
**TRAFFIC
COMMISSION
REGULAR
MEETING**



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

AGENDA

Tim Hillis - Chair

**Ed Rowe - Vice Chair
Pamela Dow - Commissioner**

**Rick Frazier - Commissioner
Donald Froelich - Commissioner**

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. PUBLIC COMMENTS

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

2. MINUTES**3. PRESENTATIONS****4. ADMINISTRATIVE REPORTS****4.1 SCHOOL AND SPEED LIMIT SIGNAGE AROUND VALENCIA ELEMENTARY SCHOOL**

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE SIGNAGE MODIFICATIONS IN THE VICINITY OF VALENCIA ELEMENTARY SCHOOL AS SHOWN IN EXHIBIT B.

5. INFORMATIONAL ITEMS**5.1 ENFORCEMENT OF OVERSIZED VEHICLE AND OVERSIZED COMMERCIAL VEHICLE PARKING REGULATIONS****5.2 RADAR SPEED TRAILER****5.3 SHERIFF'S DEPARTMENT VERBAL REPORT****6. COMMISSIONER COMMENTS****7. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be September 19, 2012, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, HUMZA JAVED, Associate 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 Friday, July 13, 2012, at 5:00PM.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

July 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
MAY 16, 2012**

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:

Commissioner 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. ELECTION OF CHAIR

Motion was made by Chair Rick Frazier to open nominations to elect a new Chair. Chair Rick Frazier nominated Vice Chair Tim Hillis. The nomination was seconded by Commissioner Pamela Dow. Nominations were closed. Vote was unanimous.

2. ELECTION OF VICE CHAIR

Motion was made by Chair Tim Hillis to open nominations to elect a new Vice Chair. Commissioner Donald Froelich nominated Commissioner Ed Rowe. The nomination was seconded by Commissioner Rick Frazier. Nominations were closed. Vote was unanimous.

3. PUBLIC COMMENTS

4. MINUTES

APPROVAL OF MINUTES

Vice Chair Rowe inquired as to what action City Council had taken in regards to Item 4.2 PARKING CONTROL SURVEY ANALYSIS IN THE MANDEVILLE DRIVE AREA NEIGHBORHOOD. Staff stated that City Council took no action on this matter.

IT WAS MOVED BY COMMISSIONER PAMELA DOW, SECONDED BY COMMISSIONER DONALD FROELICH, TO APPROVE THE MINUTES OF THE JANUARY 18, 2012, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

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

NOES:
ABSENT:

5. PRESENTATIONS

None

6. ADMINISTRATIVE REPORTS

6.1 LA PAZ ROAD PARKING REQUEST

Staff stated that La Paz Road is a four-lane arterial highway running east/west in the central part of the City, and reported that in 2009 the City Council passed a Resolution to eliminate all parking on arterial highways with specified exceptions. The Resolution was adopted in an effort to establish consistent parking regulations on all arterial highways within the City, to enhance traffic flow, to eliminate the potential of truck parking, and to allow bike lanes to remain open. Staff reported that at the City Council meeting of March 27, 2012, Mr. Clarence Hauschild, a resident of 25385 Gallup Circle, requested City Council consider allowing parking along La Paz Road so that people could have access to his barn, which is located at the rear of his residence, during "Open House" events. The City Council referred the matter to the Traffic Commission.

Staff stated that after reviewing Mr. Hauschild's request it was determined that in order to be consistent with the Resolution, the best solution would

be the implementation of a temporary permit parking program along the south side of La Paz Road between Monte Vista and Aliso Hills Drive.

Mr. Clarence Hauschild, a resident of 25385 Gallup Circle, presented a short video to the Traffic Commission along with a letter addressed to the Traffic Commission that included a copy of Resolution No. 2009-10-13-2, photos of the "historical" barn, and photos of on-street parking that occurs along La Paz Road during Valencia Elementary School events. Mr. Hauschild requested that the Traffic Commission consider extending the allowed parking along La Paz Road by approximately 1,000 feet, adjacent to the "historical" barn structure located at the rear of his residence, to allow access to his "historical" barn for personal use, public viewing, and charitable events. He also stated that the only access to the barn from his residence is by foot along a very steep slope and reported that parking had been allowed along La Paz Road until the City created a "No Parking Anytime Zone" in October 2009. Mr. Hauschild suggested making a change to the Resolution to read "except on the south side from 260' west to approximately 1,600' west of Paseo de Valencia."

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

MOTION WAS MADE BY CHAIR HILLIS, SECONDED BY COMMISSIONER FRAZIER, TO RECOMMEND TO THE CITY COUNCIL THE EXTENSION OF THE EXISTING ON-STREET PARKING ON LA PAZ ROAD TO THE PROLONGATION OF THE CITY LANDSCAPE EASEMENT LINE ON THE SOUTH SIDE OF LA PAZ ROAD WESTERLY OF THE PROPERTY LINE OF 25385 GALLUP CIRCLE, AT ITS INTERSECTION WITH LA PAZ ROAD, WITH CONSIDERATION FOR SIGHT DISTANCE CONSTRAINTS FOR VEHICLES TRAVELING EAST ON LA PAZ ROAD FROM THE ALISO HILLS DRIVE INTERSECTION, THE SCE DRIVEWAY, AND THE MONTE VISTA ROADWAY AND HAVE STAFF REVIEW WITH TRAFFIC COMMISSION IN SIX MONTHS.

