE

Staff stated that a business member of the community had expressed safety concerns regarding big rig truck parking along Plaza Pointe Drive. As a result of this concern, staff performed field evaluations along Plaza Pointe Drive and determined that over-sized vehicles utilizing curbside parking may create sight distance constraints at certain locations. Staff requested the Traffic Commission continue this item to the meeting of January 19, 2012, in order to give staff additional time to review this report with another business member in the area that was concerned about the potential loss of on-street parking.

Dr. Alex Naghibi, a member of the business community, stated that he is in support of establishing No Parking Anytime Zones on Plaza Pointe Drive and also presented a letter to the Traffic Commission from Mr. Kevin Olson stating his support for No Parking Anytime Zones on Plaza Pointe Drive.

Mr. Kevin Akash, a member of the business community, stated that he is in opposition to the establishment of No Parking Anytime Zones on Plaza Pointe Drive and engaged in a brief discussion with staff and the Commission regarding the benefits of this additional parking to his business and to the City.

The Commission engaged in a discussion with staff and the community members regarding the various issues.

MOTION WAS MADE BY VICE CHAIR HILLIS, SECONDED BY COMMISSIONER DOW, TO CONTINUE THIS ITEM TO THE MEETING OF JANUARY 19, 2012.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, Chair Frazier

NOES:

ABSENT:

4.3 PARKING CONTROLS SURVEY IN THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

Staff stated that this was a continued item from the Traffic Commission meeting of September 21, 2011, to allow staff the time to perform a "final" survey of all residents in the Mandeville Drive and La Cienega Drive neighborhoods. Staff reviewed the results of the survey mailed on October 12, 2011, and reported that the low response rate of 55.7% indicates that the majority of residents are not interested in implementing parking controls. Staff also reviewed the results of another site inspection conducted of the Mandeville Drive and La Cienega Drive neighborhoods on the night of November 7, 2011, and reported that no significant parking issues were found along Mandeville Drive, Santa Rosa Avenue, Sierra Bonita Drive, La Cienega Street, or Los Cerros Street, and only six

City of Laguna Hills
Traffic Commission Meeting Minutes

November 16, 2011

vehicles were parked along Gordon Road. Staff recommends that the Traffic Commission receive and file this report.

Mr. Robert Guglielmo, a resident of Mandeville Drive, stated that in his opinion the site inspection conducted of the neighborhood on Monday, November 7, 2011, did not reveal the full story of the parking situation and stated that the parking issues occur mainly on the weekends and are a result of the Crestline HOA parking regulations. Mr. Guglielmo is in favor of parking controls in the neighborhood and suggested leaving this item "open" at this time.

Ms. Cynthia Orel, a resident of Mandeville Drive, stated that she is located near the corner and is impacted by the parking situation and reported that she has had to pick up trash, encountered rowdy behavior, and has called the police regarding cars parked for an extended amount of time. Ms. Orel is in favor of establishing parking controls.

The Commission engaged in a discussion with staff and Ms. Orel regarding the various issues and options available to address the parking situation.

Mr. Wade Taylor, a resident of Mandeville Drive, stated that he is opposed to parking controls in the neighborhood.

Mr. Rick Ciaccio, a resident of Mandeville Drive, stated that he is opposed to parking controls in the neighborhood.

Mr. Joel Vest, a resident of Mandeville Drive, stated that he is in favor of a permit parking program and stated that it is his opinion that the parking problem occurs on the weekends.

Mr. Gary Cervenka, a resident of Alta Loma Court, stated that he is in opposition of any parking controls.

The Commission engaged in discussions with staff and residents regarding the various issues and options available to address the situation.

MOTION WAS MADE BY COMMISSIONER DOW, SECONDED BY VICE CHAIR HILLIS, TO (1) REVIEW THE DATA FROM THE PERMIT PARKING CONTROLS SURVEY UP THROUGH THE SEVENTH HOUSE ON MANDEVILLE DRIVE TO VERIFY

MINIMUM SUPPORT FOR THE IMPLEMENTATION OF A PERMIT PARKING RESTRICTION ALONG THE LOWER PORTION OF MANDEVILLE DRIVE; (2) VERIFY SUPPORT OF PERMIT PARKING RESTRICTIONS ALONG SANTA ROSA AVENUE; (3) REVISIT THE CRESTLINE DEVELOPMENT TO NOTIFY RESIDENTS OF THE PERMIT PARKING OPTION AVAILABLE ON GORDON ROAD AND VERIFY ACTIVE PERMITS.