The motion carried by the following vote:

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

NOES:

ABSENT:

6.2 SIGHT DISTANCE ANALYSIS AT APPIAN AND BRIDLEWOOD DRIVE

Staff stated that a resident of the Bella Vista Community Association had expressed concerns about sight distance constraints at Appian and Bridlewood Drive specifically for vehicles traveling northbound on Bridlewood Drive. As a result of this concern, staff performed a field review and determined that vehicles parked on the east side of Bridlewood Drive between Appian and Laurel Crest Drive were causing a sight distance constraint for vehicles exiting Appian. Staff is recommending the creation of a No Parking Anytime zone along the east side of Bridlewood Drive from Appian to Laurel Crest Drive.

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER DOW, TO RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF A NO PARKING ANYTIME ZONE ALONG THE EAST SIDE OF BRIDLEWOOD DRIVE FROM APPIAN TO LAUREL CREST DRIVE.

The motion carried by the following vote:

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

NOES:

ABSENT:

6.3 SANTA VITTORIA DRIVE MEDIAN MODIFICATION ANALYSIS AT CAMINITO VINO/CAMINITO PIEDRA

Staff stated that a request had been received from a resident of the Laguna Village Association to consider opening the center median at the drive approach located at Caminito Piedra and Santa Vittoria. As a result of this request, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc., perform an analysis of the sight distance constraints at the driveway of Caminito Piedra and Caminito Vino and a traffic operational analysis due to the proximity of the median opening to the intersection of Ridge Route Drive and Santa Vittoria Drive. Results determined that sight distance is adequate with the exception of Caminito Vino looking south at approaching northbound traffic on Santa Vittoria Drive and operational analysis was acceptable showing that the median modification is feasible; however, it is anticipated that once the median is opened vehicles exiting Laguna Village Association from Caminito Vino will not abide by the traffic control and will drive through into Caminito Piedra and onto Santa Vittoria which may cause a new problem for public

safety. Staff is recommending that the Traffic Commission receive and file this report.

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

The motion carried by the following vote:

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

NOES:

ABSENT:

7. INFORMATIONAL ITEMS

7.1 RADAR TRAILER SCHEDULE FOR JUNE/JULY

Staff reported that starting next period the radar trailer will be scheduled for deployment on a bi-weekly schedule due to the reduced amount of requests that the City has been receiving. The radar trailer will continue to be available on an as-needed basis beyond the bi-weekly schedule.

7.2 SHERIFF'S DEPARTMENT VERBAL REPORT

No report.

6. COMMISSIONER COMMENTS

No Commissioner comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Hillis declared the meeting adjourned at 7:57 p.m. to the meeting of July 18, 2012.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Tim Hillis
Chair

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

**ISSUE: SCHOOL AND SPEED LIMIT SIGNAGE AROUND VALENCIA
ELEMENTARY SCHOOL**

SUMMARY:

Per City Council direction, staff has performed a field review of school and speed limit signage around Valencia Elementary School. The existing signage has been compared to the 2012 California Manual on Uniform Traffic Control Devices (MUTCD). Staff is proposing signage changes to meet current standards. It is recommended that the Traffic Commission recommend the signage modifications to the City Council.

BACKGROUND:

In order to be in compliance with the current State standards regarding school signage, staff performed a field review of the area signage around Valencia Elementary School and compared it against the 2012 edition of the California MUTCD. Exhibit A depicts current school signage in the vicinity of the school. Exhibit B depicts proposed school signage based on the following standards as listed in the California MUTCD:

- If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1 or 7B-1(CA)) shall be installed to identify the beginning point(s) of the designated school zone.
- The School Advance Warning Assembly D(CA) shall be used in advance of any School Crosswalk Warning Assembly B(CA), School Crosswalk Warning Assembly E(CA), or the School Speed Limit Assembly C(CA).
- If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance of the first School Speed Limit sign assembly that is encountered in each direction as traffic approaches the reduced school speed limit zone.

Essentially, the School Advance Warning Assembly D(CA) needs to be installed in advance of the School Speed Limit Assembly C(CA) in each direction as traffic approaches the school crosswalk. The highlighted relevant California MUTCD pages have been attached as Exhibit C to this report

**RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE
CITY COUNCIL THE SIGNAGE MODIFICATIONS IN THE VICINITY OF VALENCIA
ELEMENTARY SCHOOL AS SHOWN IN EXHIBIT B.**

FISCAL IMPACT:

In order to implement the signage modifications as depicted in Exhibit B, signage modifications in the amount of approximately \$2,000 will be required. Funds for this work are available in the Fiscal Year 2012-2013 Public Works Maintenance budget.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE SIGNAGE MODIFICATIONS IN THE VICINITY OF VALENCIA ELEMENTARY SCHOOL AS SHOWN IN EXHIBIT B.

ATTACHMENTS:

- Exhibit A – Valencia Elementary School Existing Signage
- Exhibit B - Valencia Elementary School Proposed Signage
- Exhibit C - California MUTCD relevant sections

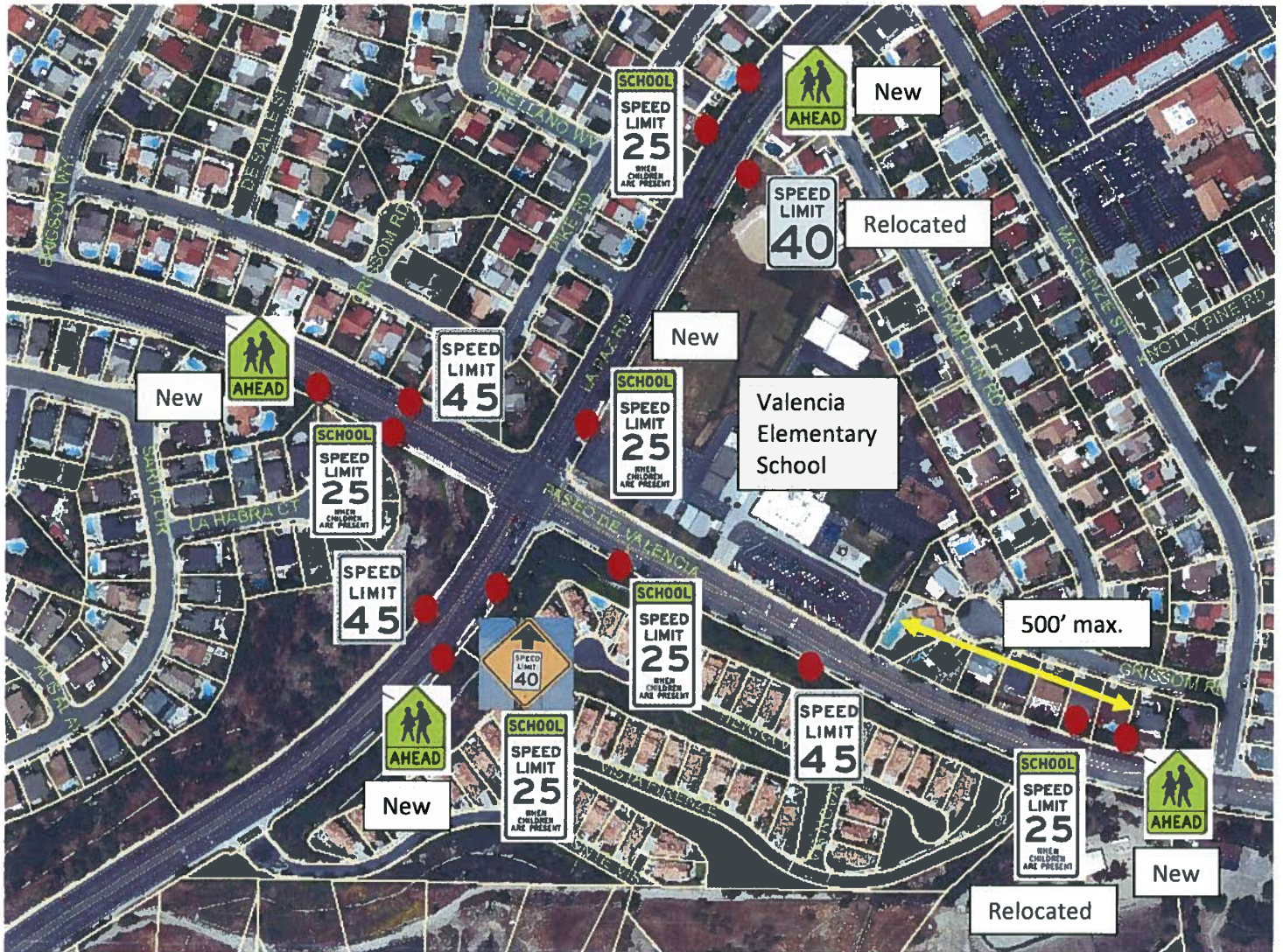
EXHIBIT A



Valencia Elementary School

Existing Signage

EXHIBIT B



Valencia Elementary School

Proposed Signage

EXHIBIT C

Section 7B.06 Lettering

Support:

- ⁰¹ The "Standard Highway Signs and Markings" book (see Section 1A.11) contains information regarding sign lettering.

Section 7B.07 Sign Color for School Warning Signs

Standard:

- ⁰¹ School warning signs, including the "SCHOOL" portion of the School Speed Limit (S5-1) sign and including any supplemental plaques used in association with these warning signs, shall have a fluorescent yellow-green background with a black legend and border unless otherwise provided in this Manual for a specific sign.

Section 7B.08 School Advance Warning Assembly (S1-1 with Supplemental Plaque)

Support:

- ⁰¹ Many state and local jurisdictions find it beneficial to advise road users that they are approaching a school that is adjacent to a highway, where additional care is needed, even though no school crossing is involved and the speed limit remains unchanged. Additionally, some jurisdictions designate school zones that have a unique legal standing in that fines for speeding or other traffic violations within designated school zones are increased or special enforcement techniques such as photo radar systems are used. It is important and sometimes legally necessary to mark the beginning and end points of these designated school zones so that the road user is given proper notice.

- ⁰² The School (S1-1) sign (see Figure 7B-1 or 7B-1(CA)) has the following four applications:

- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
- B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone (see Section 7B.09).
- C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly, the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.11).
- D. School Crossing – if combined with a diagonal downward pointing arrow (W16-7P) plaque to comprise the School Crossing assembly, the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.12).

- ^{02a} The School Assemblies A(CA) through E(CA) are shown in Figure 7B-1(CA) and Table 7B-1(CA).

Option:

- ⁰³ If a school area is located on a cross street in close proximity to the intersection, a School (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school area soon after making the turn.

Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)

Standard:

- ⁰¹ If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1 or 7B-1(CA)) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2).

Option:

- ⁰² A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1 or 7B-1(CA)).

- ⁰³ A School Zone (S1-1) sign may be supplemented with an ALL-YEAR (S4-7P) plaque (see Figure 7B-1) if the school operates on a 12-month schedule.

~~04 The downstream end of a designated school zone may be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).~~

05 If a school zone is located on a cross street in close proximity to the intersection, a School Zone (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school zone soon after making the turn.

Standard:

06 The School Warning Assembly A(CA) shall be used on streets with prima facie 25 mph speed limits that are contiguous to a school building or school grounds.

07 The SCHOOL (S4-3P) plaque shall not be used alone.

Guidance:

08 If used, the School Warning Assembly A(CA) should be posted at the school boundary. Refer to CVC 22352.

Option:

09 If used, the School Warning Assembly A(CA) may be posted up to 500 feet in advance of the school boundary. Refer to CVC 22352.