The motion carried by the following vote:

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, Chair Frazier

NOES:

ABSENT:

MOTION WAS MADE BY CHAIR FRAZIER, SECONDED BY COMMISSIONER DOW; TO SCHEDULE EMERGENCY MEETING IN DECEMBER IF NECESSARY TO ADDRESS THIS ITEM.

AYES: Commissioners Dow, Froelich, Rowe, Vice Chair Hillis, Chair Frazier

NOES:

ABSENT:

5. INFORMATIONAL ITEMS

5.1 RADAR TRAILER SCHEDULE FOR DECEMBER/JANUARY

Staff submitted the planned schedule for deployment of the radar trailer and stated the Commission is welcome to make suggestions for other locations.

5.2 SHERIFF'S DEPARTMENT VERBAL REPORT

Staff not available.

5.3 TRAFFIC CONTROLS

Commissioner Froelich requested deferment of this item to the meeting of January 18, 2012.

5.4 DOUBLE-YELLOW STRIPING ON WESTBOUND OSO PARKWAY EAST OF CABOT ROAD

Staff stated that Caltrans was notified of the multiple complaints received regarding the double-yellow striping on westbound Oso Parkway east of Cabot Road and reported that Caltrans has determined that the striping and signage at this location is appropriate and will remain as is. Caltrans will continue to monitor this location. The Commission engaged in a discussion with staff regarding this item.

6. COMMISSIONER COMMENTS

The Commission engaged in a discussion regarding the double-yellow striping on westbound Oso Parkway east of Cabot Road.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Frazier declared the meeting adjourned at 8:58 p.m. to the meeting of January 18, 2012.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Rick Frazier
Chair

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

**ISSUE: PARKING CONTROLS SURVEY ANALYSIS IN THE MANDEVILLE
 DRIVE AREA NEIGHBORHOOD**

SUMMARY:

At the Traffic Commission meeting of November 16, 2011, staff was requested to review the parking control survey of October 12, 2011, to analyze support for parking controls on a segment of Mandeville Drive, along with a segment of Santa Rosa Avenue. Upon analyzing the results for Mandeville Drive, from Moulton Parkway to 500 feet easterly (up to the seventh house), it was determined that 58% of the residents are in support of a permit parking control. Upon analyzing the results for Santa Rosa Avenue, from Mandeville Drive to Alta Loma Court, it was determined that 11% of the residents are in support of either an overnight parking control or permit parking control. Staff was also requested to work with the Management Company for the Crestline Homeowners Association (HOA) to educate their residents on the existing permit parking option along Gordon Road. The City separately contacted all the Crestline HOA residents individually, by letter, reminding them of the Permit Parking Program along Gordon Road. Having Crestline HOA resident's park along Gordon Road will limit parking within the Mandeville Drive area neighborhood. It is recommended that the Traffic Commission receive and file this report.

BACKGROUND:

At the Traffic Commission of November 16, 2011, staff presented the Mandeville Drive area neighborhood survey results which revealed inadequate support to implement parking controls. Because the survey included the full length of Mandeville Drive, Sundance Avenue, Alta Loma Court, etc., the Traffic Commission decided that the results were not indicative of the parking issues that some of the residents along the west end of Mandeville Drive were experiencing. Therefore, the Traffic Commission recommended that staff analyze the survey results of a short segment of Mandeville Drive, from Moulton Parkway to approximately 500 feet easterly (up to the seventh house), and a portion of Santa Rosa Avenue, from Mandeville Drive to Alta Loma Court. Please see the attached Vicinity Map. The results indicated that 58% of the residents along the segment of Mandeville Drive support implementation of a permit parking control and 11% of the residents along the segment of Santa Rosa Avenue are in support of either an overnight

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

Agenda Report
Parking Controls Survey Analysis within
the Mandeville Drive Area Neighborhood
Page 2

parking control or permit parking control. Please see the attached Survey Results Analysis for further detail.