Support:

10 The School Warning Assembly A(CA) does not need to be posted if there are no school pedestrians using the highway and the school grounds are separated from the highway by a fence, gate or other physical barrier. Refer to CVC 22352.

Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11) and Plaques

Standard:

~~01 Where increased fines are imposed for traffic violations within a designated school zone, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-2 and 7B-3).~~

Option:

02 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:

- A. An S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
- B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or
- C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Standard:

~~03 Where a BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P) plaque supplementing a School Zone (S1-1) sign is posted to notify road users of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figures 7B-2 and 7B-3).~~

Section 7B.11 School Advance Crossing Assembly

Standard:

01 The School Advance Crossing assembly (see Figure 7B-1 or 7B-1(CA)) shall consist of a School Advance warning Assembly D(CA), or a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.

02 Except as provided in Paragraph 3, a School Advance Crossing assembly or Assembly D(CA) shall be used in advance (see Table 2C-4 for advance placement guidelines) of the first School Crossing assembly (see Section 7B.12) that is encountered in each direction as traffic approaches a school crosswalk (see Figure 7B-4).

Option:

03 The School Advance Crossing assembly or Assembly D(CA) may be omitted (see Figure 7B-5) where a School Zone (S1-1) sign (see Section 7B.09) is installed to identify the beginning of a school zone in advance of the School Crossing assembly.

04 If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing assembly with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn.

05 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6), installed in compliance with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the post-mounted school warning signs. A 12 x 6-inch reduced size AHEAD (W16-9P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

06 The School Advance Warning Assembly D(CA) shall be used in advance of any School Crosswalk Warning Assembly B(CA), School Crosswalk Warning Assembly E(CA) or the School Speed Limit Assembly C(CA).

Section 7B.12 School Crossing Assembly

Standard:

01 If used, the School Crossing assembly Assembly B(CA) (see Figure 7B-1 or 7B-1(CA)) shall be installed at the school crossing (see Figures 7B-4 and 7B-5), or as close to it as possible, and shall consist of a School (S1-1) sign supplemented with a diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.

02 The School Crossing assembly Assembly B(CA) or E(CA) shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.

03 The School Crossing assembly Assembly B(CA) or E(CA) shall not be installed on approaches controlled by a STOP (R1-1) sign, a ~~or~~ YIELD (R1-2) sign or a traffic signal.

Standard:

03a The School Crosswalk Warning Assembly B(CA) or E(CA) shall be posted at all yellow school crosswalks that are not controlled by a STOP (R1-1) sign, a YIELD (R1-2) sign or a traffic signal.

Guidance:

03b The School Crosswalk Warning Assembly B(CA) or E(CA) should be posted at all white school crosswalks that are not controlled by a STOP (R1-1) sign, a YIELD (R1-2) sign or a traffic signal.

Support:

03c The School Crosswalk Warning Assemblies B(CA) and E(CA) are shown in Figure 7B-1(CA) and 7B-101(CA) through 7B-104(CA).

Option:

04 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b or R1-6e) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

05 The Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Section 2B.12 and Figure 2B-2) may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings. The STATE LAW legend on the R1-9 series signs may be omitted.

Standard:

05a If used, the School Crosswalk Warning Assembly E(CA) (see Figures 7B-1(CA) and 7B-101(CA) through 7B-104(CA)) shall be installed in an overhead location at the marked crosswalk, or as close to it as possible, and shall consist of a modified R1-9 sign to show the location of the crossing.

Option:

06 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6 or R1-6a) or the In-Street Schoolchildren Crossing (R1-6b or R1-6e) sign. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Support:

06a The In-Street Pedestrian Crossing and the In-Street Schoolchildren Crossing (R1-6a and R1-6c) signs are deleted as a stop is not required in California per CVC 21950.

Standard:

07 If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12).

08 The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at signalized locations.

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

01 The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1 or 7B-1(CA)) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.

Standard:

02 The School Bus Stop Ahead (S3-1) sign shall be installed in advance of an approved school bus stop where there is not a clear view in advance of the stop from a distance of 200 feet. Refer to CVC 22504(c).

Section 7B.14 SCHOOL BUS TURN AHEAD Sign (S3-2)

Option:

01 The SCHOOL BUS TURN AHEAD (S3-2) sign (see Figure 7B-1 or 7B-1(CA)) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance as determined by the "0" column under Condition B of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide the distance provided in Table 2C-4.

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

Standard:

01 A School Speed Limit assembly Assembly C(CA) (see Figure 7B-1 7B-1(CA)) or a School Speed Limit (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly Assembly C(CA) or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced school speed limit zone begins (see Figures 7B-3 and 7B-5).

02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-3 and 7B-5).

03 Where increased fines are imposed for traffic violations within a reduced school speed limit zone, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the reduced school speed limit sign to notify road users.

04 Except as provided in Paragraph 5, the The downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-1(CA) and 7B-5).

Option:

05 If a reduced school speed limit zone ends at the same point as a higher fines zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign.

06 A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END

SCHOOL SPEED LIMIT (S5-3) sign ~~or the END SCHOOL ZONE (S5-2) sign~~ or the Speed Limit sign may be posted by itself (see Figure 7B-5(CA) and 7B-102(CA)).

Guidance:

07 The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200 foot distance should be increased if the reduced school speed limit is 30 mph or higher. Refer Figures 7B-1(CA), 7B-5, 7B-5(CA), and 7B-101(CA) through 7B-103(CA).

Standard:

08 The School Speed Limit assembly Assembly C(CA) shall be either a fixed-message sign assembly or a changeable message sign.