Staff attempted to contact the President of the Moulton/La Paz Community Association to obtain comments regarding the current parking situation in their neighborhood but did not receive a response. From the analysis of the survey results, it is apparent that the majority of the residents along Alta Loma Court are not interested in implementing parking controls.

The parking occurring along Mandeville Drive and the adjacent streets is legal and is not considered a traffic safety concern. Though it is unfortunate that it may be causing some of the residents to feel uncomfortable, that in itself is not a basis to develop parking controls. Controlling public parking along a short segment on Mandeville Drive, covering the first seven homes, will likely cause other vehicles to move up the street, including visitors to the first seven homes, possibly resulting in the City revisiting this case in the future.

On November 28, 2011, staff mailed letters to all residents of Crestline Development reminding them of the Permit Parking Program on Gordon Road along with rules of parking on public streets. Staff has also been in touch with the Crestline HOA Property Management staff and they have mentioned that information about the Permit Parking Program along Gordon Road is included in each of their monthly newsletters. Since the City's notification to Crestline HOA residents, three additional parking permits have been issued for Gordon Road.

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

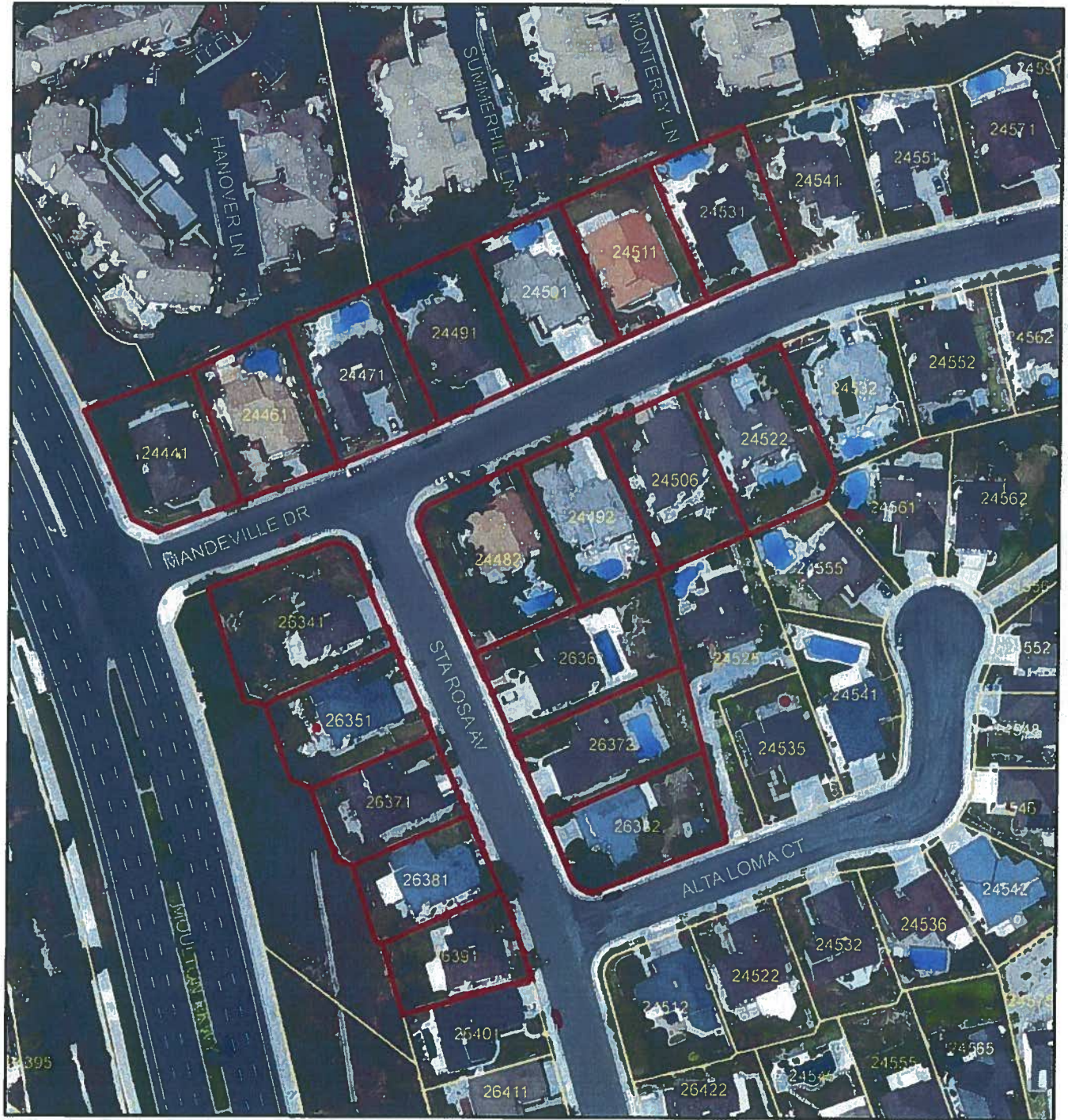
ATTACHMENTS:

- Vicinity Map
- Survey Results Analysis



City of Laguna Hills

VICINITY MAP



120 0 120 Feet

Date Created: 1/10/2012

OCTOBER 12, 2011 SURVEY RESULTS ANALYSIS

MANDEVILLE DR. FROM MOULTON PKWY TO 500' EASTERLY (UP TO THE 7TH HOUSE)**RESULTS:**

	Address	No Overnight Parking	Permit Parking	No Parking During St Sweeping
1	24441 Mandeville		1	
2	24461 Mandeville	1		
3	24471 Mandeville			
4	24491 Mandeville	1	1	1
5	24501 Mandeville	1	1	1
6	24511 Mandeville		1	
7	24531 Mandeville		1	
8	24522 Mandeville		1	1
9	24506 Mandeville	1		
10	24492 Mandeville	1	1	1
11	24482 Mandeville			
12	26341 Santa Rosa			

ANALYSIS:

PARKING CONTROL	VOTES	PERCENTAGE
No Overnight Parking	5/12	41.7%
Permit Parking	7/12	58.3%
No Pkg during St Sweeping	4/12	33.3%

SANTA ROSA AVE. FROM MANDEVILLE DR. TO ALTA LOMA CT. (5TH HOUSE)**RESULTS:**

	Address	No Overnight Parking	Permit Parking	No Parking During St Sweeping
1	26341 Santa Rosa			
2	26351 Santa Rosa	1		
3	26371 Santa Rosa			
4	26381 Santa Rosa			
5	26391 Santa Rosa		1	
6	26382 Santa Rosa			
7	26372 Santa Rosa			
8	26362 Santa Rosa			
9	24482 Mandeville			

ANALYSIS:

PARKING CONTROL	VOTES	PERCENTAGE
No Overnight Parking	1/9	11.1%
Permit Parking	1/9	11.1%
No Pkg during St Sweeping	0	0%

**Packet Pg. 135**

For MK Ames From Sandra Fagan

9/14/2

4.3.f

PETITION FOR RESIDENTIAL PERMIT PARKING

MANDEVILLE NEIGHBORHOOD

For Mandeville (from Moulton Parkway to Los Alamitos), Santa Rosa, Alta Loma, and Sundance

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City-developed form petition, signed by residents representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner. This Petition may be circulated by any resident of residential property abutting the proposed Residential Permit Parking Area.

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1. One annual parking decal can be issued to every vehicle registered to a resident of the property with an annual permit fee of \$15 per each parking decal.
- 2) Upon application, four guest parking permit placards are issued to each residential property with at least one paid parking decal, subject to annual renewal.
- 3) Upon application, residents may receive additional guest permit placards (i.e., "one-day parking passes") for one day special events at no additional charge.
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PRINT NAME	ADDRESS	SIGNATURE
Pat Harkon	26376 Santa Rosa	Pat Harkon