09 The fixed-message School Speed Limit assembly Assembly C(CA) shall consist of a top plaque (S4-3P) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque WHEN CHILDREN ARE PRESENT (S4-1P, S4-2P, S4-4P, or S4-6P) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (see Figure 7B-1 7B-1(CA)).

Option:

10 Changeable message signs (see Chapter 2L and Section 6F.60) may be used to inform drivers of the school speed limit. If the sign is internally illuminated, it may have a white legend on a black background. Changeable message signs with flashing beacons may be used for situations where greater emphasis of the special school speed limit is needed.

Guidance:

11 Even though it might not always be practical because of special features to make changeable message signs conform in all respects to the standards in this Manual for fixed-message signs, during the periods that the school speed limit is in effect, their basic shape, message, legend layout, and colors should comply with the standards for fixed-message signs.

12 A confirmation light or device to indicate that the speed limit message is in operation should be considered for inclusion on the back of the changeable message sign.

Standard:

13 Fluorescent yellow-green pixels shall be used when the "SCHOOL" message is displayed on a changeable message sign for a school speed limit.

Option:

14 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies.

15 Changeable message signs that display the speed of approaching drivers (see Section 2B.13) may be used in a school speed limit zone.

16 A Speed Limit Sign Beacon (see Section 4L.04) also may be used, with a WHEN FLASHING legend, to identify the periods that the school speed limit is in effect.

Standard:

17 The School Speed Limit Assembly C(CA) shall be used on streets with speed limits greater than 25 mph that are contiguous to a school building or school grounds.

Support:

18 The School Speed Limit Assembly C(CA) is shown in Figure 7B-1(CA).

Option:

19 If used, the School Speed Limit Assembly C(CA) may be posted up to 500 feet in advance of the school boundary.

Standard:

20 The "WHEN FLASHING" and specific time period messages shall not be used in school areas in California as they are not supported by CVC 22352. Hence, the Specific Time Period Plaque (S4-1P), WHEN FLASHING (S4-4P) and SCHOOL SPEED LIMIT 20 WHEN FLASHING (S5-1) signs shall not be used in California.

Support:

21 The "WHEN FLASHING" message is misleading because it suggests that the speed limit is in force only when the flashing beacons are in operation. The prima facie speed limit of 25 mph is in effect based on the presence of children per CVC 22352, not on the operation of the flashing beacons.

22 The non-use of "WHEN FLASHING" message also addresses the situation when children are present but the flashing beacons are inoperative for any reason.

23 The non-use of "WHEN FLASHING" message does not alter the warrants or the use of a flashing yellow beacon or its effectiveness as an attention-getting device.

24 The specific time period message is misleading because it suggests that the speed limit is in force only during the time period specified. The prima facie speed limit of 25 mph is in effect based on the presence of children per CVC 22352, not on the time period specified.

EXTENDED 25 MPH AND/OR REDUCED SPEEDS IN SCHOOL ZONES

Option:

25 A local authority may declare a 15 mph prima facie speed limit within 500 feet of a school building or school grounds and an extended 25 mph prima facie speed limit within 500 to 1000 feet from a school or school grounds.

Support:

26 The extended 25 mph school speed zone can provide a progressive speed reduction.

Standard:

27 If the local authority declares by ordinance or resolution the above prima facie speed limits, all of the following criteria shall be met:

- A. Street (or highway) is in a residential district.
- B. Street (or highway) outside of a school zone has a posted speed limit no greater than 30 mph.
- C. Street (or highway) has no more than a total of two through traffic lanes (one in each direction or two in one direction).
- D. The reduced school zone speed limit of 15 mph is within 500 feet of school grounds.
- E. The extended school zone speed limit of 25 mph is within 500 to 1000 feet of school grounds.

28 When used, a local ordinance or resolution adopted to establish a 15 mph reduced school zone speed limit and/or an extended 25 mph school zone speed limit shall not be effective until School Speed Limit Assembly C (CA) giving notice of the speed limit(s) is erected upon the highway.

29 On a State highway, the ordinance or resolution shall not be effective until the ordinance or resolution has been approved by the Department of Transportation and appropriate school zone speed signs are erected upon the State highway.

30 For purposes of a 15 mph reduced prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 15 mph shall be placed at a distance up to 500 feet away from school grounds. For purposes of an extended 25 mph prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 25 mph shall be placed at any distance between 500 to 1,000 feet away from school grounds. Refer to Figure 7B-103(CA).

31 The established school speed limits shall be effective when children are going to or leaving the school, either during school hours or during the noon recess hour. The school speed limits shall also apply when the school grounds are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children (this condition can apply at any time of day or any day of the week).

32 The determination to reduce a prima facie speed limit to 15 mph and/or extend a 25 mph school zone speed limit, as described above, shall be documented in writing, in an engineering study. The engineering study shall identify the provisions of Section 627 of the Vehicle Code that support the reduced and/or extended school zone speed limit(s).

Guidance:

33 When preparing an engineering study pursuant to the Standard above, the local authority should cite all elements of an Engineering and Traffic Survey, as discussed in Section 627 of the Vehicle Code, that support the need for a reduced speed limit of 15 mph and/or an extended 25 mph school zone speed limit.

Support:

34 The documentation of prevailing speeds found in CVC Section 627 can be used to establish an existing speed profile for the school zone, but the 85th percentile speed is not used to set the reduced or extended school speed limit.

Standard:

35 The local authority shall reimburse the Department of Transportation for all costs incurred by the Department under this section.