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PRINT NAME	ADDRESS	SIGNATURE
Darren Devito	24512 ALTA LOMA CT	Darren Devito
SANDRA FAGAN	24535 ALTA LOMA CT	Sandra Fagan
Toni SZYMCIUK	24562 ALTA LOMA CT	Toni Szymciuk
Phillip Cook	24556 ALTA LOMA CT	Phillip Cook
Rita Frank	24576 ALTA LOMA CT	Rita Frank
TOM ZIEM	24542 ALTA LOMA CT	Tom Ziem
Young Kim	24532 ALTA LOMA CT	Young Kim
Carmen Camuglia	24545 ALTA LOMA CT	Carmen Camuglia
AMEENH. JARRAHIAN	24525 ALTA LOMA CT	Ameen Jarrachian
Ameen Jarrachian	24561 ALTA LOMA CT	Ameen Jarrachian
Esther Kim	24552 ALTA LOMA CT	Esther Kim
Cheri With	24536 ALTA LOMA CT	Cheri With
Christine Youngren	24541 ALTA LOMA CT	Christine Youngren

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PRINT NAME	ADDRESS	SIGNATURE
MALCOLM BOMAN	74545 SUNDANCE AVE	[Signature]
KOZ MCRIE + Marguerite	26362 SANTA ROSA AVE	[Signature]
Lee Zhou	26442 Santa Rosa Ave	[Signature]
Richard Sakrab	34575 Sundance Ave	[Signature]
NELS STRUVE	24585 Sundance Ave	[Signature]
Abdul Dandan	26422 Santa Rosa Ave	[Signature]
Rob Henrich	26382 Santa Rosa	[Signature]
Gary Harris	24555 Sundance Ave	[Signature]
Michael Buechieri	24565 Sundance Ave	[Signature]
MIKE DiLore	24582 SUNDANCE AVE	[Signature]
BRENDA LITENYAW	24572 SUNDANCE AVE	[Signature]
Ann Brown	24571 Mandeville Dr	[Signature]
Peggy Cook	24542 Sundance Ave	[Signature]

PETITION FOR RESIDENTIAL PERMIT PARKING

MANDEVILLE NEIGHBORHOOD

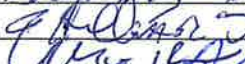
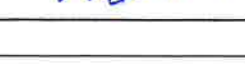
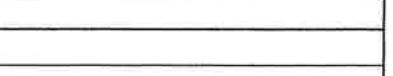
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PRINT NAME	ADDRESS	SIGNATURE
DERORAH ERUM	26391 Santa Rosa Ave	
MING LOUIE	26401 Santa Rosa Ave	
David Hughes	26411 Santa Rosa Ave	
John B. HARRIS	26372 Santa Rosa Ave	
Marc Raygoza	26381 Santa Rosa Ave	
MICHELE VOSS	24506 MANDEVILLE DR	

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PRINT NAME	ADDRESS	SIGNATURE
Linda Taul Ciaccia	24552 Mandeville Dr.	Linda Taul Ciaccia
Judy Melstien	24551 Mandeville Dr.	Judy Melstien
DAVID JOE	24541 Mandeville Dr.	David Joe
JOHN Maggotti	24531 Mandeville Dr.	John Maggotti

MANDEVILLE NEIGHBORHOOD

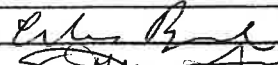
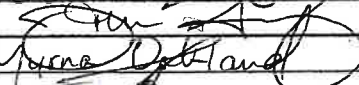
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PRINT NAME	ADDRESS	SIGNATURE
CURTIS BROWNE	26421 Santa Rosa	
John FVEY	24512 Sundance Ave	
Myrna Oakland	24522 Sundance Ave	
Alexey Zabolotskiy	26451 Santa Rosa Ave	
Daniel Akiva	24522 Mandeville Dr	

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PRINT NAME	ADDRESS	SIGNATURE
William B. Dixon	24522 Alta Loma Ct.	William B. Dixon
Karen Cervantes	24555 Alta Loma Ct.	Karen Cervantes
SUSAN BRETHAUER	24532 Mandeville	Susan Brethauer
Karen MAGNUS	24562 MANDEVILLE	Karen Magnus

For Mandeville (from Moulton Parkway to Los Alamitos), Santa Rosa, Alta Loma, and Sundance

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[illegible]