Section 7B.16 Reduced School Speed Limit Ahead Sign (S4-5, S4-5a)

Guidance:

01 A *Reduced School Speed Limit Ahead (S4-5, S4-5a)* sign (see Figure 7B-1 or 7B-1(CA)) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates that advance notice would be appropriate for the School Advance Warning Assembly D(CA).

Standard:

02 If used, the **Reduced School Speed Limit Ahead** sign shall be followed by a **School Speed Limit** sign or a **School Speed Limit assembly Assembly C(CA)**.

03 The speed limit displayed on the **Reduced School Speed Limit Ahead** sign shall be identical to the speed limit displayed on the subsequent **School Speed Limit** sign or **School Speed Limit assembly Assembly C(CA)**.

EXTENDED 25 MPH AND/OR REDUCED SPEEDS IN SCHOOL ZONES

Option:

04 For school area traffic control with a reduced school zone speed limit of 15 mph and/or an extended school zone speed limit of 25 mph in a residential district, the **Reduced Speed School Zone Ahead (S4-5, S4-5a)** sign may be used to give advance notice of a reduced 15 mph school zone speed limit and/or an extended school zone speed limit of 25 mph.

Section 7B.17 Parking and Stopping Signs (R7 and R8 Series)

Option:

01 Parking and stopping regulatory signs may be used to prevent parked or waiting vehicles from blocking pedestrians' views, and drivers' views of pedestrians, and to control vehicles as a part of the school traffic plan.

Support:

02 Parking signs and other signs governing the stopping and standing of vehicles in school areas cover a wide variety of regulations. Typical examples of regulations are as follows:

- A. No Parking X:XX AM to X:XX PM School Days Only,
- B. No Stopping X:XX AM to X:XX PM School Days Only,
- C. XX Min Loading X:XX AM to X:XX PM School Days Only, and
- D. No Standing X:XX AM to X:XX PM School Days Only.

03 Sections 2B.46, 2B.47, and 2B.48 contain information regarding the signing of parking regulations in school zone areas.

04 Street closures are authorized by local ordinance or resolution on streets crossing or dividing school grounds when necessary for the protection of persons attending the school. Refer to CVC 21102.

Figure 7B-1. School Area Signs

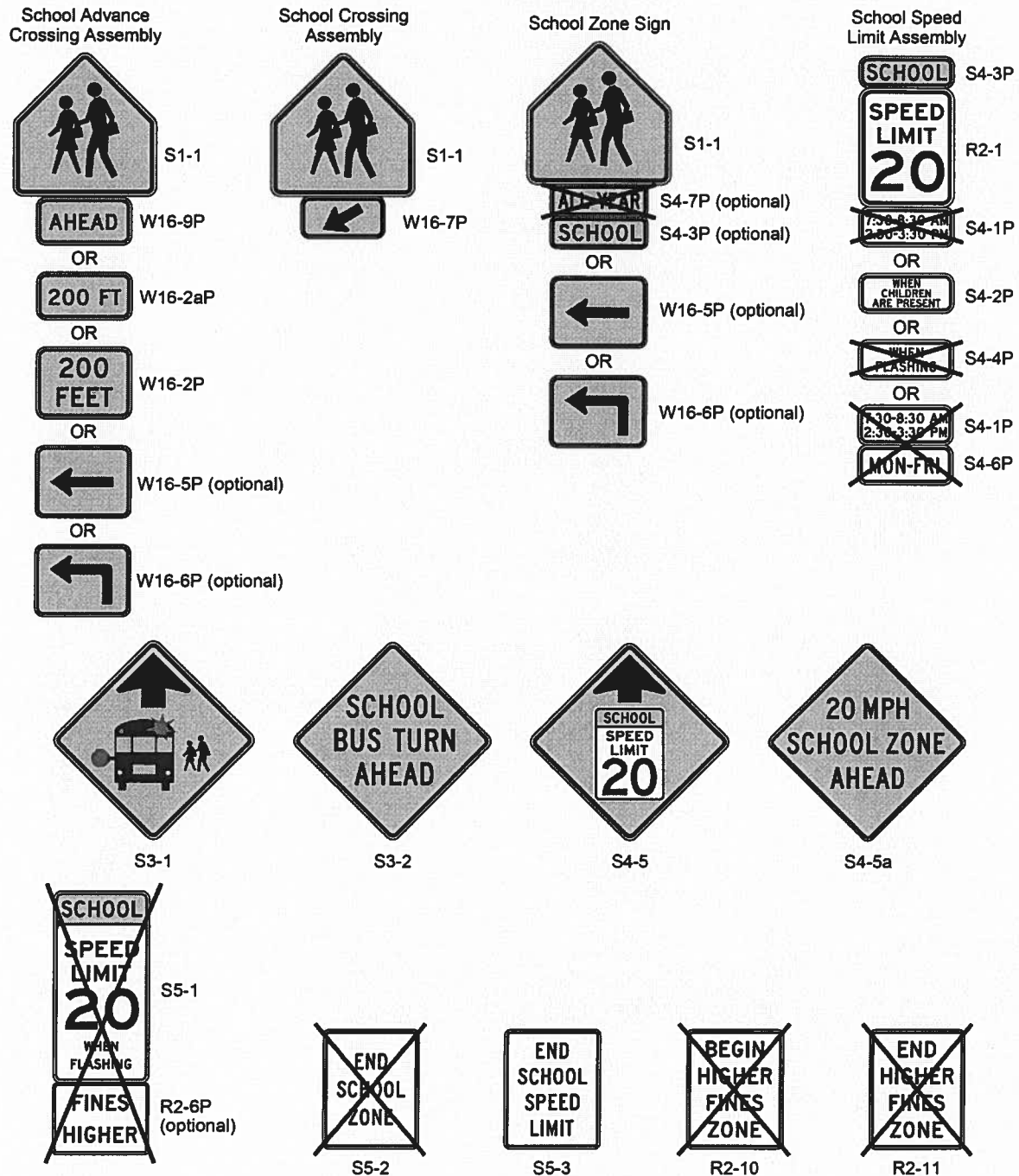


Figure 7B-1(CA). School Area Signs (Sheet 1 of 2)

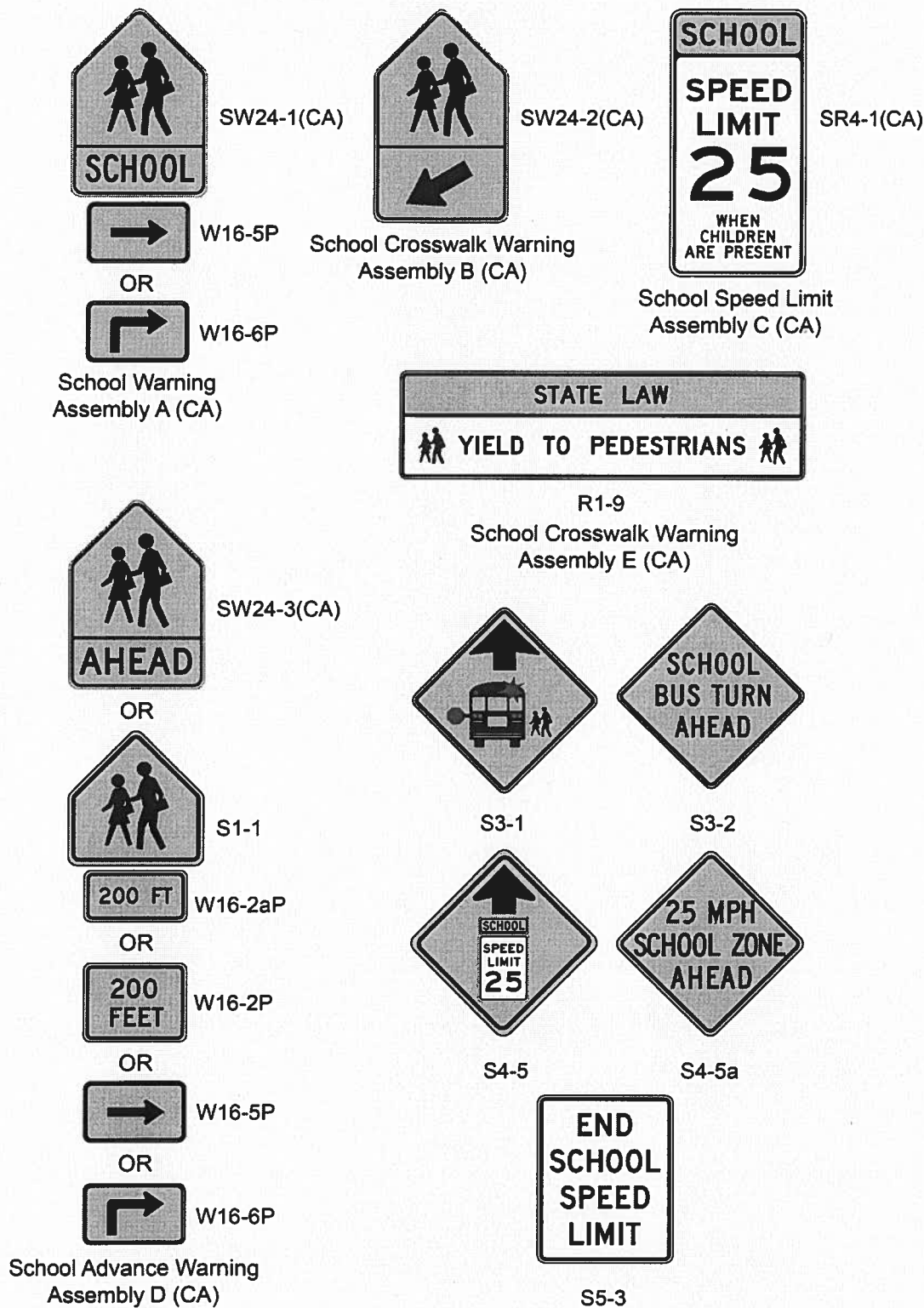


Table 2C-4. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance ¹								
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴
20 mph	225 ft	100 ft ⁵	N/A ⁵	—	—	—	—	—	—
25 mph	325 ft	100 ft ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
30 mph	460 ft	100 ft ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
35 mph	565 ft	100 ft ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—
40 mph	670 ft	125 ft	100 ft ⁵	100 ft ⁵	N/A ⁵	—	—	—	—
45 mph	775 ft	175 ft	125 ft	100 ft ⁵	100 ft ⁵	N/A ⁵	—	—	—
50 mph	885 ft	250 ft	200 ft	175 ft	125 ft	100 ft ⁵	—	—	—
55 mph	990 ft	325 ft	275 ft	225 ft	200 ft	125 ft	N/A ⁵	—	—
60 mph	1,100 ft	400 ft	350 ft	325 ft	275 ft	200 ft	100 ft ⁵	—	—
65 mph	1,200 ft	475 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft ⁵	—
70 mph	1,250 ft	550 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—
75 mph	1,350 ft	650 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft ⁵

¹ The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol sign. For Conditions A and B, warning signs with less than 6-inch legend or more than four words, a minimum of 100 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.

² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PRT of 14.0 to 14.5 seconds for vehicle maneuvers (2005 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 180 feet for the appropriate sign.

³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2005 AASHTO Policy, Exhibit 3-1, Stopping Sight Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second², minus the sign legibility distance of 180 feet.

⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second², minus the sign legibility distance of 250 feet.

⁵ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing. An alignment warning sign may be placed anywhere from the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve and at least 100 feet from any other signs.

⁶ The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

Table 2C-5. Horizontal Alignment Sign Selection

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W1-6) (W1-10) (see Section 2C.07 to determine which sign to use)	Recommended	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Recommended	Required	Required	Required	Required
Chevrons (W1-8) and/or One Direction Large Arrow (W1-8)	Optional	Recommended	Required	Required	Required
Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp	Optional	Optional	Recommended	Required	Required

CITY OF LAGUNA HILLS



MEMORANDUM

DATE: July 18, 2012

TO: Traffic Commissioners

FROM: Humza Javed, P.E.
Associate Civil Engineer

SUBJECT: Informational Item – Enforcement of Oversized Vehicle and
Oversized Commercial Vehicle Parking Regulations

Laguna Hills Municipal Code (LHMC) Chapter 11-12 includes parking prohibitions as follows:

LHMC 11-12.040(B):

Maximum Parking Time Limit. It is unlawful to park or stop a vehicle for a period of time longer than seventy-two (72) consecutive hours on any City highway.

LHMC 11-12.080:

No person shall park or leave standing upon any public street or dedicated alley, except for oversized commercial vehicles as defined in Section 11-12.090 below, any vehicle of a length in excess of twenty-five (25) feet, or a width in excess of ninety (90) inches, or a height in excess of ninety (90) inches, or a gross vehicle weight at or in excess of ten thousand (10,000) pounds, except while loading or unloading persons and/or property, not to exceed seventy-two (72) consecutive hours. (Ord. 2002-3 § 3, 2002)

LHMC 11-12.090:

No person shall park or leave standing upon any public street or dedicated alley any oversized commercial vehicle, except when loading or unloading persons and/or property or when such vehicle is parked in connection with, and in aid of, the performance of a service to or on property in the block in which such vehicle is left standing, not to exceed twelve (12) consecutive hours. “Oversized commercial vehicle” as used in this section means every self-propelled vehicle of a length in excess of twenty-five (25) feet, or a width in excess of ninety (90) inches, or a height in excess of ninety (90) inches, or having a manufacturer’s gross vehicle weight rating of 10,000 pounds or more and used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for transportation of property. (Ord. 2002-3 § 4, 2002)

In the past, staff has questioned the enforceability of this latter parking prohibition because the State does not allow local governments to make distinctions between classes of vehicles when adopting parking regulations. The California Attorney General has relied on legislative history to conclude that any parking regulations must apply to all classes of vehicles unless otherwise explicitly authorized in the Vehicle Code.

However, recent court cases have cleared up this issue. The City may adopt regulations that apply to limited classes of vehicles such as “oversized” vehicles or “oversized commercial” vehicles provided adequate notice is given. The City of Laguna Hills already has signage in place and this signage is being updated to reflect current regulations.

To improve the clarity of the City’s regulations, the following changes to the City’s Municipal Code are proposed:

11-12.080

No person shall park or leave standing upon any public street or dedicated alley, except for oversized commercial vehicles as defined in Section 11-12.090 below, any vehicle of a length in excess of twenty-five (25) feet, or a width in excess of ninety (90) inches, or a height in excess of ninety (90) inches, or a gross vehicle weight at or in excess of ten thousand (10,000) pounds, except while loading or unloading persons and/or property for a period of time not to exceed seventy-two (72) consecutive hours. (Ord. 2002-3 § 3, 2002)

11-12.090

No person shall park or leave standing upon any public street or dedicated alley any oversized commercial vehicle. Notwithstanding the foregoing, an oversized commercial vehicle may be parked or left standing upon a public street or dedicated alley for a period of time not to exceed twelve (12) consecutive hours for the purposes of loading or unloading persons and/or property or when such

vehicle is parked in connection with, and in aid of, the performance of a service to or on property in the block in which such vehicle is parked or left standing. "Oversized commercial vehicle" as used in this section means every self-propelled vehicle of a length in excess of twenty-five (25) feet, or a width in excess of ninety (90) inches, or a height in excess of ninety (90) inches, or having a manufacturer's gross vehicle weight rating of 10,000 pounds or more and used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for transportation of property. (Ord. 2002-3 § 4, 2002)

Staff will be presenting this change to the City Council for approval.



CITY OF LAGUNA HILLS

August 2012

RADAR TRAILER SCHEDULE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	Woodbluff W/O Middleridge 25 MPH	7 Lost Colt E/O Beargrass 25 MPH	8 Mustang W/O Farrier 25 MPH	9 10	11
12	13	14	15	16	17	18
19	20	21 Rapid Falls W/O Sundowner 25 MPH	22 Santa Vittoria N/O Ridge Route 30 MPH	23 Stageline W/O Hidden Trail 25 MPH	24	25
26	27	28	29	30	31	

CITY OF LAGUNA HILLS

SEPTEMBER 2012

RADAR TRAILER SCHEDULE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	HOLIDAY	3 Santa Vittoria S/O San Remo 30 MPH	4 Stageline W/O Hidden Trail 25 MPH	5 Mustang W/O Farrier 25 MPH	6	7
8						
9	10	11	12	13	14	15
16	17	18 Rapid Falls W/O Sundowner 25 MPH	19 Nellie Gail S/O Rockinghorse 25 MPH	20 Bridlewood S/O Laurel Crest 25 MPH	21	22
23	24	25	26	27	28	29
30						

Rainy Days Excluded

Radar Trailer Calendar 2012 Bi-weekly
7/12/2012